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PROGRESS

OF

AMERICA.

STATISTICAL.

BOOK I.

CHAPTER I.

CONFIGURATION AND AREA OF NORTH AMERICA.

THE configuration of North America is even more diversified, by inlets of the sea, by islands, and by lakes, than Europe; while there is a remarkable similarity in the outlines of South America and of Africa.

North America is usually considered to include the countries, islands, inlets, and lakes, extending from New Granada in 9 deg. north latitude to the Arctic Sea, and from the Atlantic to the Pacific Ocean.

The territories, comprised within this great area, include Greenland, and the frozen regions; Labrador, and the vast country west of Hudson Bay, including Russian America; the Canadas, and the country called Columbia, claimed by Great Britain, west of the Rocky Mountains; the islands of Newfoundland, Cape Breton, Prince Edward, Anticosti, and Cuba; several minor islands lying off the coast of North America; Porto Rico, Hayti, and all the British and other West India islands, with the exception of Trinidad and the Dutch and other islands which lie off the coast of South America; Nova Scotia, and New Brunswick; the extensive territories comprised within, and appertaining to, the republics of the United States; Texas, and the states of the republic of Mexico, including California; and Central America or Guatemala, which includes Panama, Costa Rica, Honduras, and the Mosquito country.

The Andes extend through Mexico, where their summits are far higher than those of the Alps, and through the territories of the United States, and of Great

Britain, under the name of the Rocky Mountains ; and divide the waters falling into the Pacific from those which fall into the Bay of Hudson, the St. Lawrence, the Atlantic, and the Gulf of Mexico. The Ozark range stretches parallel with, and nearly midway between, the Mississippi and Rocky Mountains. The Alleghaneys, which Jefferson in his time designated the spine of the United States, divide the waters flowing into the Atlantic from those flowing north into the river St. Lawrence, and west into the Ohio and Mississippi, from the waters flowing south of Cape Gaspé into the Gulf of St. Lawrence, and from Nova Scotia to Carolina, into the Atlantic. These, with the ranges north of the St. Lawrence, form the great mountain regions of North America. With the moderate interruption of some highlands in Nova Scotia and Cape Breton, and the rocky cliffs and heights of Newfoundland, the foregoing mountains form the exceptions to the generally level, and undulating character of all America, north and east of Mexico.

The other great general features of North America are: the inlets of Hudson, Baffin, and other bays and inlets of the frozen regions ; the gulf and estuaries of St. Lawrence ; the bays of Chaleur, Fundy, Chesapeake, and the Mexican and Californian gulfs ; the islands of Newfoundland, Anticosti, Cape Breton, Prince Edward, Long Island, and the West Indies; and those lying along the shores of the northern promontories, and peninsulas, of Greenland, Labrador, Nova Scotia, Florida, California, and the north-west coast of America ; the five great lakes of Canada and the United States ; the Great and Lesser Lakes of the northern territory ; the St. Lawrence, Hudson, the Mississippi, and the numerous other great, and small rivers, which discharge their waters, not carried off by evaporation, into the Atlantic, Hudson Bay, the Arctic, or Pacific seas ; the geological formation of the mountains, hills, great and lesser valleys, prairies, and alluvions ; and the forest *zones* or regions extending from within nine degrees north of the equator, to the northern limit of utter barrenness.

CHAPTER II.

CONFIGURATION AND ASPECT OF BRITISH AMERICA.

THE physical aspect of British America presents along the Atlantic coasts, with but few exceptions, a broken, rugged configuration, in some parts thickly wooded to the water's edge, or to the utmost verge of the most perpendicular cliffs; in others, as along the greater part of Newfoundland, the south-eastern shores of Nova Scotia, and the whole of Labrador, rocks, with dwarfish trees

growing thinly among them, predominate. Within the Bay of Fundy, the coast, that of Nova Scotia in particular, is fertile and beautiful; and the features of Prince Edward Island, and the greater part of Nova Scotia and New Brunswick, situated within the Gulf of St. Lawrence, are soft, luxuriant, and picturesque, with trees growing, almost uninterrupted, along the coasts and over the country.

Along the river St. Lawrence, from the Bay de Chaleur to Quebec, and for some miles upwards, the country is of a bold mountainous character, and covered with dense forests. After passing the highlands above Quebec, the lands on each side of the St. Lawrence are low, fertile, and in most part of alluvial formation. The country, with few interruptions, maintains this appearance, until we reach the Queenstone Heights, close to the falls of Niagara; above which, again, along the lakes, a flat country prevails. Wherever cataracts occur the surface of the adjoining country is unequal; we observe this at Niagara, and at all the falls and rapids of the St. Lawrence and other rivers. The districts lying intermediate between cataracts are usually flat and of alluvial formation.

The geological structure and mineralogy of the North American regions are, as yet, but very imperfectly known. The great chain of mountains, known by the general name of the Alleghaneys, rises abruptly out of the Gulf of St. Lawrence at Percé, between Bay de Chaleur and Gaspé, and following nearly the course of the river St. Lawrence, until, opposite Quebec, bends to the southward, and entering the United States, divides the Atlantic coast from the Basin of the Ohio. The mountains of North America are generally covered to their summits with trees. They have also a greater continuity in their ridges, and more regularity of outline, than those of Europe. They are, besides, with the exception of the Andes, far from being so high as those of Europe, Asia, or South America.

The nucleus of the Alleghaney chain appears, and is generally considered to be granite, which extends from those mountains, and forms the prevailing basis, with some exceptions, however, of all the countries lying between them and the Atlantic, and north of the river Hudson. Those ranges are also considered to have been frequently convulsed by earthquakes, while the ridges, west of the Alleghaneys, have remained undisturbed.

Limestone, generally in horizontal strata, prevails to the westward of the Alleghaney chain, as far as the St. Lawrence and the lakes. On the north of the St. Lawrence, and throughout Labrador, granite predominates; and Sir Alexander Mackenzie remarks in his travels, that the great lakes of North America are in a line of contact between vast chains of granite and limestone.

Volney observes, that the granitic range of the Alleghaney chain may be said to terminate southward, (or more properly loses itself to observation), at West Point, river Hudson, on the opposite side of which sandstone commences, and prevails from the Catskill Mountains to the angle of Georgia.

Those vast inland seas, the great lakes, form, with the St. Lawrence and

other magnificent rivers, most gigantic features in the geography of British America; to which we may also add the Gulf of St. Lawrence, a Mediterranean, bounded by our territories ; the Bay of Fundy, with its extraordinary tides; and the Bay of Hudson, which divides Labrador from the north-western or frozen regions of the trans-Atlantic hemisphere.

The surface of the extensive countries of British America, with the exception of the sterile parts of the north, the prairies, and where towns and settlements have been formed, along the sea coasts, and on the banks of lakes and rivers, is still covered with dense and almost limitless forests, which commence at the sea coast, and extend to the banks and lakes of the St. Lawrence; beyond which they are succeeded by others of equally gigantic growth, and terminate with the occasional interruption of buffalo prairies only at the shores of the Pacific.

In many of the most extensive districts, we still discover no signs of civilisation, nor any marks of the progress of improvement; and the scenery, in its primeval wildness, and natural luxuriance, exhibits what the whole of America, north of Mexico, was about two centuries and a half ago; when none but the Indian tribes traversed its woods, and when no vessel but the bark canoe of the savage alone navigated the waters of its Atlantic shores, rivers, and inland seas.

We shall now proceed to describe briefly the configuration and aspect of the several British colonies and possessions in North America.

Newfoundland.—This large island is indented with deep bays, and its interior broken up by waters, rocks, and barren, as well as some tracts of soil fit for cultivation. Except on the Western Coast, within the Gulf of St. Lawrence, the general character of Newfoundland is rocky and barren. The Atlantic coasts, are formed generally of terrific rocky cliffs, rocky shores, and on the south and north indented with inlets, and lined with islands. From the straits within the Gulf of Belleisle to Cape Ray, the aspect of the country is far less forbidding, and generally wooded. Coal, lime, and gypsum, are said to abound in the western parts of the island ; where the lands are adapted for cultivation and grazing.

Anticosti.—This island is said to owe its name to an Indian word, Natiscoti, but it is more likely from the Spanish, Antecuesta. It is situated in the Gulf of St. Lawrence, and near the entrance of that great river. Its length is 125 miles, and its greatest breadth about 30. The whole of its north coast is high and without harbours. The rocks that present themselves are calcareous and contain various animal petrefactions.

The water, close to the cliffs, is very deep; and there are some coves where vessels may take shelter with the wind blowing off the land. The south shore is low; the lands wet and swampy, and covered with birch and fir trees. There is a bar harbour near the west point, which will admit small vessels; it can scarcely be said that this island has any rivers, if that called Jupiter River be not an exception. On the south the water is shoal, but the soundings are regular. Flat

rocky reefs extend a considerable distance from the east, west, and some other points. Sandy downs line a great part of the south coast, within which there are lagoons or ponds, filled by small streams running into them from the interior. During stormy weather and high tides, the sea frequently makes its way over the sands into these lagoons, out of which, also, there are small streams running into the gulf.

LABRADOR.—This vast country, equal in square miles to France, Spain, and Germany, has not a resident population of 4000 inhabitants, including the natives and Moravians.

Its surface is as sterile and naked as any part of the globe. Rocks, swamps, and water, are its prevailing features; and in this inhospitable country, which extends from 50 to 46 deg. north latitude, and from the longitude of 56 deg. west, on the Atlantic, to that of 78 deg. west, on Hudson's Bay, vegetation only appears as the last efforts of expiring nature. Small scraggy poplars, stunted firs, creeping birch, and dwarf willows, thinly scattered in the southern parts, form the whole catalogue of trees; with the exception of where in a few valleys which are sheltered, some large firs and birches grow. Herbs and grass are also, in sheltered places, to be met with; but in the most northerly parts, different varieties of moss and lichens are the only signs of vegetation.

The climate is, in severity, probably as cold as at the poles of the earth, and the summer is of short duration. Yet, with all these disadvantages, this country, which is along its coasts indented with excellent harbours, and which has its shores frequented by vast multitudes of fishes, is of great importance to England. The whole of the interior of Labrador appears, from the aspect of what has been explored, and from the reports of the Esquimaux and other Indians, to be broken up with rivers, lakes, and rocks. The wild animals are principally bears, wolves, foxes, and otters; beavers and deer are not numerous, but their furs are remarkably close and beautiful.

CAPE BRETON.—The aspect of Cape Breton is romantic and mountainous. The coast, washed by the Gulf of St. Lawrence, is of dangerous access, without any harbour, except Port Hood near the Strait of Canseau; and its high iron-faced cliffs are in many places perpendicular. On the Atlantic, the shores are broken and rugged, but indented with numerous harbours and bays. A vast inlet named the Bras d'Or, entering by two narrow passages, and afterwards spreading into numerous bays and arms, nearly divides the island into two.

Woods, with the exception of small patches cleared for cultivation, and such spots as are thrown open where rocks occupy the surface, cover the whole island. The trees are of much the same kind and description as those hereafter described, unless it be on the sea-coast, and mountains; in which situations they are of a dwarfish character.

It is usually conjectured that the island has been detached from the continent of America by some violent convulsion. This, like most speculative opinions

for which we have no historical data, must ever remain uncertain. The strait of Canseau is not, for a distance of five leagues, more than a mile and a half wide, and in some places, not one mile. The highlands also, rising on each side rather abruptly, make the width of the strait to seem much less, and impart to it, at the same time, the appearance of an immense fissure, laid open by the explosion of some tremendous agency.

There is not, however, a striking resemblance in the geological structure of the opposite shores of Cape Breton and Nova Scotia; but this is no uncommon circumstance in nature; and we often, in America, meet with a chain of granite predominating on one side of a river, and a calcareous region prevailing on the other.

The geology and mineralogy of Cape Breton can only be said to be known in outline. From all that we have observed, however, and from all the information we have been able to obtain, it may be remarked, that almost all the rocks named in the discordant nomenclature of Werner, are found in this island. Among the primitive rocks, granite prevails in the peninsular country south-east of the Bras d'Or; and it probably forms the nucleus of the highlands between this inlet and the Gulf of St. Lawrence. Sienite, trap, mica, clay-slate, and occasionally quartz, also appear on the gulf coast. Primitive trap, sienite, mica-slate, and clay-slate, show themselves, together with transition limestone, gray wacke, gypsum, and coal, generally in all parts of the island.

The class of flœtz rocks, appears, however, to be the most numerous; and coal exists in such abundance, that persons unacquainted with geology have stated seriously to us, that they considered this mineral formed the base of the whole island. Coal, in a field, or fields, of vast extent, abounds in the south-eastern division of the island, surrounded by carboniferous limestone, excellently adapted for common fire-places.

The extent or quality of the coal-fields, north of the Bras d'Or, have not been ascertained. Gypsum occurs in great plenty along the shores of the Bras d'Or, at the Strait of Canseau, on the gulf coast, and in some other parts of the island.

We may conclude, from the strongly saturated salt-springs which are found in different places, that the rock-salt formation is extensive. Iron ore, in various forms, iron pyrites, red ochre, &c., exist in great abundance. Pieces of copper ore, lead, &c., have also been found, and various other minerals will probably be discovered.

Nova Scotia.—The Atlantic coast of Nova Scotia, from Cape Canseau to Cape Sable, is pierced with innumerable small bays, harbours, and rivers. The shores are lined with rocks and thousands of islands; and, although no part of the country can properly be considered mountainous, and there are but few high steep cliffs, yet the aspect of the whole, if not romantically sublime, is exceedingly picturesque; and the scenery, in many places, richly beautiful. The land-

scape which the head of Mahon Bay, in particular, presents, can scarcely be surpassed. There is deep water, almost without exception, close to the rocks and islands, and into the harbours. The coasting vessels sail among and within the myriads of islands that line the coast, during the most boisterous weather, and have thus the advantage of passing along in smooth water, while there is a heavy sea running in the main ocean. Within the Bay of Fundy, the shores have a more continuous outline; and after passing St. Mary's Bay, the rugged appearance of the coast diminishes, but it still presents a bold and generally high character as far as the Basin of Minas.

The interior of Nova Scotia is intersected and watered by numberless streams, rivers, and lakes. None of the last are large, or, at least, not considered so in America. Lake Rossignol, out of which a river, named the Mersey, runs to the harbour now called Liverpool, but formerly Rossignol, is said to be thirty miles long; and Lake George approaches to the same extent.

The mountains, so called, scarcely warrant the appellation; the highest elevation not being more than 700 feet above the level of the ocean.

The *geological features* of this province are prominent; and a greater variety of rocks present themselves, particularly along the Atlantic shores, than we have observed in any other part of North America. Granite, trap, and clay-slate, predominate, not only as primitive, but as prevailing rocks, along the whole of the coast of Nova Scotia, and several miles into the country, extending from the Strait of Canseau to Cape Sable, and from thence to Brier Island.

Quartz, usually in veins, with clay-slate, mica-slate, sienete, and gneiss, but always detached, occur also in this extensive district. Gray wacke is the most prevailing kind of transition rock. Whether all the gypsum strata and calcareous rocks belong to the floetz class, we have not been able to ascertain. The vast gypsum strata within the Bay of Fundy, at the Strait of Canseau, and at Antigonish, evidently belong to the latter. Granite and trap rocks appear at Cobequid Mountains, and occur probably in all the hilly parts of Nova Scotia; but so small a portion of the interior has been examined, and so little is known respecting its geology, except where roads cross the country, that it would be presumptuous to state even what appearances indicate.

Granite and calcareous rocks, with gray and red sandstone, prevail in the northern parts of Nova Scotia, from the Strait of Canseau to the Bay de Vert, and extend across the province to the Basin of Minas, if not interrupted by a granite ridge, which may very probably occur in the Mount-Tom range of highlands. The hard gray or bluish sandstone which occurs in various parts of the province, makes excellent grindstones. The light-gray granite quarried at Whitehead, near Cape Canseau, makes remarkably good millstones; and a beautiful freestone, most admirably adapted for building, is abundant in several places, particularly at Port Wallace.

Among the minerals of this province, coal and iron certainly claim the first attention. As to the extent of the coal-fields, or what may be considered independent coal-fields, it may be sufficient to observe, that enough has been discovered for the consumption of America for centuries. Iron of excellent quality abounds in great plenty in different parts of the province, generally accompanying vast strata of coal, and chains of carboniferous limestone. A most extensive coal field has been opened at Picton. It is accompanied with vast strata of iron stone. Coal abounds also at Chignecto, and many other parts of the provinces. Different varieties of copper ore, but one in great plenty is met with at Carreboo, Tatmagouche, and some other places. Lead ores, chiefly sulphurate of lead, and carbonate of lead, are also found in small quantities. Salt springs are met with near Picton, at River Philip, and in some other parts, one of which is saturated with salt in the proportion of 12 to 88 water.

The soil of Nova Scotia is of many different qualities and of various degrees of fertility. The alluvial, or intervale lands, of which there are extensive tracts, are rich, and produce plentiful returns of wheat, barley, oats, Indian corn, potatoes, turnips, and all vegetables and fruits common in England. Apples, equal to any grown in the United States, are produced in many parts of the province; and vines, covering several acres, have been discovered, growing wild, or indigenous, near Digby. Some of the uplands, lying between the hilly ground and the intervales, or rivers, are light and poor; while the high, or what the inhabitants call the hill lands, are rich and very productive. The circumstance appears somewhat unaccountable; and the cause assigned is, that the light sand, or other substances, which naturally impart little nutrition to vegetables, having been carried at various periods, by the rains down from the hills, have left behind a rich loamy earth, and that the poor uplands or rather midlands, which prevail below the hills, and which have been formed of those sandy and light deposits, being very deep and loose; therefore retain neither rich earth or manures near the surface, and are consequently sterile and unproductive.

The lands on the southern coast are generally so rocky, as to admit of cultivation only at much expense and labour. After the rocks and stones are removed, the soil is by no means barren; and some remarkably fine tracts are met with at the heads of the bays and up the rivers. The lands, however, within the Bay of Fundy, and those lying between the Gut of Canseau and Bay de Vert, form fertile agricultural districts.

Prince Edward Island.—In coming, by sea, within view of Prince Edward Island, its aspect is that of a level country, covered to the water's edge with trees, and the outline of its surface scarcely curved with the appearance of hills. On approaching nearer, and sailing round its shores (especially on the north side), the prospect becomes interesting, and presents small villages, cleared

farms, red headlands, bays, and rivers, which pierce the country; sand hills covered with grass; a gentle diversity of hill and dale, which the cleared parts open to view; and the undulation of surface occasioned by small lakes or ponds, which from the sea appear like so many valleys.

New Brunswick.—The province of New Brunswick extends from the river St. Croix, which is considered the boundary line of the United States, to the Bay de Chaleur and the river Restigouche, which divide it from Canada. The greater part of this colony is yet in a wilderness state, although its soil, with the exception of a few rocky districts, principally on the Bay of Fundy coast, and several, but not extensive, swampy tracts, is rich and fertile.

The river St. John, with its lakes and myriads of streams; the tributary waters of one side of the St. Croix; the river Petit Coudiac; the Miramichi, with its majestic branches; the river Nipisighit, and many lesser rivers, open an inland navigation into almost every part of the province.

Dense forests cover nearly the whole country; and the trees, which grow to an immense size, are of the same kind and quality as hereafter described under the head of forest trees. Pine abounds in greater plenty than in any other of the lower provinces. Birch, beech, and maple, are the prevailing hardwood trees.

The quality of the soil, here, as elsewhere in America, may always be ascertained by the description of wood growing on it. Along the countless rivers of this province there are innumerable tracts of what is termed intervale land: this kind of soil is alluvial, with detached trees of luxuriant growth, principally elm, maple, black birch, and butter-nut; and like the lands of the Nile, annually irrigated and enriched by the overflowing of the rivers. In several parts of the interior country, generally along small brooks, are wild meadows: caused, originally, by the irrigation of a flat tract, with the water arrested by the dams, constructed by the industry of the beaver.

The aspect of the coast of New Brunswick, along the Bay of Fundy is generally rugged, and the soil near the shore stubborn and difficult to cultivate.

The geology of the province is very imperfectly known. Limestone, graywacke, clay-slate, with sandstone, interrupted occasionally by gneiss, trap, and granite, seem to prevail on the southern coast. Among these, however, calcareous rock appears to predominate. Marble, of fair pretensions to beauty, abounds at Kennebecasis, and probably in other parts of the country. Coal is plentiful; and iron ore abundant. Copper, plumbago, and manganese, have also been found; and greater research may likely discover many other minerals. Gypsum and grindstone are abundant near Chignecto Basin. Along the shores of this province, facing the Gulf of St. Lawrence and Chaleur Bay, sandstone prevails. Gray sandstone and clay-slate seem to predominate, as far as we could observe, along the course of the Miramichi; among which, granite, mica, quartz, and ironstone, in detached rocks, occasionally occur. Specimens of amethyst, car-

nelian, jasper, &c., have been picked up in various places. Some sulphurous or hepatic springs, of much the same properties as the waters of Harrowgate, have lately been found. Salt springs, strongly saturated, are numerous. Some of the salt produced by boiling the water of one of these springs which was shown us, resembled the finest table salt we have in England.

As we proceed from the sea coast up the rivers of this province, the rich fertility of the country claims our admiration. A great flat district may be said to prevail, from the parallel of the Long Reach, up the river St. John, to the foot of Mar's Hill. High hills occasionally rise in various places, but no part of New Brunswick can be considered mountainous. The scenery of the rivers, lakes, and cataracts, is beautifully picturesque, and often grandly romantic.

CANADA.—Canada may be said to present the most extraordinary and grand configuration of any country in the world. From the eastern extremity of this vast region, rising abruptly out of the Gulf of St. Lawrence, to the rocky mountains, the natural features, of its lands and waters, exhibit romantic sublimities, and picturesque beauties, amidst the variety and grandeur of which, the imagination wanders and loses itself,—luxuriating among boundless forests, magnificent rivers, vast chains of mountains, immense lakes, extensive prairies, and roaring cataracts.

The mind, on sailing up the St. Lawrence, is occupied under impressions, and with ideas, as varied as they are great and interesting. The ocean-like width of this mighty river where it joins the gulf,—the great distance (about 2500 miles) between its débouché and the source of the most westerly of its streams,—the numerous lakes, cataracts, and rivers, which form its appendages,—the wide and important regions, exhibiting mountains, valleys, forests, plains, and savannahs, which border on these innumerable lakes and rivers,—their natural resources,—their discovery and settlement, and the vast field thrown open, in consequence, for the enterprise, industry, and capital of mankind,—are subjects so great and so fertile in materials for speculative theories, as well as practical undertakings and gainful pursuits, that the imagination strives in vain, to create an empire so grand, and powerful, as that to which the energy of succeeding generations will likely raise a country possessed of such vast and splendid capabilities as those of the Canadas.*

The natural aspect, configuration, and geological structure of Canada, exhibit the greatest diversity of appearance.

* The St. Lawrence may certainly, including its lakes, tributaries, vast breadth, and the quantity of fresh water it discharges, be considered the largest river in the world—from Cape Chat, 100 miles above Cape Rosier, where its mouth may be deemed to commence, to the head of Lake Superior, the distance is 2120 miles. At Cape Rosier its breadth is 80 miles, and at Cape Chat 40 miles; at Kamouraska, where its waters are brackish, its breadth is 20 miles, and its average depth 12 fathoms. It discharges annually to the sea 4,277,880,000,000 tons of fresh water, of which one-half may be considered melted snow. The length of the Amazon, from the Andes to the ocean is 2070 miles, and its greatest width at its embouchure is 23 miles.

On the south side of the St. Lawrence, from Gaspé to some miles above Point Levi, opposite Quebec, the whole country presents high mountains, valleys, and forests;—these mountains appear as high as any of the Alleghaney chain, of which range they form a part.

Their altitude has not, however, been ascertained. We have seen various parts of their outline and summits rising in the interior, when we were on the sea, at least a hundred miles distant. The prevailing rocks are granite, in vast strata, but sometimes in boulders between the mountains and the shore; graywacke and clay-slate also occur, with limestone occasionally; and various other rocks, usually detached, present themselves. The mountains and valleys are thickly wooded. The soil is generally very productive along the banks of the St. Lawrence; and in the valleys of the interior, according to the usual indications of fertility, equally fit for cultivation. The lower islands of the St. Lawrence are mere inequalities of the vast granite strata which occasionally protrude over the level of the river. The Kamouraska Islands, and the Penguins in particular, exhibit this appearance; and in the parish of Kamouraska and St. Anne, huge masses of granite rise into sharp conical hills, one of which is 500 feet high, with smooth sides, and scarcely a fissure. The mountain of St. Anne is lofty and imposing. Its ascent is rugged and picturesque.

At St. Roch the post-road leads for more than a mile under a perpendicular ridge of granite, 300 feet high.

The north coast of the St. Lawrence, below Quebec, exhibits trap rocks, clay-slate, various detached rocks and granite occasionally: the latter is considered to prevail in the interior country, and particularly as forming the base of the mountains of Labrador, and of the country north of Quebec. Cape Tourment, thirty miles below Quebec, is a round, massive granite mountain, about 1000 feet high, and a ramification of the rugged interior chain. The lands situated on the north shore of the St. Lawrence, below the river Saguenay, are not near so high as those on the south coast; but their features are remarkably rugged and forbidding, and apparently nowhere fit for cultivation. Numerous small rapid rivers, plentifully frequented by salmon, roll from the mountains over rugged channels, or foam over precipices into the St. Lawrence.

Except in the bogs or marshes, rocks obtrude between the trees over all parts of the surface. Although the country is generally covered with wood, yet the trees are far from attaining the size of those on the south coast. In various parts we observed extraordinary deep fissures, from six inches to two feet wide, and apparently many feet deep, dividing the rocks as if they had been cracked by the action of fire, or some volcanic shock: intense frost may have been the agent. In many places, these fissures hidden from view by various creeping shrubs, formed dangerous traps. The Indians have told us, that they have traced

some of these rents for several miles in length, about a foot broad, and from forty to fifty feet deep.

As we approach Quebec, a reddish or dark clay-slate appears as the prevailing rock, and it forms the bed of the St. Lawrence to Kingston and Niagara. Boulders of granite, limestone, sandstone, syenite, trap, and marble, occur as detached rocks in the same extensive region. Above the rapids of Richelieu, where the mountains commence retreating to the south and north, a flat country prevails, until we reach Queenston Heights. The greater part of the soil of the low lands is apparently of alluvial formation; and twenty to fifty-five feet rise of the waters would nearly cover the whole country between the Alleghaneys and the high lands of the north. The exceptions to this general rule are the Rouville mountain, the highest summit of which is about 1200 feet high. This mountain is an abrupt termination of a branch of the Green Mountains, and divides the waters of Lake Champlain from the sources of the rivers St. Francis and Yamaska. The mountain to which Montreal owes its name, the rocks of which appear to be principally of the trap family, accompanied by limestone, is another exception. Whenever rapids occur, we find the elevation of the country increasing, and limestone generally accompanying the prevailing rocks. The step of country formed by the calcareous ridge which commences at Queenston Height, and which rests on a bluish clay-slate, is elevated about 350 feet above the shores of Lake Ontario; and the upper country, the base of which is limestone, is generally level, until we approach the high lands, between the Lake Huron and Lake Michigan. This calcareous region abounds in organic remains, some of which, particularly the serpents in nests, are very rare and beautiful;* and in many places petrified horns and bones of wild animals, shells, trees, &c., have been frequently dug up. The limestone rocks of the Manitoulin islands, in

* Various names applied to local appearances or peculiarities, are current in the common parlance of the Americans, and introduced, sometimes, without explanation, into books,—for instance:—"*Vaults*," which are deep glens or valleys in the forests; *Carraboo Plains* are lands formerly laid waste by fire, or that, from some natural cause, produce little wood. They are also called *Barrens;* and are frequented by the Moose and Carraboo. *Cedar Swamps* are deep mossy bogs, soft and spongy below, with a coating sufficiently firm to uphold small cedar or fir trees, or shrubs. Such lands are difficult, almost incapable, of culture.

Buffalo, or *Deer Licks*, are marshes on low level grounds, over which salt-springs flow, and to which buffalo and deer resort, to lick the salt that adheres to shrubs or small trees.

Prairies are lands on which, from being overflowed during spring and fall, the growth of trees is prevented.

Intervales or *Bottoms* are alluvial lands, along the rivers or lakes.

Mammoth Caves are dens in which skeletons of the mammoth have been found.

Rattlesnake Dens are caverns in the basins of the Ohio and Mississippi, in which, myriads of living rattlesnakes are said to abound tangled among each other. Of this circumstance I know nothing but the common report; although I have heard the backwoodsmen swear that it is true.

Blazes are marks on the sides of trees, by chipping a small slice off with an axe, and continued in a line through a forest, for the guidance of travellers, when there are no roads.

Sugaries is a plot of forest lands in which maple trees abound, and where sugar is made from the sap.—*Macgregor's British America.*

Lake Huron, contain similar organic remains to those that occur, abundantly, in the limestone rocks, which prevail as the base of Anticosti. Along the north coasts of Lake Huron and Lake Superior, granite predominates. Some distance back from the lakes and rivers, steps or ramps, which are abrupt elevations, occur. They seem to have formed, at some period, the banks or beaches along which the waters flowed. Behind the first of these steps, table land generally extends for some distance, or until a second step and flat land occur, sometimes followed by a third and fourth ramp. These appear at Malbay, Lake St. Peter, Lake Huron, and at many other places. Indications of volcanic eruptions appear at St. Paul's Bay, and on the mountains north of Quebec. The great earthquake of 1663 is said to have overturned a chain of freestone mountains, 300 miles long, north of the St. Lawrence, and levelled them with the plains. We cannot, however, consider the authority, we find in the journals of the Jesuits, as sufficient to establish this circumstance, when the configuration of the adjoining country has not apparently been disturbed. Canada is considered rich in minerals. Iron of the best quality has been found in great abundance. Silver has been picked up in small quantities; lead, tin, and copper, have been discovered in several places. Coal has not yet been discovered. We are, however, still ignorant of the mineral riches, and even of the geology of these regions. The researches of the Montreal Natural History Society leads us to expect important discoveries. The following extract enumerates most of the minerals that have been discovered: "The mineralogy of the Canadas has hitherto been almost altogether neglected; but the imperfect researches which have been made prove it to be rich in the scarce kinds of minerals, and not deficient in those applicable to economical purposes. Petalite, one of the rarest substances in the world, and remarkable for containing the newly-discovered fourth alkali, lithia, was sent from York in Upper Canada, in 1820, by Dr. Lyon, surgeon to the forces. Beryl is found at Lake of the Woods; Labrador felspar (Lake Huron); axinite (Hawkesbury Ottawa, the only place in North America); aventurine (Lake Huron); amethyst (Lakes Superior and Huron); apatite, a phosphate of lime (Fort Wellington), may be added among others; Aragonite (Laclina); strontian, in magnificent forms (Erie, Ontario, &c.); schorl (St. Lawrence); manganese and garnet (river Moira, Ontario, &c.); carnelian, agate, zeolite, prehnite, barytes, and fluor spar (Lake Superior); brown and green coccolite (Montreal and Hall Ottawa); olivine, angite (Montreal); staurotide (Rainy Lake), and the very rare anthophyllite (Fort Wellington). Marbles and serpentine are quite common. Plumbago, ores of antimony, lead, iron, and copper, are frequently met with. The northern and western shores of Lake Ontario abound in salt-springs, some of which (Stony Creek and St. Catherine's) are very productive, even with the employment of small capital. The north shore of Lake Erie exhibits immense beds of gypsum, which are quarried for the purpose of agriculture."

The region between Lakes Michigan and Superior and the Rocky mountains, is generally flat; and in this territory, and south of it, to Santa Fé, are situated the largest savannahs in the world. The lands separating the rivers which fall into the lakes of Canada, and those of the Mississippi and Missouri, are generally low, and sufficiently overflowed in spring to allow a communication with canoes.

The coast and interior country of Lower Canada from Cape Gaspé to the Paps of Matane, a distance of about 200 miles, still exhibit the same primeval wildness which this portion of the western world presented to Cartier 296 years ago. The northern shores, from Labrador to Tadousac, are sterile and desolate; and if we except the king's posts at Seven Islands Bay and Pont Neuf, we discover no signs of art or civilisation, no traces of the industry or enterprise of man. A few miserable wandering Montagnez Indians, and a few transient fishermen and furriers, are the only human beings that frequent this cold and barren region. The vast country which lies between the lower shores of the St. Lawrence and Hudson Bay, seems, indeed, unfit for any other inhabitants, save the shaggy bear, prowling wolf, ruthless Esquimaux, and hardy mountaineer Indian, who wander along its waters, or traverse its wastes; yet the vast swarms of salmon that frequent its rivers, and the remarkably fine fur of its wild animals, offer sufficient temptations to the adventurous, and sources of profit to the industrious. Minerals, especially iron, are believed to abound; but, from the geological formation of the country, we think that few, unless it be copper, will ever be found east or north of the Saghunay.

Cape Gaspé is rather high, and its rocky cliffs are perpendicular. Cape Rosier is low, but the land behind rises into high round hills; and the whole is covered with trees of various kinds, except the few small spots near the Cape cleared by some fishermen settled there. The coast preserves this character as we proceed up the St. Lawrence, and generally slopes, covered with trees, to the water's edge.

The countries of Gaspé, Rimouski, and Kamouraska, comprehending a fertile territory, extending about 300 miles along the river St. Lawrence, are less known in England than Kamtschatka.

The River St. Lawrence, and the whole country from the lowest parishes to Quebec, unfold scenery, the magnificence of which, in combination with the most delightful picturesque beauty, is considered by the most intelligent travellers who have visited this part of Canada, to be unequalled in America, and probably in the world.

Niagara comprehends only a few miles of sublimity. The great lakes resemble seas; and the prospects which their shores, like those of the coasts of the ocean, afford to our limited visual powers, although on a grand scale, fall infinitely short of the sublime views on the St. Lawrence below Quebec.

Here we have frequently, as we ascend the eminences, over which the post road passes, or as we sail up or down the St. Lawrence, prospects which open a view of 50 to 100 miles of a river, from ten to twenty miles in breadth. The imposing features of these vast landscapes exhibit lofty mountains, wide valleys, bold headlands, luxuriant forests, cultivated fields, pretty villages and settlements, some of them stretching up along the mountains; fertile islands with neat white cottages; rich pastures and well-fed flocks; rocky islets; tributary rivers, some of them rolling over precipices, and one, the Saghunay, bursting through an apparently perpendicular chasm of the northern mountains; and on the surface of the St. Lawrence, majestic ships, brigs, and schooners, either under sail or at anchor, with pilot boats and river craft in active motion.

This beautiful appearance, however, changes to a very different character in winter; and late in the fall of the year, a dark stormy night in the river and gulf of St. Lawrence, presents the most terrific, wild, and formidable dangers.

In winter the river and gulf are choked up with broken fields of ice, exhibiting the most varied and fantastic appearances; and the whole country on each side is covered with snow; with all the trees, except the stern fir tribes, denuded of their foliage.

The upper waters of the Ottawa has only been partially explored. It rises in the north-west regions, beyond Lake Huron; and probably winds its course, for from six to eight hundred miles, before it joins the St. Lawrence. This great river, however, was scarcely known, except to the Jesuits and fur traders, before the conquest of Canada. It was their grand route to the north-west territories. Forty to fifty canoes formerly proceeded from Lachine with articles of traffic, and ascended the Ottawa for about 300 miles, from whence they were carried over *portages* and *decharges*, or paddled along lakes, and then across by French River to Lake Huron. The coasts of this lake, and those of Lake Superior, were afterwards traversed, until the *voyageurs* reached the Grand Portage, where they received the furs purchased by the company's agents from the Indians. The *voyageurs* then returned with these furs to Montreal, and in light bark canoes, voyages of several thousands of miles were performed by those adventurous men.

The navigation of the Ottawa is freqently interrupted by cataracts and rapids; and the scenery exhibits picturesque beauty and fertility. In some parts it expands over the country, and forms what are termed the Lesser or Thirty-mile Lakes of Canada. It receives several rivers between its embouchure and its upper settlements, most of which issue from or run through lakes. The largest of these rivers are the Petite Nation, the Rideau, the Canadian Mississippi, La Rivière des Lièvres, the Madawask, &c.

It divides Lower from Upper Canada; and townships have been laid out, and settlements have for some time been rapidly forming along its banks. Its periodical rising, which enriches the alluvions, owing to the rapid melting of the snows in the extensive northern region through which it and its numerous tributaries flow, is much higher in the spring than in the fall of the year.

Neither the northern nor western boundaries of Upper Canada are well defined, but generally considered as including the countries watered by the streams falling into the Ottawa from the west, and into Lakes Tomiscaming, Huron, and Superior, from the north and north-west, and comprising altogether a superficial surface of about 140,000 square miles, or the vast area of 89,600,000 acres. Of this region, the greater portion, if not all, north of Lake Tomiscaming and of Lakes Huron and Superior, may be considered a hunting country, and, with few exceptions, unfit for agriculture. Of the extensive territory south of Lake Tomiscaming, and bounded by the Ottawa, the St. Lawrence, and by Lakes Ontario, Erie, Sinclair, Huron, and the Georgian Bay, the greater part has been laid out in townships and reservations.

The configuration of Upper Canada we have delineated partly in the general description of British America, and partly in the geographical outline and aspect of Canada. The whole province may be considered, with few exceptions, as sufficiently level in all parts for agriculture; its soil generally fertile; and, exclusive of the large lakes and rivers, abundantly watered with small lakes and streams.

The principal height of land rises between the Ottawa and the St. Lawrence. Its elevation, however, is neither abrupt nor great. This height, or rather table land, extends westerly between the streams descending into Lakes Ontario and Erie, and those falling into Lake Huron.

There is no other remarkable elevation, except its principal ramifications, which commences above Kingston, and sweeps round Lake Ontario. To the north-west of Bathurst, and north of Lake Huron, a mountainous country prevails. In the districts east of Lake Ontario, the exceptions to rich soil are some portions of heavy clay land, and marshy or swampy tracts. None of these are extensive. The country between Lake Ontario and Lake Simco, is in some places less fertile, in others more loamy, and generally less obstructed by rocks or stones. The prevailing character of the territory lying between Lakes Ontario, Erie, Huron, and the river Detroit, is luxuriant fertility.

Limestone, gypsum, iron ore of the best quality, salt-springs, clay, for brick and potters' use, marble, freestone, granite, timber, of great dimensions, and adapted for all purposes, are abundant, which, with a soil and climate that will produce wheat, maize, and all other grains and vegetables grown in Europe; delicious fruits, even vines, nectarines, and peaches; grazing lands, plenty of wild

fowl, and fish in the numerous rivers and lakes; fresh water and mill-streams, and a climate generally salubrious, are the prominent natural advantages.

Its natural inconveniences are, chiefly its being more difficult of access from the ocean, and somewhat further from markets, than the other colonies. It is, however, doubtful if these be real disadvantages; for the industry of the inhabitants is consequently more closely applied to agriculture—the most substantial and lasting source of individual prosperity and independence—than in the maritime colonies.

There are springs of petroleum near the Moravian village, and springs near the head of Lake Ontario, impregnated with sulphur, thrown out sometimes in small lumps. Medicinal springs, like those of Balston, are also found at Scarborough, near Toronto. The water of the lakes and river St. Lawrence is wholesome, but in summer too warm to be agreeable. It is impregnated, in a slight degree, with lime, though the resident inhabitants do not perceive it. The best spring water is where the country is undulated. With the exception of the alluvions, the lighter soils prevail near the lakes; the richer and heavier some distance back in the country.

North-West and Hudson-Bay Territories, &c.—The region lying north of the boundary of the United States, and south of the lakes discharging into Hudson Bay, and west of Lake Superior, to the Pacific Ocean, has long been called the north-west, or Indian territory.

These boundaries on the north and south are not easily defined; and their adjustment is likely to be attended with doubt and difficulty. But if we consider of how little importance even the whole territory can be to powers, which, like those of England and the United States, already possess far more of the surface of the earth than can be profitable, wise statesmen, and reasonable people, should willingly consent to settle the Oregon boundary on the same principle as that on which the north-eastern boundary of Maine was adjusted: that is, by each party yielding to the other a portion of their respective claims.

This vast region possesses almost every variety of the soil, and of the temperate and cold climates. Its configuration, and aspect, unfolds innumerable lakes, rivers, mountains, savannahs, magnificent forests, immense tracts of fertile lands, and barren, rocky, and frozen countries.

A great portion of the region lying south of Lake Athabasca, and west of the Stony Mountains, is eminently adapted for agriculture, and its splendid forests and broad savannahs, abound with buffalo, moose, carraboo, common deer, and most, if not all, the wild animals and birds of America. In the lakes and rivers great varieties of fish are plentiful.

This remote territory possesses resources capable of yielding sustenance and independence to many millions of inhabitants; but hitherto the soil has

in no part been subjected to cultivation, except in small spots, where the fur traders have established posts; and on the banks of the Red River, where the late Lord Selkirk established a settlement.

The principal lakes of this region, are, the Lake of Woods, equidistant between Lake Superior and Lake Winnipeg. It receives the river La Pluie, rising in the heights west of Lake Superior, and discharges its waters, by a rapid river, into Lake Winnipeg.

Lakes Athabasca and Winnipeg.—Lake Winnipeg is about 240 miles long, and, in its irregular width, from five to fifty-five miles broad. It lies between latitudes 50 deg. and 54 deg. N., and longitude 96 deg. to 108 W. It receives the waters of several rivers, the largest of which is the Saskatchawine, which flows from the Rocky Mountains. It receives also the Assinboin and Red rvers, and its surplus waters are carried off by two or more rivers to Hudson Bay. The large lakes, Winnipegoos and Mannetowoopow, lie immediately west of, and discharge their waters into, Lake Winnipeg. Lake Athabasca, lying west of these, is about 200 miles long, and from fourteen to twenty-six broad. It receives several rivers, some of which, the Unjigah, or Peace River, and others, rise in the Rocky Mountains. Its waters are carried off the rapid Stony river, along a rocky channel, into Slave Lake; on the north, its shores are rugged and barren; on the south, alluvial; and on the west, sandy and naked.

The Slave Lake is larger than either Lake Ontario or Lake Erie, being 250 miles long, by about fifty in breadth. It is from sixty to seventy-five fathoms in depth. Its shores are generally wooded, with firs, beeches, and poplars; and it has several small islands, many of them high, abrupt elevations of rock, principally gneiss and granite. It receives several rivers, and discharges its waters by the river Mackenzie, by which Sir Alexander Mackenzie first, and afterward Sir John Franklin, descended to the Arctic Ocean, in latitude 67 deg. 48 min. N., and longitude 115 deg. 37 min. W.

The extensive regions lying west of the Rocky Mountains, from the Gulf of California to Behring Straits, and possessed by Russia, England, the United States, and Spain, abound with innumerable bays, islands, rivers, and harbours; and, south of the Russian limits, in latitude 55 deg. N., splendid forests, mountains, hills, rich valleys, and plains, wild animals, and plentiful fisheries. The climate, also, like the western shores of the old continent, is much milder than that of countries under the same latitude on the eastern coasts. The Oregan, or Columbia, the Frazer, and the Buenoventura, are the principal rivers.

The territory of the Hudson Bay Company, held by virtue of the charter granted by Charles II., is now understood to include all the countries from 52 deg. N., on the coast of Labrador, to the extremity of all the rivers falling into Hudson Bay. This portion of Labrador is of little importance, excepting

for furs and fisheries; and the coast and Bay of Hudson, and the inhospitable regions of the Esquimaux, are of as little consequence; but the rivers which flow into the bay, rising in the south and west, actually include a portion of the United States, and nearly the whole of the Indian territory, in which the old French fur traders, and the Montreal Company, had forts or trading-posts. The latter are now occupied by the servants of the Hudson Bay Company, who may be said to monopolise the whole fur trade of British North America. The territory, called Ossiniboin, purchased in 1811, by the late Earl of Selkirk, from the Hudson Bay Company, is understood to commence "at a point in 52 deg. 30 min. N., on the western shore of Lake Winnipeg, the line running also west to Lake Winnipegoos, or Little Winnipeg; then south, to latitude 52 deg. on the western shore of this lake, thence south to the highlands, dividing the waters of the Missouri and Mississippi from those falling into Lake Winnipeg, thence by those highlands to the source of river La Pluie, and down that river, through the Lake of the Woods and river Winnipeg, to the place of beginning." Half of this territory at least, and certainly the better half, is within the boundary of the United States. The whole comprises about 116,000 square miles, or 73,240,000 acres.

CHAPTER III.

CONFIGURATION AND ASPECT OF THE TERRITORIES OF THE UNITED STATES.

THE land, along the whole sea coast of the United States, is generally low, level, or undulated, for some distance into the interior. This low or sea coast region is about fifty miles broad at the north-east extremity, and from thence widens, gradually, till it attains near 200 miles in the State of Georgia; beyond which line, the land gradually rises into hills and mountain ridges, which are more remarkable for their length and breadth, than their height; and whether, in parallel ridges, or rising in isolated hills, the whole range with its numerous ramifications form Percé, near the mouth of the St. Lawrence, in the district of Gaspé, to where they disappear in the southern states, from the Alleghaneys, called by the Indians the *Endless Mountains.* The general course of the Alleghaneys, from their rise to the frontiers of British America, is about north-east and south-west. East of the Hudson they diverge, and spread, irregularly towards the south.

The range of the Rocky or Chippewayan Mountains are a continuation of the Andes, or Cordilleras of Mexico. Their western limit is considered to be about 112 deg. west longitude, and they terminate in about 70 deg. north latitude.

The numerous ridges and ramifications of the Rocky Mountains occupy a breadth of from two to three hundred miles. Lewes says he saw their high snow-covered summits at a distance of one hundred and fifty miles. From the highest summits being covered with perpetual snow, they have been called the shining mountains. The Missouri and all the rivers falling into the Mississippi from the west, are supplied by the streams, and torrents, flowing from the Rocky Mountains. Along the Pacific there is a large, collateral range, extending from the Cape of California along the coast to Cook's Inlet, generally rising to no great height in the southern portion. In the northern part, Le Perouse states that this range rises to the height of ten thousand feet, and that its northern extremity, Mount Elias, is eighteen thousand feet high, and the loftiest peak of North America.

MOUNTAINOUS ELEVATION OF THE SEVERAL STATES.

New England.—The White Mountains in New England are the principal ramifications running north-east and south-west, which diverge from the great Alleghaney ridge. The highest summits are those of the White Mountain ridge in New Hampshire, which extend from north to south. These are the loftiest in the United States east of the Mississippi. Mount Washington, the highest, is six thousand two hundred and thirty feet above the level of the sea. Mount Adams, Mount Jefferson, and Mount Madison, are each more than five thousand feet high.

These mountains are difficult of access. The east side of Mount Washington rises at an angle of forty-five degrees. From the summit the Atlantic, sixty-five miles distant, is seen, and the view extends west to the hills.

Maine.—The northern and western parts of Maine are mountainous. The highest summits are the Katahdin, the Speckled, Bald, Bigelow, and Ebeem, mountains.

Vermont.—The range between the rivers Hudson and Connecticut, and between the latter and Lake Champlain, called the Green Mountains, which have given a name to the state of Vermont, corrupted from *Verd-Mont*, the name given to the highest range by the French in Canada, from its perpetual verdure, being covered on its western side with pine, spruce, hemlock, and other evergreen trees. The Green Mountains, or hills, are from ten to fifteen miles in breadth, and intersected with fertile valleys, through which numerous streams flow. Vegetation, which is luxuriant in the valleys, and on the lower slopes of the hills and mountains, becomes gradually stinted towards the summits; which are usually covered with broad thickets of spruce and hemlock, from two to three feet high, with the branches so closely intertwined, as to render the way between them impassable.

The loftiest summits are Killington Peak, near Rutland, Camel's Rump, between Montpelier and Burlington, and Mansfield Mountain, all of which are above 3000 feet high.

MASSACHUSETTS.—Ramifications of the Green Mountains enter the western parts of Massachusetts from the north, and form the Hoosack and Tagkannuc ridges, which run nearly parallel to each other south, into Connecti[illegible] The most elevated of the Tagkannuc are, Saddle Mountain, in the no[illegible] 4000 feet high, and Tagkannuc Mountain in the south, 3000 feet high. N[illegible]ne of the summits of the Hoosack ridge exceed half that elevation.

NEW YORK.—Ramifications of the Alleghaney range extend in two principal ridges in the state of New York, the Catskill and Wallkill. The Catskill, or the most northern, is the chief ridge of the Alleghaney or western chain. The hills of *Weehawken* rise on the west side of the Hudson, nearly opposite the city of New York.

The *Highlands* of the *Hudson,* called Fishkill Mountains, about forty miles above the city of New York, are conspicuous for their picturesque and romantic grandeur. These heights extend for about twenty miles along both sides of the Hudson. The loftiest summit is about 1500 feet high.

The *Peruvian Mountains* consist of a lofty region in the northern part of New York, the sources of the Hudson flow from them, and these separate also the waters of Lake Champlain from those falling into Lake Ontario. The loftiest summit, called *Whiteface,* is about 3000 feet above the level of Lake Champlain.

PENNSYLVANIA.—The Alleghaney, called the Apalachian chain, in Pennsylvania, spreads in this state to liits widest mits, and occupies, with its various ramifications and ranges, more than half of the state.

The greatest breadth is about 200 miles, and consists of parallel ridges, separated, in some parts, by narrow valleys, or ravines, in others by valleys and plains, twenty or thirty miles broad. The range nearest the sea-coast, called the South Mountains, is a continuation of the blue ridge of Virginia. The blue ridge is an irregular rocky, broken eminence, sometimes disappearing altogether, and afterwards rising into hills and summits over a breadth of several miles. They rise about 150 to 200 miles inland from the sea-coast, and are about 1200 feet above the level of the surrounding country. Beyond these are the Kittatinny, or the Blue Mountains, which extend from Maryland to New Jersey, the Susquehanna and Delaware flowing through the range. Further westward are the ridges called the Sideling Hills, Ragged Mountains, Great Warrior Mountain, East Wills Mountain, all of which branch from the Alleghaney ridge. The highest summits are between 3000 and 4000 feet above the level of the sea.

West of the Alleghaney, are the Laurel and Chesnut ridges. These are generally covered with thick forests, and are traversed by the great streams of the Susquehanna and the head waters of the Ohio. The Wallkill, which crosses the Hudson at West Point, forty miles below the Catskill, is a continuation of the Blue ridge, or *Eastern Chain.*

The eastern and western ranges run parallel to each other south-west, till on

the frontiers of North Carolina and Virginia they unite, and are called the Alleghaney arch. A little further to the south, but still in North Carolina, collateral ridges unite from the west, and form a culminating point between the sources of several rivers. Another ramification, or rather range, stretches south-west, and then west, called by the name of the Cumberland Mountains, through the whole state of Tenessee, while the main *Alleghaney Chain*, nearly unaccompanied by any collateral ridge, extends south-west to the western boundaries of Georgia, and the Carolinas.

Mr. Jefferson divided the whole of the territory from the Mississippi to the Atlantic into three natural divisions each differing from the other in climate, configuration, soil, and production, namely, the sea-coast, the mountains, and the western territory. On the summit of a lateral ridge, separating the valley of the Arkansa from that of the Plate river, north latitude 41 degrees, there runs a peak called the *Great White Mountain*, the height of which is said to be 10,580 feet above the level of the meadows at its foot, and the height of the meadows are estimated at 8000 feet above the level of the sea, being 18,580 feet of absolute elevation above the level of the sea. This, however, being an estimate may probably be exaggerated.

On the west side of the Mississippi, and about midway between the Rocky Mountains and the Alleghaneys, lies a broad range of mountainous ridges called the Ozarks, 600 or 700 miles in length from south to north, about 100 broad, and having an elevation varying from 1000 to 2000 feet above the sea. A similar range of broken and hilly country commences on the Wisconsin river, and extends north to Lake Superior. Between the Ozarks and the Rocky Mountains a flat country called the American desert is said to prevail.

The Floridas, Louisiana, and all the countries of North America, south of the termination of the Alleghaneys and west to the Ozarks, and south of those to the Gulf of Mexico, and thence west to the first highlands of Mexico, and north to the rising *plateaux* of Texas, may all be considered as flat countries.

CHAPTER IV.

VALLEYS, RIVERS, AND LAKES OF NORTH AMERICA.

THE Valley of the Mississippi is the most extensive in America. It is bounded on the south by the Gulf of Mexico, on the west by the Rocky Mountains, on the north by the great lakes of America, and on the east by the Apalachian ridge of mountains. Its general aspect may be classed under three diversities—the thickly wooded, the barren, and the prairie regions. This

valley extends from the 29th to the 42nd parallel of north latitude, and exhibits every variation of temperature from the climate of Canada to that of the tropics. It comprises, in its breadth the generally level country, through which the great and small rivers, flow between the two great chains of American mountains, east and west of the Mississippi, and which are 3000 miles apart, and in which, finally, these rivers run into one great channel, and then, through a delta, discharge their waters into the sea.

A soil, much of it alluvial, of great fertility, prevails in this magnificent valley: the principal appendent basins of which are the valleys of the great rivers which fall into the Mississippi.

Valley of the Missouri.—The greatest length of the valley of the Missouri is about 1200 miles: its greatest breadth 700. Ascending from the lower verge of this widely-extended plain, the forests gradually disappear, until nearly woodless plains, or prairies, extend far from the banks of the river.

The *valley* called the *American Bottom,* extends along the eastern bank of the Mississippi to the Piasa Hills, four miles above the mouth of the Missouri. It is several miles in breadth, and its soil of astonishing fertility. The *great valley of the Ohio* comprises, as described by the American geographers, 80,000 square miles, north-west of the great river, and 116,000 on the south-east, or total superficies of 196,000 miles. It is intersected by chasms and rivers, and diversified by bold elevations. The valleys of the St. Lawrence, and its confluent the Ottawa, are naturally of great fertility.

The valleys of the Hudson, Mohawk, Connecticut, and of most of the remaining rivers of North America, and south of fifty degrees, are fertile and richly wooded when not cleared for cultivation.

Under the general head of the inland navigation of America we shall give some account of the great navigable rivers of North America; viz., the St. Lawrence, the Ottawa, the Saghunny; the rivers Miramachi, and St. John in British America; and of the Mississippi, Missouri, Ohio, and their navigable affluents; of the St. Croix, Penobscott, Merrimack; the Saco, the Kennebec, the Pisquataqua, the Connecticut, the Hudson, the Delaware, the Susquehannah, the Potomac, York River, James's River, the Great Pedee, the Savannah, and the streams of Florida and Alabama.

CHAPTER V.

GREAT LAKES OF CANADA AND THE UNITED STATES.

Lake Huron is 250 miles long, 120 broad, and 860 feet deep, without comprehending a branch of it called Georgia Bay, which is 120 miles long and 50 miles broad. Near the head of the latter, at Pentagushine, there is a small naval

depôt. It receives several rivers; the principal of which are, the Severn, flowing over a rocky bed from Lake Simcoe; the Maitland, at the mouth of which is the town and harbour of Godrich, and which flows through the Huron tract; the river Muskotea, flowing from lakes between the Georgian Bay and the Ottawa; and the French river, a large stream flowing from Lake Nippising, which a very narrow portage divides from a rapid river falling into the Ottowa. This was formerly the grand route of the north-west voyageurs.

The lands on the east and west coasts are generally fit for cultivation, and covered with heavy timber, presenting clay cliffs, rocks, and woody slopes along the shore. The north coast exhibits a rugged, formidable, and barren aspect. The Cloche Mountains are behind this shore, and very little is known of the interior, which bears the general name of the Chippewayan hunting-grounds.

A multitude of islands, called the Manitoulins, or Islands of Spirits, extend from the northern extremity of Georgian Bay to the *détour* between the continent and Drummond's Island. The largest of these is eighty miles long. The Indians attach a religious veneration to them, as being consecrated by the Great Spirit, Manitou.

Through the strait of Makillimakinak, the fort of which the Americans claim, the navigation to Lake Michigan is deep and safe. This lake is within the United States boundary. It is, without including Green Bay, a branch of it, 400 miles long, and 50 broad: and Green Bay is 105 miles long and 20 miles broad; both are on a level with Lake Huron. The Michigan territory, lying between Lake Huron and River Detroit, and Lake Michigan, is a valuable and extensive region, in which settlements are forming with extraordinary rapidity.

The passage to Lake Superior, by the strait of St. Mary, 40 miles long, is interrupted by the rapids or falls of St. Mary, which occur about mid-distance between both lakes. The appellation of fall is, however, improper. About midway between both lakes, the banks of the strait contracts the channel, which also descends altogether, in the course of the rapid, about 23 feet; and the vast discharge of Lake Superior rolling along impetuously over and against natural irregularities, renders the navigation upwards altogether impracticable. Canoes have descended, but the exploit is dangerous. A canal two miles long would avoid this rapid, and connect the navigation of Lake Superior with that of Lake Huron, and Michigan, and Erie.

Lake Superior, the great upper reservoir of the St. Lawrence, is about 360 geographical, or 417 statute miles long, and 140 geographical, or 162 statute miles broad; its circumference round its shores about 1600 miles, and its depth about 900 feet. Its waters are pure, and astonishingly transparent, and this inland ocean is not surpassed in turbulent commotion, during tempests, by the most violent agitation of the Atlantic. It receives numerous rivers, but none of them are remarkably large. Low lands, lying between the lake and the ramps and mountains, are considered to have been formerly covered by the waters of the lake.

The elevations and cliffs, rise in parts to 1500 feet above the level of the lake. In other places a flat country extends back from fifty to seventy miles. The largest of its islands, near the British side, Isle Royale, is about 100 miles long, by 40 in breadth.

The lands fit for settlement and agriculture may be considered to be nearly altogether within the boundaries of the United States. Tracts of good land may occasionally occur, or be found, on the British side; but as far as we know, chiefly from the fur traders, the northern shores are forbidding and sterile, and the whole country between this lake and Hudson Bay is of little value, except for the furs of the wild animals, or the fish that may be caught in its waters.

Salmon of great size, herring, black bass, sturgeon, and all the lake fishes, are abundant. It is said that neither salmon nor herring are caught in any of the lakes, except those communicating with the St. Lawrence. How either herring or salmon got into those lakes is a question to puzzle the naturalist.

The comparative depths of the lakes form another extraordinary subject of inquiry. The bottom of Lake Ontario, which is 452 feet deep, is as low as most parts of the Gulf of St. Lawrence, while Lake Erie is only 60 or 70 feet deep; but the bottoms of Lakes Huron, Michigan, and Superior, are all, from their vast depths, although their surface is so much higher, on nearly a level with the bottoms of Lake Ontario, and of the Gulf of St. Lawrence. Can there be a subterranean river running from Lake Superior to Huron, and from Huron to Lake Ontario? This certainly is not impossible; nor does the discharge through the river Detroit, after allowing for the full probable portion carried off by evaporation, appear by any means equal to the quantity of water which the three upper great lakes may be considered to receive. All the lakes of Canada are estimated to cover 43,040,000 acres.

The great lakes occasionally rise above their usual level, sometimes from three to five feet. These overflowings are not annual nor regular. They have occurred about once in seven years, and are probably the effect of more rain and less evaporation, during the seasons in which they take place. Sir Alexander Mackenzie observed several overflowings of two or three feet in the lakes north-west of Superior, so that they are not peculiar to the lakes of the St. Lawrence.

Lake Champlain is one of the most picturesque of the inland waters of America. The great lakes are so expansive, that parts only can be seen of their coasts; which, however, are often exceedingly bold, sometimes precipitous, and when studded with rocky or wooded islands, and pierced with inlets, are remarkably picturesque and romantic. Lake Champlain is long and narrow; and at its southern extremity, and where it unites with Lake George, it is richly varied by woods, islands, and highlands.

The interior of Labrador, Newfoundland, Nova Scotia, New Brunswick, and the state of Maine, abound with lakes.

CHAPTER VI.

WILD ANIMALS, BIRDS, REPTILES, AND FISHES, OF AMERICA.

THE zoology and ornithology of America have been so thoroughly described and illustrated, that neither require any notice in this work. As man advances in subduing and forming settlements among the forests, the wild animals diminish in number. In the far west and north-west, the buffalo, the different varieties of the deer species, and the various animals hunted for their furs, though far less abundant than formerly, inhabit the prairies and forests; and there are none of the countries of America in which some of the original native animals are not still to be found.

The natural history of the fishes of America is still to be written: with the exception of the turbot, and a few other kinds, the fishes of the sea-coast of America are nearly similar to those of the corresponding shores of Europe; they differ frequently in quality, and some of those which are scarce on the European shores, are abundant on those of America. Pilchards, anchovies, and sardines, are rarely, if ever, seen in the American waters. Smelts and caplin swarm in the latter.

The fishes of the Mississippi are described as generally coarse, often hideous and voracious. The cat-fish, of which there are many varieties, weighs about 100 lbs. Pike, pickerel, and jack, are also caught in the Mississippi, and its streams. Fishes, of which there are several varieties, called gar-fish, are caught in the Mississippi. The trout, yellow cat-fish, pike, bar-fish, and perch, are described by Mr. Flint as the best.

The alligator-gar, appears, from the description given of it, to be the shark of the rivers. It is about eight feet long, weighs about 200 lbs., its mouth is large, round, and set thickly with sharp teeth. Its scales are said to be impenetrable by a ball from a rifle, and when dead, to be so hard, as to strike fire from flint. It is more dreaded than the alligator. Another monster of the Mississippi waters, is called by the Americans, devil-jack diamond fish, is from four to ten feet long, and weighs from 100 to above 350 lbs. There are several varieties of sturgeon, some of which are eaten. The saw-fish, the shovel-fish, the buffalo-fish, perch, weighing from ten to twenty pounds, bass, hog-fish, saw-fish, eels, minny, *false* herrings, and several varieties of small fishes abound in the Mississippi and its tributaries. The fish, called *florida*, or Louisiana trout, is striped, of the perch species, and it weighs from one to four pounds; and the fishes caught in the saline lakes of Louisiana, and the rock-fish, taken in the rivers from Susquehanna to the Mississippi. Crawfish, and various shell-fish abound in the Gulf of Mexico. A

ray-fish, which Dr. Mitchell describes as the "oceanic vampire," was caught near the entrance of Delaware Bay, when towed ashore, was found so heavy, that five oxen, two horses, and twenty men, could not drag it up on the shore. Its length was seventeen feet, and its breadth sixteen feet. It weighed from four to five tons.

Among the fishes of the great lakes is the sturgeon, it weighs from 70 to 120 lbs.; it affords isinglass, and differs from the sturgeon of the sea, by wanting the shelly scales on the back. The masquinongé is delicious, and sometimes weighs 50 lbs. The white fish, caught in abundance, resembling the shad of the Atlantic coast, or very large alewives; it is excellent eating, but inferior to the masquenongé. The lake herrings are plentiful, but flabby and indifferent.

Trout of all sizes, weighing from half a pound to sometimes 50 to 70 lbs. The large kind called lake salmon resemble those of the sea, but the flesh much paler and not so richly flavoured. Pike are much the same in flavour as in England.

There are two or three varieties of bass, the black is the best. The other fishes which are found in the lakes and rivers of Upper Canada, are principally perch, eel pout, cat-fish, mullet, dace, chub, carp sucker, dog-fish (small), bill-fish (the tyrant of the lakes, with a bill about a foot long), lamprey, silver eel, sun-fish, &c.

On the Atlantic and Gulf of St. Lawrence, coasts of America, especially along the shores and inlets of the Northern States and of British America the best fish abound, and where they have afforded the source, since the discovery of Newfoundland, Labrador, the Gulf of St. Lawrence, and Nova Scotia, of extensive and profitable fisheries.*

CHAPTER VII.

NORTH AMERICAN FORESTS.

The forests of North America have been classed under three great general divisions, or zones. The vegetation, and the growth, and kind, of trees, in these divisions, are not altogether dependent on their more northern or southern latitudes, but also on the nature of the soil, and on their distance from the sea coasts, as well as on the peculiarities of the mountainous, of the low, flat, table land, and valley regions. The first forest zone, or that of the southern sea coasts, comprehends the region south of the Chesapeake and the

* These will be found described hereafter, under the general head of "The Fisheries of America."

Alleghaneys, to the point of Florida, and west to the rising grounds of Texas. On the Atlantic coast, and over a portion of Louisiana, resinous trees, peculiar to low and sandy soils, prevail: such as cedars, cypresses, firs, pines, and some others: intermingled with shrubs and various plants. The swampy, marshy, and even alluvial soils of this region are generally but ill adapted for agriculture.

In Florida and Louisiana, the magnolia, catalpa, and tulip trees flourish. Several other trees peculiar to warm latitudes and low lands also grow. Extensive tracts called cedar swamps also occur covered thickly with cedar-trees. Some of the characteristics of this zone appear in latitudes farther north, where the low sandy soils, even within the Gulf of St. Lawrence, produce low spruce firs, dwarf-willows, poplars, and other trees and shrubs, similar to those found on the same kind of soils in Florida. The low sandy shores of part of the north side of Prince Edward island; the country generally near the shore north from Miramichi to Point Mescou, and even on the south side of the island of Anticosti, present, frequently, though of less extent, barren soils, bogs, and swamps, resembling those near the low shores of Virginia and Florida.

The second zone comprehends the hilly and mountainous parts of the Carolinas, Pennsylvania, the southern parts of New York, and the country west to the prairies, and south to the northern limits of the low regions of Louisiana and other low grounds of the south. Oak, beech, maple, sycamores, mulberries, acacias, large poplars, large birches, walnuts, and sassafras-trees, with, occasionally, fir-trees intermixed; and in the lower grounds cypresses, cedars, pines, and some other trees, are the predominant woods. East, and on the brows, of the Alleghaney chain, and intermixed with several varieties, to the west, are found chesnut, sumach, and various other trees, which grow in fertile soils.

The third zone comprehends the forests of the New York, and New England States, Vermont, New Brunswick, the wooded parts of Nova Scotia, and parts of Cape Breton. A portion of the west part of Newfoundland, Canada, south of the St. Lawrence, and partly to the north of the St. Lawrence as far as 47 deg. 30 min. north, thence following nearly a direct line to the parallel of 43 deg. 30 min. north, on the shores west of Lake Huron, and including nearly all Michigan, and the countries in the same parallel of latitude to the Pacific: and comprehending all the countries south of this extensive line to latitude 40 deg. north-east of the Mississippi, and west of that river and of the Missouri, to the foot of the Rocky Mountains; and thence, west of that chain to the shores of the Pacific. This zone may be considered as comprehending the great forest regions of America, and embracing a portion of the second zone and some parts of the northern zone.

The fourth zone comprehends the woods of the northern regions, chiefly low firs, dwarf birches, willows, small poplars, &c., until vegetation, diminishing to creeping firs and low dwarf shrubs, finally ceases. The woods of the gulf

and river of St. Lawrence, north of Quebec; the whole country of America, north of the parallel of the Manitoulin Islands, in Lake Superior; the north-east section of the district of Gaspé; and, nearly, the whole island of Newfoundland, are comprehended in this zone. Even in this division there are exceptions to the general character of its trees; for on the west of Newfoundland, and within some of the sheltered valleys of Labrador, and in the valleys of the river Saghuny, trees sufficiently large for ship-building are found.

It is, however, to the two central zones that we must chiefly advert in our brief view of the forests of North America: the magnificent splendour of which, is peculiar to that division of the western world.

In Europe, in Asia, in Africa, and even in South America, the primeval trees, how much soever their magnitude may arrest admiration, do not grow in the promiscuous style that prevails in the great general character of the North American woods.

Many varieties of the pine, intermingled with birch, maple, beech, oak, and numerous other tribes, branch luxuriantly over the banks of lakes and rivers, extend in stately grandeur along the plains, and stretch proudly up to the very summits of the mountains.

It is impossible to exaggerate the autumnal beauty of these forests; nothing under Heaven can be compared to its effulgent grandeur.

Two or three frosty nights in the decline of autumn, transform the boundless verdure of a whole empire into every possible tint of brilliant scarlet, rich violet, every shade of blue, and brown, vivid crimson, and glittering yellow. The stern, inexorable fir tribes alone maintain their eternal sombre green: all others, in mountains, and in valleys, burst into the most glorious vegetable beauty, and exhibit the most splendid, and most enchanting, panorama on earth.*

Amidst the American wilderness we have often ascended one of those heights, from which the scope of vision ranges over the surface of boundless forests, varying in shades from the funereal hue of the firs, to the bright verdure and golden tinges of the birch, the yellow and brown shades of the beech, and the red and violet of the maple; from whence the imagination alone penetrates underneath the silent, indomitable covert, amidst the intricacies of which, the traveller might suddenly wander into bewildered labyrinths, and for ever lose his way, in perplexing ignorance of the course that would lead him back to civilization and to the human throng—from the coverts, where the moose, carriboo, and bear, have safely fed and roved, until pursued to gratify the desires, and until ensnared by the wiles of man.†

The forest trees in North America are exceedingly numerous, but in this work

* I consider that these metamorphoses are caused by the action of frost at this period on the acids contained in the leaves.

† British America, vol. ii., page 30.

it will only be possible to describe briefly the principal timber-trees, among which those of the pine family claim the first rank.

Michaux describes fourteen species of pine, and there are probably more varieties. Pines do not often grow on fertile soils, at least not in groves; low, sandy, and poor, but not strong lands, are most congenial to their growth.

The yellow long-leaved pine (*pinus strobus*) is the most generally useful; and the great bulk of the timber of commerce exported from America is of this kind. It grows in extensive forests in Canada and New Brunswick, and grew formerly in great plenty in the old provinces, and in Prince Edward Island, Nova Scotia, and Cape Breton. It is a magnificent tree, frequently fifteen feet in circumference near the ground, free from branches for seventy or eighty feet, and often more than 120 feet in height. Some trees, after being hewn square, and the limbs, with twenty to thirty feet of the top cut off, have measured eight or nine tons, of forty solid feet each.

The pitch pine, (*pinus Australis*), also long-leaved, and valuable on account of its durability, but more so from its producing principally the turpentine and tar of America. It delights in higher ground than the yellow pine, and seldom exceeds six feet in circumference.

The red pine (*pinus Sylvestris*) is often a tall tree, but seldom more than four or five feet in girth. It is nearly the same in kind and quality as the fir imported into the United Kingdom from Norway, in square logs. Until this tree be sufficiently matured, or if it be in a situation where it grows rapidly, it contains a great proportion of sap wood; and it is only when this part is hewn away, that the red pine is durable. It is much used in ship-building and many other purposes, but it is much more rare than any of the other pines. In many parts of Canada, and along some branches of the St. John, it has lately been discovered in extensive groves.

Hemlock spruce (*abies Canadensis*). There are two varieties of the hemlock, the red and white; both are very durable. The lath wood, imported in billets from America, is principally hemlock. The red splits too freely, and is remarkably full of cracks, or, as the Americans term it, shakey. The white is often apt to splinter, but it is close grained, hard, holds nails or tree nails well, and is used in colonial ship building. Its bark is used very generally in America for tanning. There is no wood better adapted for mining purposes or piles; and it is remarkable that iron, driven into it, will not corrode either in or out of water. Hemlock trees generally grow in dry hollows, in groves, and from two to three feet in diameter, and sixty to eighty feet high.

Five varieties of the spruce fir are abundant in all except the northernmost regions; and the dwarf spruce creeps as far north as any tree. The black, gray, white, and red spruce firs, called so from the colour of their respective barks, are the same as those of Norway, imported into England for masts, yards, &c. These

trees grow to a great height. The black spruce (*pinus abies*) is frequently observed in the distance, like a black minaret or spire, towering twenty or thirty feet above all other forest trees. The spruce firs of rapid growth are not durable, but those growing in bleak situations, or near the sea coast, are hard and lasting. The wood of all the species is white.

The American silver fir (*abies balsamiferæ*) is that from which the transparent resin known as Canada balsam is procured. This balsam is the best possible application to fresh wounds. The Indians use it also as a remedy for several internal complaints. The timber of this tree is seldom used in America, except for fencing rails.

The celebrated essence of spruce is extracted from the black spruce. When the branches are used to make beer, so common in America, merely by boiling them in water, and adding a few hops and a certain portion of molasses, those of the dwarf trees are preferred.

The Hacmatack, or larch (*pinus laryx*) called also in America, tamarac, and juniper, is considered the most durable of the pine family. In some parts, but not generally, it is very plentiful. It attains, frequently, a great height, but rarely more than two feet in thickness. Its wood is heavy, tough, and becomes hard by seasoning. It burns with difficulty, and does not readily absorb water. In these respects hemlock resembles it most.

Both red cedar (*juniperus Virginiana*) and white cedar (*cupressus thyoides*) are met with in the north of Virginia, and New York, but not in abundance. The former is found in Upper Canada, the latter grows in the lower provinces. The largest trees that we have seen, about three feet in diameter, were on the banks of the Buonaventura river, in the district of Gaspé, at which place the Acadian French use the white cedar, in preference to other wood, for house and ship-building. There are two or more varieties of it, one of which is called Canada cyprus: it is a beautiful ornamental tree. It has been successfully transplanted from Canada to France; and in the garden of the Petit Trianon, Versailles, there are two or three fine trees of this species.

The common juniper, which yields the berry used in the arts, and which takes two years in ripening, is found in most cold situations, where other trees seldom grow. A creeping variety of fir, called in America ground spruce, producing a delicious red berry, and on which cattle delight to browse, grows in many places in great plenty. It differs in its nature from all other varieties of firs, inasmuch as it thrives only in fertile soils.

The oak, in England, claims the precedence of all other trees; but not so in America. The people of the United States boast much, it is true, of the durability and excellence of their white oak (*quercus alba*). It is certainly a tough, durable wood, and probably equal to the greater part of the oak now cut down annually in Great Britain; but no more, in firmness and durability, to be com-

pared to the "unwedgable and gnarled oak of England," than sand-stone is to granite. The wood growing in the southern parts, which they term "live oak," is, however, very firm, and remarkably durable; probably as lasting as the old English oak.

The gray, or, more properly white oak of Canada, New York, Pennsylvania, and Michigan, is a tolerably close-grained and lasting wood, and much used in ship-building and for staves. It resembles very closely the *quercus pedunculata* of the continent of Europe, and is probably as durable.

The quercitron oak (*quercus tinctoria*) is considered, in the United States, of very lasting quality. The bark, also, contains a great portion of tannin, but imparts a yellow colour to the leather, and is therefore objected to.

The red oak of America is the most plentiful, but very porous, and of indifferent quality. It is, however, frequently made into staves, and its bark is valuable for tanning.

The beech-tree (*fagus sylvatica*) thrives abundantly, but always on fertile dry soils. It is in America usually a beautiful, majestic tree, and sometimes three feet in diameter. It is useful for the same purposes to which it is applied in England; under water it is remarkably durable, and it affords a great quantity of potashes. Its bark contains a fair portion of tannin; and it produces, every second year, heavy crops of *mast*, or nuts, which are pleasant to the taste, and on which partridges, squirrels, mice, &c., feed; the hogs of the settlers ramble through the woods as soon as the beech-nuts begin to fall, and fatten so rapidly on them, that they acquire one to three inches in thickness of additional fat, not very firm it is true, in a few weeks.

Two or three varieties of the elm (*ulmus campestris*) are met with in America. It attains much about the same size as the beech-tree, and its quality is fully equal to the best that grows in England. Elm, however, is not abundant in America.

Ash (*fraxinus*)—of this tree there are many varieties; but the common gray ash only, generally called white ash in America, is durable or useful.

The mountain ash (*pyrus aricuparia*) grows in all parts of North America. It is not, however, of the ash, but rather of the birch tribe. It is, in fact, Sir Walter Scott's "rowan tree." Its foliage and berries make it a pretty ornamental tree.

Of the birch tribe (*betula*), we met with eight, or probably more, varieties, known in America by the names of black, white, yellow, gray, birches, &c.

The common white birch (*betula alba*) is the most hardy tree that we know. The dwarf white birch grows farther north than any other tree; and where the rigour of the climate prevents it growing upright, it creeps along the ground affording food and shelter to birds that resort in summer to high latitudes.

Between the latitudes of forty and forty-eight, we find, in valleys, or where

it grows among other timber, the white birch, a fine majestic tree, fifty to sixty feet in height, often two to three feet in diameter, and, for twenty or thirty feet, without branches. When growing in this manner, it is known to naturalists as *betula papyracea*, which, however, although differing in appearance, is by no means a distinct variety from the common white birch, which merely assumes a tall, spreading, or dwarfish character, according to the situation and soil in which it grows.

The white birch, although the wood, except under water, be not durable, is still a most valuable tree. It is clean, close-grained, easily worked, and useful for common turner's work. Its inner bark contains excellent tannin, and of the outer bark of the large trees, are made the canoes used by the Indians and Canadian voyageurs.

The yellow birch differs only from the white in its outer bark, which is yellowish, being too thin for any useful purpose, and its wood being somewhat tougher; neither will it grow in exposed situations, nor on barren soils. Its fibres are split open, and worked by the Indian women into baskets, ropes, brooms, &c. The gray birch seldom attains more than eight or nine inches in diameter. It is hardy, and differs only from the dwarf white birch in the colour and texture of the outer bark.

The black birch of America (*betula nigra*) is a magnificent tree, often fifteen to eighteen feet in circumference; its outer bark is rough and dark, the inner bark thick and full of tannin. The wood is finely shaded and variegated, susceptible of as high a polish as mahogany; and furniture made of choice trees is equally beautiful. It is imported in large square logs from America, and used in this country for many purposes. It makes excellent planks for ships' bottoms, but if exposed to the weather, it is not durable. This might not, probably, be the case if it were first well seasoned.

The sap drained in March and April, by incision, from all the varieties of birch, makes excellent vinegar; and a pleasant weak wine may be obtained from it, by boiling and fermentation.

The Russia leather, used for binding books, is prepared with the empyreumatic oil obtained from the outer bark of the white birch. This bark is very inflammable, and used for torches or flambeaux by the Indians and others, when fishing for eels, salmon, &c., at night.

There are many varieties of the maple (*acer*). Those generally known in America, are: the white maple, which is straight and close in its fibres, elastic, and slow in burning. The waved maple, which resembles zebra wood, is exceedingly beautiful, admits of a very fine polish, and is the same as that generally used for the backs of violins.

The great maple (*acer pseudo platanus*) generally known in America by the different names of rock maple, from its being hard and tough; bird's-eye maple

from its being frequently beautifully mottled, like birds' eyes ; curled maple, from its being generally curled in the fibres, and richly shaded. It takes a high polish; and beautiful specimens of this wood may be seen in the ornamental work of the cabins of the American packets that come to Liverpool and London.

The sugar maple (*acer saccharinum*) differs from the great maple, in its fibres being generally straight and coarser, its wood not being so hard or compact, and its sap granulating more perfectly. From its juice, principally, is made the maple sugar; although all the varieties of maple that we know of, if we class them agreeably to the saccharine matter contained in their saps, might be called sugar maples.

The process of obtaining sugar from the sap of the maple, is simple. In the early part of March, at which time sharp frosty nights are usually followed by bright sunshiny days, the sap begins to run. A small notch, or incision, making an angle across the grain, is cut in the tree, out of which the juice oozes, and is conveyed by a thin slip of wood, let in at the lower end of the cut, to a wooden trough or dish, made of bark, or wood, placed below on the ground.

The quantity of sap thus obtained from each tree varies from one pint to two gallons per day. Those who follow the business, fix on a spot where maple trees are most numerous, and erect a temporary camp, or lodging. When they have as many trees tapped as can be attended to, the sap is collected once or twice a day, and carried to a large pot or boiler hung over a wood fire near the camp. It is then reduced, by boiling, until it granulates; and the sugar thus obtained is rich and pleasant to the taste. An agreeable syrup is also made of maple sap.

The maple ground occupied by a party is termed a "sugarie;" and those who first commence tapping the trees, consider that possession for one year constitutes right for those years that follow. They often receive, without having any tenure themselves of those lands from the crown, a consideration from others for the right of possession.

There are three or four varieties of poplar, which delight, as in Europe, to grow in low soils. A dwarfish kind abounds where the original wood has been destroyed.

The white walnut or hickory (*juglans alba*), generally called butter-nut tree in America, is common on intervale or alluvial land, and grows to a considerable size. The nut is edible, and contains about the same proportion of oil as the common walnut. The magnolia and acasia grow well only in the southern parts of North America.

Besides these trees, which on account of their appearance or usefulness, are the most generally known, many other varieties abound, among which it will be sufficient to name the alder, wild cherry, Indian pear-tree, dog-wood, bass-wood, horn-beam or iron-wood, the persemon of the south, sycamore, sassafras, and white

and black thorn. The very great variety of smaller trees, shrubs, and herbs, which abound in North America, must be left for the professed naturalist to class.

Sarsaparilla, ginsing, as well as many other medicinal plants, are very plentiful, the virtues of which are as yet but imperfectly known. The Indians have vegetable specifics for all the diseases, except those introduced by Europeans, to which they are liable.*

The vine, generally called, in America, maiden hair (*adianthum capillus veneris:* Linn.), is abundant, growing usually along the sides of dry hollows, or among old fallen trees, but always in the shade. The leaves of it are infused as tea; its berry affords a delicious jelly, from which the once celebrated "sirop de capilaire" took its name.

A root, called from its colour, blood-root, and from its taste, chocolate-root, is boiled in water, and the decoction used by the Indians as a certain remedy for the most violent attack of cholic. It is also taken by them to remove dysentery, &c., and it alleviates acute pain as readily as opium, without possessing the pernicious qualities of that drug.

A variety of herbs and roots are used by the inhabitants instead of tea, and many of them are grateful to the taste, and probably as conducive to health as the oriental shrub.

Many varieties of wild fruits abound in North America. Vines are discovered growing indigenous in Canada and Nova Scotia. Cranberries are plentiful, uncommonly fine, and as large as cherries in England. Raspberries and strawberries grow naturally in astonishing abundance; also whortleberries and blueberries; black and red currants, gooseberries, and two or three descriptions of cherries grow wild.

The fruit called Indian pear is of the most delicious flavour. Juniper-berries, in many places, are very abundant. Hazel nuts grow wild. There are many kinds of grasses indigenous to the soil of North America; white clover springs spontaneously wherever the land is cleared of the woods.

It seems an extraordinary fact in natural history, that wherever the original forest is destroyed in America, and the land left uncultivated, trees of a different species should spring up. This is always observed where lands have been laid waste by fire. The first year tall weeds, and raspberry and bramble bushes shoot up; then cherry-trees, white birch, silver firs, and white poplars, appear; but seldom any tree of the genus previously growing on the space laid open by the devouring element.†

* The nuns and catholic clergy prepare a vegetable plaster, which never fails to cure inveterate cancer. The secret they do not divulge. The author was acquainted with several persons who have been perfectly cured by them, after being considered past recovery by very able physicians.

† Sir Alexander Mackenzie observes, that on the banks of the Slave Lake, land, formerly covered wholly with spruce, fir, and birch, having been laid waste by fire, produced subsequently nothing but poplars.

Under the heads of "Agriculture," and "Timber Trade of America," hereafter, see the mode of clearing the forests for cultivation.

The great trees of the fir, maple, black birch, and beech tribes, when once destroyed, do not appear to be succeeded in the ground they occupied, by trees of the same kind.

Vast districts of the forest lands have been laid waste by fire, at different periods; and fires lighted, for the purpose of burning woods, cut down for clearing the soil, have often extended much farther, and devastated the surrounding forest country.* In Europe we can form no conception of the fury and

* We have witnessed many of those great fires, but none so terrible and destructive as the great Miramichi fire of October, 1825: when about 140 miles in extent, and a vast breadth of the country on the north, and from sixty to seventy miles on the south of Miramichi river became a scene of perhaps the most dreadful conflagration that occurs in the history of the world.

It appears that the woods had been, on both sides of the north-west, partially on fire for some days, but not to an alarming extent, until the 7th of October, when it came on to blow furiously from the westward, and the inhabitants along the banks of the river were suddenly surprised by an extraordinary roaring in the woods, resembling the crashing and detonation of loud and incessant thunder, while at the same instant the atmosphere became thickly darkened with smoke. They had scarcely time to ascertain the cause of this awful phenomenon, before all the surrounding woods appeared in one vast blaze.

In less than an hour, Douglas Town and Newcastle were in a blaze, and many of the wretched inhabitants, unable to escape, perished in the flames. The following account was obtained and printed in the papers, for public information, a few days afterwards:—

"More than a hundred miles of the shores of Miramichi are laid waste, independent of the north-west branch, the Baltibog and the Nappan Settlements. From 100 to 200 people have perished within immediate observation, whilst thrice that number are miserably burnt, or otherwise wounded; and at least 2000 of our fellow-creatures are left destitute of the means of subsistence, and thrown at present upon the humanity of the province of New Brunswick.

"The number of lives that have been lost in the remote part of the woods, among the lumbering parties, cannot be ascertained for some time to come; for it is feared that few are left to tell the tale.

"It is not in the power of language to describe the unparalleled scene of ruin and devastation which the parish of Newcastle, at this moment, presents. Out of upwards of 250 houses, public buildings, and stores, only fourteen of the least considerable remain.

"The loss of property is incalculable; for the fire, borne upon the wings of a hurricane, rushed on the wretched inhabitants with such inconceivable rapidity, that the preservation of their lives could be their only care.

"Among the vessels on the river, a number were cast on shore: others were fortunately extinguished, after the fire had attacked them.

"At Douglas Town, scarcely any kind of property escaped the ravages of the fire, which swept off the surface every thing coming in contact with it, leaving but time for the unfortunate inhabitants to fly to the shore; and there, by means of boats, canoes, rafts of timber, timber logs, or any article, however ill calculated for the purpose, they endeavoured to escape from the dreadful scene, and reach the town of Chatham: numbers of men, women, and children, perishing in the attempt.

"In some parts of the country the cattle have all been destroyed, or suffered greatly; and the very soil is, in many places, parched and burnt up, while scarcely any article of provision has been rescued from the flames.

"The hurricane raged with such dreadful violence, that large bodies of timber on fire, as also trees from the forest, and parts of the flaming houses and stores, were carried to the rivers with amazing velocity, to such an extent, and affecting the water in such a manner, as to occasion large quantities of salmon and other fish, to resort to land; hundreds of which were scattered on the shores of the south and west branches."

It is impossible to tell how many lives were lost, as many of those who were in the woods among the lumbering parties, had no friends or connections in the country to remark their non-appearance. Two hundred have been computed as the least number that actually perished in the flames.

The destruction of bears, foxes, tiger-cats, martens, hares, and other wild animals, was very great. These, when surprised by great fires, are said to lose their usual sense of preservation, and becoming, as it were, either giddy or fascinated, often rush into the face of inevitable destruction. Even the birds, except those of very strong wing, seldom escape; some, particularly the partridge, become stupified; and the density of the smoke, the great velocity of the flames, and the violence of the winds, effectually prevent the flight of most others.—*Macgregor's British America.*

rapidity with which fires rage through the forests of America, during a dry hot summer or autumn: at which period the broken underwood, decayed vegetable substances, fallen branches, bark, and withered trees, are as inflammable as the absence of all moisture can render them. To such irresistible food for combustion we must add the almost boundless fir forests, every tree of which contains in its trunk, bark, branches, and leaves, vast quantities of inflammable resin. When one of these great fires once extend over a few miles of the forest, the surrounding air soon becomes highly rarified, and the wind, consequently, increases to a hurricane. The fire then advances with extraordinary celerity, the flames ascend from one to two hundred feet above the highest trees; the heavens immediately above present a thick cloud of dark or gray smoke, driven furiously onward by the hurricane; the whole forest presents one vast blaze, rolling forward and spreading with inconceivable speed: presenting the terribly sublime appearance of an impetuous flaming ocean, which cracks and roars, resembling thunder, while the giant trees of the forests are falling and crashing before its destructive and tempestuous power.

CHAPTER VIII.

THEORY OF THE CLIMATE OF NORTH AMERICA.

The temperature of the climate of British America, as well as that of the United States, is extremely variable, not only in regard to sudden transitions from hot to cold, and *vice versâ*, but in respect to the difference between the climate of one colony or state, and that of another.* In remarking generally on the climate of America, we consider the countries lying between 40° and 47° north, as those to which the mean character of the different seasons in America more immediately applies: a great part of Pennsylvania may be also included within it.

The natural climate of the regions within those latitudes will not differ much from the following outline of the character and temperature of the seasons of America. Countries to the south of those places, have warmer atmospheres, while those to the north experience proportionably much more intense cold; until we have the temperature of the tropics in the one, and that of the arctic regions in the other.

In America, the seasons have generally, though erroneously, been reduced to two—summer and winter. The space between winter and summer is, indeed, too short to claim the appellation of spring, in the sense understood in England, but

* It is said of Pennsylvania, that it is a compound of all the countries in the world.

the duration of autumn is as long as in countries under the same latitude in Europe, and is, over the whole continent of North America, the most agreeable season of the year.

The climate of America is colder in winter, and hotter in summer, than under the same parallels of latitude in Europe, and the daily variations of temperature, which depend on the winds, are also greater; but the transitions from dry to wet weather are by no means so sudden as in England; and we may always tell in the morning whether it will be fair all day or not, except in the case of thunder showers, which come on frequently during hot weather, in the evening, when not the smallest appearance of a cloud can be seen before mid-day.

The trade winds, which drive the vapours of the Atlantic into that vortex of suction, the Gulf of Mexico, spread afterwards into currents, and blow in different directions, as diverted by the inequality of the islands and continent of America. These winds are warm; those blowing from the northern regions cold and piercing. Rain falls in America in heavier storms, and in greater quantities than in Europe, but not so frequently.

The summer season may be said to commence about the middle of April, or as soon as the ice disappears in the bays and rivers; further south somewhat earlier, north of 47 deg. later. In May, the weather is generally dry and pleasant; but it rarely happens that summer becomes firmly established, without a few cold days occurring after the first warm weather. This change is occasioned by the wind shifting from south to north, or to north-east, which brings down along the sea-coast large fields of ice, and which carries along also the cold evaporations that arise in the Hyperborean regions. This interruption seldom lasts for more than three or four days, during which the weather is either dry and raw, or cold and wet.

When the wind shifts to the southward, the temperature soon changes, as the cold vapours are either driven back, or dissipated by the heat of the sun, which now becomes powerful.

In latitudes south of 50 deg. north, the southerly winds at this period combat and overcome, as it were, those of the north, and, restoring warmth to the air, fine weather becomes permanent. All the birds, common in summer, make their appearance early in May, and enliven the woods with their melody, while the frogs, those American nightingales, or, as they are often called, bog choristers, also strain their evening concerts. Vegetation proceeds with surprising quickness; wheat and oats are sown; the meadows, pastures, and deciduous trees assume their verdure; various indigenous and exotic flowers blow; and the face of nature and the temperature are delightful.

In June, July, and August, the weather is excessively hot, even as far north as Quebec, sometimes as hot as in the West Indies: the mercury being 90 deg. to 100 deg. Fahrenheit. Showers from the south-west, sometimes accompanied with

thunder and lightning, occur during these months about once a week, or every ten days, which generally shift the wind to the north-west, and produce for a short time an agreeable coolness.

The nights at this season exceed in splendour the most beautiful ones in Europe. To portray them in their true colours, would require more than any language can accomplish, or any pencil, but that of imagination, can execute. The air, notwithstanding the heat of the preceding day, is always pure; the sea and lakes generally unruffled, and its surface one vast mirror, reflecting with precision every visible object, either in the heavens or on the earth. The moon shines with a soft, silver-like brilliancy, and during her retirement, the stars are seen in their utmost effulgence. Fishes of various species sport in the water; the singular note of the whip-poor-will is heard from the woods; the fire-fly floats on the air, oscillating its vivid sparks; and, where the hand of man has subdued the forest, and laid the ground under the control of husbandry, may be heard the voice of the milk-maid, or the "drowsy tinkling of the distant fold." In another direction may often be seen the light of the birch torch, which the Indian uses in the prow of his canoe, while engaged with his spear in fishing.

In September, the weather is extremely pleasant; the days are very warm until the middle of the month; but the evenings are agreeably cool, followed by dews at night; and about, but generally after, the autumnal equinox, the severity of the season is interrupted by high winds and rain. At this period the wind generally blows from a south-easterly point, and the weather usually clears up with the wind from the opposite direction.

The season from this time to the middle or latter part of October, is generally a continuation of pleasant days, moderately warm at noon, and the mornings and evenings cool, attended sometimes with slight frosts at night. Rain occurs but seldom, and the temperature is, perhaps, more agreeable at this time than at any other, being neither unpleasantly hot nor cold. About the end of this month, the northerly winds begin to acquire some ascendancy over the power of the south, and there appears in the atmosphere a determination to establish cold weather, and to accomplish a general change of temperature.

Rain, sunshine, evaporations, and slight frosts, succeed each other, and the leaves of the forest from this period change their verdure into the most brilliant and rich colours, exhibiting the finest tints and shades of red, yellow, and sap green, blended with violet, purple, and brown. The peculiar charm and splendour which this change imparts to American scenery, produce one of the richest landscapes in nature; and never could the pencil of an artist be engaged on a more interesting subject.

After this crisis, the air becomes colder, but the sky continues clear, and a number of fine days usually appear in November. There are frosts at night, but

the sun is warm in the middle of the day; the evenings and mornings are pleasant but cool, and a fire becomes agreeable.

This period is termed all over America, the "Indian summer," and is always looked for, and depended on, as the time to make preparations for the winter season. The French Canadians and Acadians, say the atmospheric warmth at this time is caused by the heat of the great blaze of the prairies set on fire by the Indians, west of the lakes, to destroy the grass. However absurd this belief is, it has acquired a firm credence among an ignorant people.

About the end of November, or a little after, the frosts become more severe, and the northerly winds more prevalent; the sky, however, continues clear, and the weather dry, with the exception of a rainy day once in a week, or in every ten days. This month, and often the whole of December pass away before severe frosts or snows become permanent, which, the old inhabitants say, never takes place until the different ponds or small lakes are filled with water by the alternate frosts, thaws, and rains that occur, or until a little after the wild geese depart for the south.

Towards the end of December, or the beginning of January, the winter season becomes firmly established; the bays and rivers* are frozen over, and the ground covered to the depth of a foot or more with snow; the frost is extremely keen during the months of January, February, and the earlier part of March—the mercury being frequently several degrees below zero. A thaw and mild weather generally occur for a day or two about the middle of January, and sometimes in February. Thaws take place whenever the wind shifts for any time to the south, and the weather that immediately succeeds, is always extremely cold. The ice then becomes as smooth as glass, and affords a source of delightful amusement to those who are lovers of skating.

The deepest snows fall towards the latter part of February, or the beginning of March; at which time, boisterous storms sweep the snow furiously along the surface of the earth, leaving some places nearly bare, and raising immense banks in others. While these last, it may be imprudent to travel, at least, on the ice, or over tracts where there is no wood, as it is impossible to see any distance through the drift. The duration of these storms, however, is seldom longer than one or two days; and then the frost is by no means so severe as when the sky is clear. The effects of the cold in winter is sometimes fatal. In clear frosty weather there is little danger; but the traveller often experiences, particularly during a snow-storm, or even in clear weather, a drowsiness, and an indifference to consequences, an inclination to sleep, and at the same time, little sensibility to cold. Yielding to this influence, to which the whole frame becomes as agreeably disposed, as if

* Halifax, Passamaquody, and several others on the Atlantic coast, between Louisburg and New York, are very seldom rendered unnavigable by ice. All those within the gulf and river St. Lawrence and the lakes, are closed by being frozen from three to, sometimes, five months.

the person were falling asleep on a feather-bed, is inevitably fatal to life, which appears to be abstracted, with the principle of caloric, from the body, by the surrounding cold, and without the least pain. The fluids of the body gradually congealing, until the whole becomes a frozen mass. Exertion alone, until the traveller reaches a house, can save him. Few people at present, perish in America during winter, the roads being more frequently travelled; and the inhabitants guarding more effectually against the cold than formerly.

The fine sand-like dust, which consists of snow, in the most minute, but intensely frozen particles, and which searches, when whirled along by the impetuosity of the wind, through the smallest chinks of window frames, or the least opening in a house, often leaves large heaps of snow on the floor, in the course of a few hours. The Canadians and Acadians call this kind of drift, La Poudre.

When any part of the body is frost bitten, the most effectual remedy—and that which removes the effect of being frozen, which is much the same as being burnt—is rubbing the part affected, before approaching a fire or warm room, with snow.

A phenomenon appears frequently during winter, known by the appellation of silver frost. When a fine misty rain takes place, with the wind east or north-east, (the frost not being sufficiently keen to congeal the rain, until it falls) the moment it rests on any substance it adheres and freezes, incrusting every tree, shrub, or whatever else is exposed to the weather, with ice. The forest assumes, in consequence, the most magnificent splendour, and it continues in this state until it thaws, or until the icy shell is shaken off by the winds. The woods thus robed, especially if the sun shines, exhibit the most brilliant appearance—every tree is loaded, as if with a natural production of gems or silver spangles; and there is not, probably, any thing in the appearance of nature that would more effectually baffle the powers of a landscape painter.

The vernal equinox commonly brings on strong gales from the south, accompanied by a mighty thaw, which dissolves all the snow on the cleared lands, and weakens the ice so much, that it now opens where there are strong currents. Clear weather, with sharp frosts at night and sunshine during the day, generally succeeds and continues to the end of March, or the first week in April, when a snow storm frequently comes on, and severe and disagreeable weather lasts for two or three days. This is the final effort of expiring winter, and is immediately followed by a warmth of temperature, which breaks up the ice and dissolves the snows. The heat of the sun, which now becomes powerful, dries up the ground in a few days; after which ploughing begins, and the summer season commences.

Although this outline of the general system of the climate is as near the truth as can probably be stated, yet the weather is often different at the same period in one year from that of another. This difference arises chiefly from the winter season, setting in earlier or later; and the same may be observed as regards the commence-

ment of summer. Thus the winter has been known to set in with unusual severity, on the beginning of December, and sometimes not until the middle of January. In some winters thaws occur oftener than in others; and deeper snows are known in one season than for some years before. The ice breaks up one year as early as the 1st of April, at Montreal, and the harbours within the Gulf of St. Lawrence; and it has been known strong enough on the 1st of May, opposite Charlotte Town, Prince Edward Island, to bear a man across an arm of the sea, the Hilsborough. It is also generally observed, that mild winters are always succeeded by cold springs. Halifax harbour has seldom been frozen over; the bay and harbours of Passamaquody are always open to shipping, while those south, including New York, are often obstructed by ice.

It cannot, however, with all these variations of climate, be said, with propriety, that the duration of winter is more than four months. Many prefer the winter to the same season in Europe, north of Paris; and, taking the year throughout, give the preference to the climate.* Though the cold is intense for nine or ten weeks, the air is dry and elastic, and free from the chilling moisture of a British winter, or the dry bitterness of the north-east winds of France. On the Atlantic coast, where the frost is less intense, there is more humidity.

It is maintained by some writers that the air and earth undergo a considerable alteration in temperature when the land is cleared of the wood; first, from the ground being exposed to the sun's rays, which cause the waters to evaporate more copiously; second, by lessening the quantity and duration of snow; and third, by introducing warm winds through the openings made. From the observations of old people, who have lived fifty or sixty years in America, as well as from the writings of those who visited the new continent many years ago, it would appear that the climate has become milder, and that the duration of winter is now shorter.† Whether this may be attributed to clearing the land of the wood, or to some unknown process going forward in the system of nature, may always remain doubtful.‡ Opening and drying the lands must at least produce a favourable local influence.

* We have spent several years in America,—and we have seen as deep snows between the Rhone and the Loire, as we have ever seen in America; and we have found the cold winds in December between Marseilles and Avignon more piercing, and we suffered more from severe cold in travelling in France and parts of Italy, than in the countries we describe in America.

† It must be remembered, however, that the natural dreariness of a wilderness country, especially during winter, and the slight houses of the settlers, must have had some weight in their accounts of the climate.

‡ That enterprising traveller, Sir Alexander Mackenzie, considered that clearing the land of wood occasioned no very sensible diminution of cold. The Baron la Hontan, it is also recorded, left Quebec, in 1690, on the 20th of November. If that be true, it is as late as a vessel can or will leave that port at the present time. Potrincourt and Champlain, on a Sunday early in January, 1607, sailed in a boat six miles up Port Royal (Annapolis, Nova Scotia) to visit a corn-field—winter wheat—dined in the sunshine, enjoyed music in the open air, &c. No winter since has been milder.

Dr. Forry denies that the climate, either of Europe or America, has undergone any great degree of amelioration. He admits that clearing the lands of trees and cultivating and drying the soil, settlements, population, &c., have a subordinate influence in ameliorating the temperature.

Mr. Jefferson, in his Notes on Virginia, observes:—" A change in our climate, however, is

We know that dense forests prevent the sun's rays acting on the soil,—that snows lie deeper and longer in the woods than on cleared lands, and that the temperature of the soil exposed to the sun's ray in summer is warmer than that which is covered with wood. But the natural causes of cold and heat are well known to be too powerful to allow much general influence to artificial causes.

Winters in America are well known to exceed in severity their mean temperature, at irregular periods, to a degree that none have been able to account for. In 1779-80, cavalry and artillery passed on the ice from New York to Staten Island. In the interior the streams were all frozen, and the grist-mills were stopped; the snows rendered the roads impassable for some weeks: the ravines and narrow valleys were filled so deeply with snow, that the trees were covered. In many places the inhabitants could only leave their houses from the roofs, and for forty days the frost continued so intense, that no water dropped from the eaves of the houses. The winter thus described, and that of 1842, are the most severe recorded: during both, Long Island Sound was frozen over.

That brilliant phenomenon, aurora borealis, appears at all seasons, and in various forms. At one time faintly, in distant rays of light; at another, it assumes the appearance of bright floating standards, but more frequently, in the form of a broad crescent of light, with its extremities touching the horizon, and the inner line strongly marked; the space within it being much darker than any other part of the heavens. Its brilliancy in this form is truly beautiful; and after retaining this appearance a short time, it generally changes into magnificent columns of light, which move majestically from the horizon towards the zenith,

taking place very sensibly. Both heats and colds are becoming much more moderate within the memory of even the middle-aged. Snows are less frequent and less deep; they do not lie below the mountains more than one, two, or three days, and very rarely a week. They are remembered to have been formerly frequent, deep, and of long continuance. The elderly inform me that the earth used to be covered with snow about three months in every year. The rivers which seldom failed to freeze over in the course of the winter, scarcely ever do so now. This change has produced an unfortunate fluctuation between heat and cold in the spring of the year, which is very fatal to fruits."

Dr. Rush remarks:—"From the accounts which have been handed down to us by our ancestors, there is reason to believe that the climate of Pennsylvania has undergone a material change. The springs are much colder, and the autumns more temperate, insomuch that cattle are not housed so soon by one month, as they were in former years. Rivers freeze later, and do not remain so long covered with ice."

Mr. Williams, the historian of Vermont, says,—"When our ancestors came to New England, the seasons and the weather were uniform and regular; the winter set in about the end of November, and continued till the middle of February. During this period, a cold, dry, and clear atmosphere prevailed, with little variation. Winter ended with the month of February: and when spring came, it came at once, without our sudden and repeated variations from cold to heat, and from heat to cold. The summer was suffocatingly hot; but it was confined to the space of six weeks. Autumn began with September, and the whole of the harvest was got in by the end of that month. The state of things is now very different in the part of New England inhabited since that time: the seasons are totally altered; the weather is infinitely more changeable; the winter is grown shorter, and interrupted by great and sudden thaws. Spring now offers us a perpetual fluctuation from cold to hot, and from hot to cold, extremely injurious to vegetation: the heat of summer is less intense, but of longer continuance: autumn begins and ends later, and the harvest is not finished before the first week in November: in fine, winter does not display its severity before the end of December."

till after having lighted the firmament with the most luminous colours, it suddenly vanishes, but soon re-appears and again vanishes; and so continues to fade—re-appearing, and changing infinitely, until its brilliancy intermingles with, and fills the atmosphere, and then insensibly disappears altogether. It is frequently said, that a hissing, resembling the rustling of silk, is heard during a brilliant display of aurora. We have seen it appear in a still more luminous and magnificent style than here described, in Labrador; but we never did, nor those with us, observe it accompanied with any noise, although it is by no means improbable.

The winds all over North America vary frequently, and blow at all seasons from every point of the compass. No wind, however, is so rare as a due north one; a due south wind is also rare, but more frequent than its opposite. Cold, sharp, and dry winds, blow from the north-west, and sometimes bring on light showers of snow in the beginning of winter. Winds from the north-east and east bring on snow storms in winter, sleet and wet weather in spring, and heavy rains in summer and autumn. Thaws take place in winter with a south-easterly wind; after which the wind shifts to the north-west, the sky clears up, and severe frosts follow.* South-west winds, inclining sometimes a point or two southward or westward, prevail through the summer and autumn. These winds are always warm, and usually spring up and blow fresh about noon, and calm off towards evening; at other times a temporary gale comes on, with the wind at south-west, and bringing on heavy rain, for two or three hours, which clears by the wind shifting round to north-west, blowing cold and dry. Westerly winds incline in summer to the south, and towards the north in winter; and are, throughout the whole year, more frequent than any other wind.

As the changes of the temperature of the climate of America depend chiefly on the winds, the formation of that continent is evidently one of the principal causes of the frosts being more intense than in countries under parallel latitudes in Europe; a consequence arising partly from the much greater breadth of America towards the Pole. The winds change their character in America. North-easterly winds, which are cold and dry in Europe, are wet and truly disagreeable in America. North-westerly winds are, on the contrary, cold and dry, and frequent during winter, in America, much about the same periods that north-easterly winds prevail in England. Another great cause of cold in America, is the directions of the mountainous ranges and basins of country, which conduct or influence the course of the winds.

While the sun is south of the equator, the winds, less under solar influence, prevail from the north-west, following, however, the great features of the continent. These winds, blowing over the vast regions of the north, are always piercing and intensely cold. The return of the sun again, by the diffusion of heat, agitates the atmosphere, and alters the winds which blow from a contrary direc-

* The keen north-west wind, during winter, is often called the "barber" in America.

tion, until an equilibrium is produced. This does not, however, appear to require much time, as the winds seldom blow direct from any one point for more than thirty hours.

As there is a great similarity in the climate of the western coast of Europe and that of the western coast of North America,—and also in the climate of the eastern coast of America, and that of the eastern coast of Asia, we are led to inquire into the causes. The great body of water carried from the tropics round to and from the Gulf of Mexico, flows with its accompanying warm atmosphere to the coasts of Northern Europe; and so great is its influence on the climate, that not only are the harbours of Bergen, but those of Finmark, to the North Cape, never frozen, but the fisheries of Hammerfest and other ports are carried on by open boats during the long night, and nights, of winter. An arctic stream conveying down great fields of ice and a cold atmosphere, imparts its cold and more frigid influence to the climate of the east coast of North America.

The prevalence on the western coast of North America of south-westerly winds, bringing along a warm atmosphere, and greater average warmth of sea on the western, than in parallel latitudes on the eastern coasts of North America, will account for the warmer temperature of the climate of the former.

The phenomenon of thunder and lightning is accompanied in America with a more splendid though terrific sublimity, than is known in England. The clouds appear to receive from the earth greater doses of inflammable gas, and to be more abundantly saturated with caloric.

The ascent and expansion of a thunder-cloud, from a small spot in the western horizon, has more of the awful majesty of sublimity, than any other phenomenon that we have ever beheld. It commences rising about noon, when it is hot and calm, in the form of the summit of a snow-clad mountain, in the distant south-western horizon, the sun shining gloriously, and every other part of the sky brightly blue. A little after, a light breeze usually springs up from a point directly opposite to the thunder-cloud, which now gradually and slowly moves its white summit, and which not unfrequently exhibits the appearance of immense snow mountains reared over each other, among which imagination easily pictures valleys, ruins, and appearances the most romantic. Meantime the black, gloomy base of the cloud spreads along the horizon; and as it approaches, we hear the growling of distant thunder. The wind still blows from a contrary direction until the sun is overcast, and the cloud reaches the zenith; the wind then immediately shifts, the lightning flashes in broad sheets, or in streams of liquid fire, darting in zig-zag serpentine shapes; and the immediate and tremendous detonation of the atmosphere seems to shake the foundation of worlds, while the rain comes down in such torrents as to threaten a second deluge. During these storms, accidents seldom occur; and in the course of two or three hours the heavens clear up beautifully bright, and the most delightful evening that fancy can create usually succeeds. The vegetable world is refreshed; the animal king-

dom recovers from the lassitude occasioned by the oppressive heat of the meridian sun; the birds hop, chirping, from bough to bough; the cattle turn out from the shade to graze; and the purified air of the evening is sufficiently cooled to be truly agreeable.

In regard to the salubrity of the climate, Volney, speaking of that of the United States, says, "Autumnal intermittent fevers, or quotidian agues, tertian, quartan, &c., constitute another class of diseases that prevail in the United States, to a degree of which no idea could be conceived. They are particularly endemic in places recently cleared, in valleys on the borders of water, either running or stagnant, near ponds, lakes, mills, dams, marshes, &c. These autumnal fevers are not directly fatal, but they gradually undermine the constitution, and very sensibly shorten life. Other travellers have observed before me, that in South Carolina, for instance, a person is as old at fifty as an European at sixty-five or seventy; and I have heard all the Englishmen with whom I was acquainted in the United States say, that their friends who have been settled a few years in the southern or central states, appear to them to grow as old again as they would have done in England or Scotland.

"If these fevers fix on a person at the end of October, they will not quit him the whole winter, but reduce him to a state of deplorable languor and weakness. Lower Canada, and the cold countries adjacent, are scarcely at all subject to them."

During the *summer*, or *sickly season*, the yellow fever is the principal and most fatal disease at New Orleans, and other places in southern latitudes. In 1839, and 1841, this epidemic appeared in its most malignant form at New Orleans, Mobile, Pensacola, St. Augustine, Charleston, and Augusta. The congestive fever, or *cold plague*, is generally fatal, and the intermittent fevers, which formerly prevailed, and still appear occasionally near or on the alluvial or malarial soils of the New England states, with the other fevers alluded to by Volney, continue to afflict, annually, the population of the malarial and alluvial districts of the western and middle states.

Excepting such fevers as usually accompany severe colds, the only fever that has hitherto, as far as we have been able to trace, made its appearance in a fatal form, in the countries east of the Hudson, is typhus. It is not, however, dangerous, unless it be among the very lowest classes, who pay no regard to cleanliness and diet; and it seldom proves fatal even to them. This fever is by no means so alarming as it is in Europe; it appearing usually as "typhus mitior," and not in the form of "typhus gravior." We have been informed that erysipelas has also appeared in the northern states and in New Brunswick in a dangerous shape; the instances in the northern colonies must have been very rare. Agues are still common in the low and alluvial grounds of Upper Canada.

What M. Volney observes regarding premature old age among the inhabitants of the southern states, is but too true, as well as what he says about another

disease—defluxion of the gums, and rotten teeth, common in those countries. We have not observed among the settlers in the northern parts evident marks of premature old age; and we believe that in few countries do the inhabitants, except those who recklessly expose themselves to the weather, retain their faculties or health and strength longer; yet there is no doubt that young people arrive at maturity earlier than in England, and, generally speaking, lose the colour and bloom of youth sooner. We think, too, although it cannot be by any means considered a prevailing disease, that decayed teeth are more common than in Britain. It is truly distressing to see a blooming maid of eighteen, or a young wife, either without front teeth, or with such as are black and decayed. Rheumatisms are more common among the labouring classes in America than in England. This arises from greater exposure to the cold atmosphere at the beginning and end of winter. Colds may certainly be considered the prevailing generators of diseases, particularly of *chronic bronchitis*, and consumption, which proves as frequently fatal to young married women and girls, at the age of youth and beauty, as in England or France. Bilious complaints are seldom known. Nervous disorders, the prime curse of civilisation and ease, are common in the United States and in parts of British America; but not so general in either as in England.

We perfectly concur with other travellers, and with many of the soundest thinkers in the United States, that the hosts of gloomy, low-educated preachers, who wander throughout America, are prolific causes of nervous affections. These men, whom we will in charity call fanatics, shake the nerves of young innocent women, by roaring out their perpetual theme of preaching—the doctrine of the severity and horrors of eternal punishment, and dwelling but feebly on the reasonable principles of God's merciful justice.

The climate of Florida is recommended to those affected with pulmonary disease. Catarrhal diseases, influenza, *chronic bronchitis*, are found to be the most general maladies, where the contrasts of summer and winter are greatest. Consequently, the northern states are the most subjected to catarrhal diseases: pleuritis and pneumonia are declared to be more prevalent in the middle and south-western districts of the middle states, than in the New England states, and *phthisis pulmonalis*, or consumption, is also, contrary to the usual belief, more prevalent in the southern than in the northern latitudes of America. The greatest ratio being in the climate between Delaware Bay and Savannah.

Rheumatism is a prevalent but not a fatal complaint in the United States; and like pulmonary consumption, it is more prevalent in the colder and drier atmosphere of the interior than near the sea coasts, or in the neighbourhood of the great lakes.

Intermittent and remittent fevers and agues, are confined chiefly to the

regions of river alluvions, to the low shores of lakes, and to low swampy districts. Yellow fever is by some regarded as a remittent fever, by others as the typhus fever of the malarial hot regions. It is considered by the doctors to be originally endemic, but they say it soon becomes contagious.

It prevails in July, August, and September, and is said never, in the hottest climates, to be known at an elevation of 2500 feet above the sea. It is said by the medical profession to be, with the congestive fever, or *cold plague*, almost the only dangerous malady of the southern and south-western states. Typhus and other inflammatory fevers occur in all the northern states, and in the British provinces, and many diseases, common to Europe, as dropsies, common spasmodic cholera, cholic, dropsy, and hepatic affections also occur, but they are not regarded, with the exception of fevers, as dangerous. Epidemic cholera raged in 1822, with destructive effects. It carried off 6000 out of 55,000 inhabitants in New Orleans. It appeared in many other places, but in a less destructive character.

The temperature of the climate of Canada is much colder at Quebec, and along the river St. Lawrence, to the eastward, than at Montreal or Upper Canada. The duration of winter is frequently two months longer. Severe frosts commence in November, and ice seldom disappears until the last week in April. In summer the heat is as intensely oppressive as in the southern states; but when the wind shifts to the north the temperature, particularly below Quebec, changes sometimes from 120 Fahrenheit to 60 deg. or under. The average summer heat in the shade is about 82 deg.; it is sometimes 120 deg. Snow falls in great quantities at one time, but long periods of clear frosty weather intervene between snow storms. In 1790, mercury froze at Quebec. It is often 60 deg. Fahrenheit below the freezing point; 20 deg. is about the average. Some years ago an officer of the royal artillery tried several experiments at Quebec with bomb shells in order to ascertain the expansion and consequent power of freezing water. The shells were nearly filled with water, and an iron plug was driven into the fuse hole by a sledge hammer; the temperature was 51 deg. Fahrenheit below the freezing point. When the water froze, the plug was forced out with great velocity and a loud report. When a plug was used that had notched springs, which expanded within the cavity, the shell always burst. A plug, two and a half ounces weight, was thrown four hundred and fifteen yards, with the elevation of the fuse axis at 45 deg. Rocks, particularly those of the calcareous, schistous, and sandstone, order, are often rent by the expansive force of intense frosts. The climate of Montreal and the Upper country is nearly in every respect similar to the general system and theory of the climate, as treated of in the first part of this chapter. The temperature of the region, south and west of the bend of the Ottawa at Bytown, lying between Lakes Ontario, Huron, and Erie, is milder in winter, but in some parts less salu-

brious in summer. Fogs are unknown. A light mist, occasioned by the condensation at night, and evaporation in the morning, appears occasionally about sunrise, but soon dissipates.

Canada is eminently blessed with a remarkably clear atmosphere. The sky at Montreal, both in summer and winter, is beautifully bright. Rains, in the summer and autumn, are far from being frequent, but they fall in great quantities at one time. Water spouts are sometimes formed on the great lakes. Thunderstorms, although of short duration, are remarkably violent, particularly at and about Quebec. Squalls of wind are frequent on the lakes and rivers in the vicinity of high lands. Strong gales of wind occur in Canada, about the 20th of October. They sometimes, particularly on the great lakes, resemble perfect hurricanes.

Volney observes, that there is a correspondence of time and action between these storms and those of the Gulf of Mexico; and Dr. Franklin, remarking on this periodical disturbance of the air, inferred that the focus of the movement existed in the Gulf of Mexico. Others deny the truth of these inferences: but there is no doubt of the combined influence of the Gulf of Mexico and of the great lakes, over the climate of the basins of the Mississippi, Missouri, and Ohio.*

In summer, Fahrenheit's thermometer ranges, in Upper Canada, from 72 deg. to 100 deg., while it blows in the prevailing directions from south to west; but on shifting to the north, the mercury soon after sinks to 50 deg., and sometimes lower. The climate is remarkably dry.

In winter scarcely a day occurs, except when it rains, and that seldom, in which people do not work in the woods. A very mild winter is always considered a disadvantage in Upper Canada.

The climate, already described as milder in summer, and its severity of much shorter duration in winter, than that of Lower Canada, is also considered, in some respects, less salubrious.

The climate, however, generally speaking, is healthy; and the exceptions are, like the fens of Lincolnshire in England, low wet tracts, and still water, in which vegetable substances in progress of decomposition are deposited. These are found in low lands and marshes, where agues and lake fevers are common in summer and autumn. As the country is opened, and these places drained, periodical diseases will likely disappear, as they seldom prevail on the *dry* lands. The author of a very useful little book, who says he has long resided in Upper Canada, says—

"The notoriously unhealthy parts chiefly occur between the Rideau Lake

* Dr. Forry, who considers that much of what Mr. Jefferson and Volney have said on the climate west of the Alleghany Mountains, is disproved by meteorological observations, says,—"If land were substituted for the area of the great lakes (94,000 square miles), that region would become, from cold, as far as the social state of man is concerned, scarcely habitable."

and Lake Ontario; between the Bay of Quinté and the Lake; and at some marshy tracts at each end of Lake Erie."

Fevers and agues are also prevalent around Lake St. Clair. Occasionally, like the influenza in England, and other epidemics, aguish fevers break out generally in the province. In the remarkably hot summer of 1828 the lakes appeared, like fresh water kept long on shipboard, in a state of putrefaction; and in the course of the disengagement which restored their usual limpid purity, threw up a noxious slime. Fever and ague, in almost every part of Upper Canada followed.

Intemperance and careless exposure of the person while in a state of perspiration, or in and after over-exertion, certainly dispose the constitution to agues. This was manifest among the workmen along the Rideau Canal. Drinking cold water when the weather is very hot is also dangerous; a little brandy or other spirit should be moderately mixed with water, when taken on being thirsty. Quinine is the general specific; a little sulphur mixed with a glass of spirits, wholesome diet, proper attention to clothing and cleanliness, will also effect a cure. Consumptions are not nearly so prevalent as in England, or the northern states.

Along and off the eastern and southern coasts of Newfoundland, Cape Breton, and Nova Scotia, dense fogs prevail when the winds blow from off the sea. These fogs, which hover over those coasts, and which form an almost perpetually thick stratum over the great banks of Newfoundland, are caused by the tropical waters brought along by the force which impels the gulf stream, until they meet the waters driven down from the polar regions by the prevailing winds, and by the force of the currents rebounding from off the northern coasts of Europe. These streams come in contact with each other, on the banks of Newfoundland, and form those eternal fogs by the difference of their temperatures, and that of their accompanying atmospheres, producing the double effect of evaporation and condensation. A dense fog is, in consequence, suspended closely over the surface, while the sky above is clear and bright, often as near as the topmast-head of the ship, which is sailing through an obscurity underneath, so dark that the fore part of the vessel is scarcely visible from the quarter-deck.

Unless it blows a strong gale or a storm, there is not usually, as is generally supposed, a high sea on the banks of Newfoundland, except within a few miles over its outer edges: where the cold, thick, piercing fog appears, on approaching it from the eastward, rising like land enveloped in mist. A thermometer will as accurately ascertain the moment the ship is over the bank, as the then sounding-lead: the temperature of the water being 10 deg. to 14 deg. colder than the deep Atlantic Sea, immediately without the precipitous eastern edges of the great bank.

Along the coast there is a strong counter-current, running within, and contrary to, the gulf stream; and on making voyages, navigators usually direct their

course so as to have the advantage of these currents. The current of the gulf stream is so powerful, that it abridges, on an outward voyage, if the ship does not work within it into the counter-current, the distance sailed from forty to fifty miles a day; while, on the homeward voyage, it increases the distance of ground passed over so greatly, that sailors term returning from America to Europe "a voyage down hill."

CLIMATE OF NEWFOUNDLAND.—The climate has generally been misrepresented, and declared to be unusually severe, humid, and disagreeable. On the east and south coasts, when the winds blow from the sea, humidity certainly prevails, and during winter the cold is severe.

The harbours on the Atlantic shore are not so long frozen over as the most southerly of those within the Gulf of St. Lawrence. On the west coast, from Cape Ray north, and in the interior, the atmosphere is generally clear, and the climate is much the same as that of the district of Gaspé, in Lower Canada. There is no country where the inhabitants enjoy better health, or where, notwithstanding the fatigue and hardships to which a fisherman's life is subjected, more of them attain to longevity.*

During the summer months the days and nights are, with few exceptions, very pleasant. The temperature of the atmosphere is, indeed, frequently hot about mid-day, and often oppressively so; but in the mornings and evenings, and at night, exceedingly agreeable.

As there are nearly five degrees of latitude between the southern and northern points of Newfoundland, it follows that there is considerable difference in the duration and severity of the winter. The climate of Conception Bay may probably be considered as possessing the mean temperature of the island. The most disagreeable periods are the setting in and breaking up of winter, and especially at the time when the large fields of ice, formed in the hyperborean regions, are carried along the coast by northerly winds and currents.

In comparing Newfoundland with any other country, we consider that the Western Highlands of Scotland bear a striking resemblance to many parts of it; and there is nothing that the latter will produce, but what will grow, with the same care and cultivation in the former. The winters in Newfoundland, it is true, are colder; but in summer and autumn, the weather is, for two or three months so hot, as to bring many fruits to perfection that will not ripen in Scotland.

CLIMATE OF PRINCE EDWARD ISLAND.—The climate of Prince Edward Island, owing to its lying within the Gulf of St. Lawrence, partakes in some mea-

* There was, in 1829, living on the island of Marasheen, Placentia Bay, a man named Martin Galten, more than 100 years old, in excellent health, and who caught that year, in a boat with his brother, ninety quintals of cod-fish. He piloted Captain Cook into Placentia Bay, about seventy years before. There are many extraordinary instances of longevity in the same place; among whom Nancy Tibeau, the mother of four living generations; and a Mrs. Tait, who died in 1819, was 125 years old, and was, along with with her third husband, at the siege of Quebec.

sure, of the climate of the neighbouring countries; but the difference is greater than any one who has not lived in the colony would imagine.

The atmosphere of this island is noted for being free of fogs. A day foggy throughout, seldom occurs during a year; and, in general, not more than four or five times on a summer or autumnal morning, occasioned by the exhalation of the dew that falls during the night, but which the rising sun quickly dissipates.

The absence of fogs in this colony has been variously accounted for, but never yet, from what I conceive a true cause; and which I consider to be, in the first place, that the waters which wash the shores of the island, do not come in immediate contact with those of a different temperature; and secondly, that Cape Breton and Newfoundland, both of which are high and mountainous, lie between it and the Atlantic. These islands arrest the fogs, which would otherwise be driven by strong easterly winds from the banks to Prince Edward Island. Fogs are, it is true, occasionally met with at the entrance of the River St. Lawrence; but these are produced by known natural causes. A strong current of cold water runs from the Atlantic, through the Strait of Belle Isle; its principal stream passes between the Island of Anticosti and the coast of Labrador, and coming in contact with the warmer stream of the St. Lawrence, a fog is produced.

Prince Edward Island lies so far within the deep bay, formed between Cape Rosier and the north cape of Cape Breton, that the waters which surround it, do not mix within many miles of its shores, with those of the Atlantic.

The Climate of Cape Breton and Nova Scotia differs from that of Prince Edward Island, in its being subject, particularly on the Atlantic coast, to fogs, and in the inland parts, to a more humid atmosphere, which may be accounted for by its geographical position, and the interior abounding with lakes and arms of the sea, while the soil, owing to its stiffness, does not so readily absorb the rain, nor the water which remains on the ground after the snow melts. Fogs are not, however, frequent in the interior of Cape Breton and Nova Scotia, or within the Bras d'Or, and a clear sky is generally visible, even when fogs prevail, which seldom rise high from the surface of the land or sea. Halifax, and several other harbours in Nova Scotia, are but rarely frozen over during winter. To the direct influence of the Atlantic, and the warm current and vapours of the gulf stream, we must attribute the open winter navigation of the south-eastern ports of Nova Scotia.

The bays and rivers of Cape Breton which open to the Atlantic, are not so long frozen over as those within the gulf; the difference at the beginning and termination of winter, may be considered, at each period, from fifteen to twenty days. On the Atlantic coast of Cape Breton and Nova Scotia, wet weather prevails much more during the year than within the Gulf of St. Lawrence, and in Canada. The climate, however, is salubrious; and while unhealthy

subjects are exceedingly rare, instances of longevity, from ninety to one hundred years, are common. In the southern and western parts of Nova Scotia, the climate assimilates to that of New Brunswick, but is rather milder.

THE CLIMATE OF NEW BRUNSWICK is salubrious; the epidemic fevers of the southern states are unknown; and colds, and their consequent diseases, can only be considered as common in this province. Consumption, although not apparently so common as in New England, is the principal cause of death among the young, or those between twenty and thirty. Fevers, generally in the form of mild typhus, occur frequently in the beginning of winter: most probably from want of proper attention in fortifying the body, in time, with additional clothing against the sudden change from warm to cold weather.

In a country like New Brunswick, where the inhabitants expose themselves to all the varieties of climate, and to the waters of the sea and rivers, rheumatism often afflicts the working classes, especially the lumberers, who are often, during fall and spring, drenched in the remarkably cold waters of the rivers. The diseases, however, that are most fatal to life, such as fevers, small-pox, and measles, are brought to the province from other countries, principally by passengers' ships. Generally speaking, the climate may be considered at least equally healthy with that of England.

The temperature of the climate of the southern parts is much milder than that of those parts which border on the Gulf of St. Lawrence, the Bay de Chaleur, and Lower Canada. Sea fogs frequently envelope the shores of the Bay of Fundy, and render the culture of wheat near the coast uncertain, but do not appear to cause any unhealthy consequences.

With the difference of more humidity on the southern coast and a few miles inland, and that the harbours within the Bay of Fundy, at least from St. John to the state of Maine, are seldom obstructed with ice, and the frosts in the northern parts being somewhat more severe, what we have observed, in treating of the climate of America generally, will apply equally to this province. The Bay and harbours of Passamaquody are much less affected by frost than the port of New York. The great tides of the Bay of Fundy, which carry inwards a portion of the waters and vapours of the gulf stream, have a great influence in moderating the temperature of the sea-coasts of the north-eastern parts of Maine, and of both sides of this bay: while winter seldom passes, without the Hudson being frozen over, down nearly to New York. In 1840-1, at a distance of 100 miles above New York, the Hudson was frozen over, from the latter part of December to the end of March.

CLIMATE OF THE ATLANTIC COAST OF THE UNITED STATES.—The climate of Maine and the New England states, and of New York, assimilates with graduating mildness, southward, to the general system of the climate of America which we have described. The navigation of Philadelphia and Baltimore is often impeded by ice. Delaware in the latitude of Naples is generally frozen over for

about five weeks. The Potomac is also frozen over for some weeks.* Warmth increases as we proceed south of the Potomac; but during winter, slight frosts occur, even in Florida and Louisiana; the climates of which, in other respects, as well as the productions, may be considered tropical, although some of the grains, and many of the trees of the temperate latitudes, grow in both these states. The thermometer, which in the shade stands at 84 deg. Far. in East Florida, will often sink at night to 45 deg.†

Climate of the Basins of the Mississippi and Missouri.—We may class four distinct climates, between the sources and the mouths of the Mississippi. The first, commencing at its sources, and terminating at Prairie du Chien, corresponds pretty accurately to the climate of the countries between Montreal and Boston; with this difference, that the quantity of snow falling in the former is much less than in the latter region. The mean temperature of the year would be something higher on the Upper Mississippi. The vegetation, the time of planting, and ripening, may be considered nearly the same. Potatoes are raised in this climate in the utmost perfection. Wheat, clover, and the usual grasses succeed well. The apple and the pear tree require fostering, and southern exposure, to bring fruit to perfection. The peach-tree requires a sheltered declivity, with a southern exposure, to succeed at all. Five months in the year may be considered winter: during which cattle require shelter in severe weather, and the still waters remain frozen.

"The second climate," says Mr. Flint, "includes the opposite states of Missouri and Illinois, in their whole extent, or the country, between 41 and 37 deg. N. Lat. Cattle, though much benefited by sheltering, and often needing it, seldom receive it. It is not so favourable for cultivated grasses, as the preceding region. Gourd-seed corn (maize) is the only kind extensively planted. The winter commences with January, and ends with the second week in February. The ice, in the still waters, after that time thaws. Wheat, the inhabitant of a variety of climates, is at home, as a native, in this. The persimon and the papaw are found in its whole extent. It is the favoured region of the apple, the pear, and the peach-tree. Snows neither fall deep nor lie long. The Irish potato succeeds to a certain extent, but not so well as in a higher climate; and this disadvantage is supplied by the sweet potato, which, though not at home in this climate, with a little care in the cultivation flourishes. The grandeur of vegetation, and the temperature of March and April, indicate an approach towards a southern climate.

* Dr. Forry says, the region of Pennsylvania, as though it were the battle-ground on which Boreas and Auster struggle for mastery, experiences, indeed, the extremes of heat and cold.

† The foregoing view of the theory of the climate of North America, was chiefly written in 1832, and the greater part incorporated in my work on "British America." The remaining observations on the climate of America are chiefly on the authority of a most instructive work on the climate by Dr. Forry, New York, 1842. We have also had recourse to Humboldt, and to an article on climate in the "Book of the United States," written by Mr. Flint; and to various statements which we collected on the climate of the British Provinces, in America.

"The third climate extends from 37 to 31 deg. N. Below 35 deg. N., in the rich alluvial soils, the apple-tree begins to fail in bringing its fruit to perfection. We have never tasted apples worth eating, raised much below New Madrid. Cotton, between this point and 33 deg., is raised, in favourable positions, for home consumption, but is seldom to be depended upon for a crop. Below 33 deg. commences the proper climate for cotton, and it is the staple article of cultivation. Festoons of long moss hang upon the trees, and darken the forests. The palmetto gives to the low alluvial grounds a grand and striking verdure. The muscadine grape, strongly designating climate, is first found here. Laurels have become common in the forest, retaining their foliage and their verdure through the winter. Wheat is no longer seen as an article of cultivation. The fig-tree brings its fruit to full maturity. Below this climate, to the gulf, is the region of the sugar-cane and the sweet orange-tree. It would be, if it were cultivated, the region of the olive. Snow is no longer seen to fall, except in a few flakes, in the coldest storms. The streams are never frozen. Winter is only marked by nights of white frost, and days of north-west winds, which seldom last longer than three days in succession, and are followed by south winds and warm days. The trees are generally in leaf by the middle of February, and always by the first of March. Bats are hovering in the air during the night. Fire-flies are seen in the middle of February. Early in March the forests are in blossom. The margins of the creeks and streams are perfumed with meadow pink, or honeysuckle, yellow jessamine, and other fragrant flowers. During almost every night a thunder-storm occurs. Cotton and corn are planted from March to July. In these regions the summers are uniformly hot, although there are days when the mercury rises as high in New England as in Louisiana. The heat, however, is more uniform and sustained, commences much earlier, and continues much later. From February to September thunder-storms are common, often accompanied with severe thunder, and sometimes with gales or tornadoes, in which the trees of the forests are prostrated in every direction, and the *tract of country*, which is covered with the fallen trees, is called a "*hurricane*." The depressing influence of the summer heat results from its long continuance, and equable and unremitting tenour, rather than from the intensity of its ardour at any given time. It must, however, be admitted, that at all times the unclouded radiance of the vertical sun of this climate is extremely oppressive—such are the summers and autumns of the southern divisions of this valley.

"The winters, in the whole extent of the country, are variable, passing rapidly from warm to cold, and the reverse near the Mississippi, and where there is little to vary the general direction of the winds, they ordinarily blow three or four days from the north. In the northern and middle regions, the consequence is cold weather, frost more or less severe, and, perhaps, storm, with snow and sleet. During these days the rivers are covered with ice. The opposite breeze

alternates. There is immediately a bland and relaxing feeling in the atmosphere. It becomes warm; and the red birds sing on those days, in January and February, as far north as Prairie du Chien. These abrupt and frequent transitions can hardly fail to have an unfavourable influence upon health. From forty to thirty-six degrees the rivers almost invariably freeze, for a longer or shorter period, through the winter. At St. Louis, on the Mississippi, and at Cincinnati, on the Ohio, in nearly the same parallels, between thirty-eight and thirty-nine degrees, the two rivers are sometimes capable of being crossed on the ice for eight weeks together.

"Although the summers over all this valley must be admitted to be hot, yet the exemption of the country from mountains and impediments to the free course of the winds, and the circumstances, that the greater proportion of the country has a surface bare of forests, and probably, other unexplained atmospheric agents, concur to create, during the sultry months almost a constant breeze. It hence happens, that the air on these wide prairies is rendered fresh, and the heats are tempered, in the same manner as is felt on the ocean."*

The annual and mean quantity of rain that falls in the United States is much greater than in most countries of Europe, certain mountainous regions and heads of gulfs excepted. This has been ascertained by numerous and accurate observations made on different parts of the Atlantic coast.

It is said, on the authority of tabular views, that on a medium, one-third less rain falls in Europe than in the United States; yet Dr. Holyoke in his "Memoir on the Climate of the United States," observes, "twenty cities in Europe, which at a mean of twenty years, have had one hundred and twenty days of rain; while Cambridge has had but eighty-eight days. Salem ninety-five days of rain, and Philadelphia seventy-six days, at a medium of twenty years. The mean annual quantity of rain at Philadelphia, is very little more than the mean annual quantity at Glasgow, for a term of thirty years preceding 1790. The above greater quantity of rain in fewer days, in America, indicates the rain to be much heavier there than in Europe. On the other hand, it is equally well ascertained, that the evaporation of these rains proceeds much quicker in America than in Europe; and that, consequently, the air is habitually drier, and less calm, unless Charleston be taken as an exception. It has been found that the mean annual quantity of evaporation at Cambridge, near Boston, was fifty-six inches for a term of seven years; while in seven German and Italian cities, on a mean of twenty years, the annual evaporation was forty-nine inches, or seven of difference; although the Italian cities are in a much more favourable situation for evaporation than the vicinity of Boston, adjacent to the Atlantic Ocean. The same fact of greater evaporation was also observed to take place in Upper Louisiana, and along the higher Missouri, as far as the Rocky Mountains, by Captain Lewis.

* Flint on the climate of the Mississippian regions.

"The dryness of the American climate increases as we advance west and north-west from the Missouri, where there frequently is not a drop of rain for six months. This is owing to the great distance from any sea, the superior elevation and comparative want of timber, combined with the greater intensity and longer duration of the north-west wind, which sweeps with unobstructed force over the naked plains. It appears then, that more rain falls in fewer days, in America than in Europe; and that there are fewer cloudy days, more fair days, and quicker evaporation. It is to this last circumstance we must ascribe those immense dews, unknown in European climates, which occur in America, and which are so copious in summer, as to resemble heavy showers of rain. But it must also be observed, that dews are comparatively unknown in the tract watered by the Upper Missouri; and which, in all probability, is owing to the want of timber: wood being limited to the banks of the rivers, which are commonly bordered with trees."*

Dr. Forry's work on the climate of the United States, and its endemic influences is based chiefly, as he tells us, on the "Army Meteorological Register," and the "Statistical Report on the Sickness and Mortality in the Army of the United States, during the years 1819 to 1839, inclusive." He classifies the principal phenomena, physically considered, of the climate, and then traces the medical relation of those laws, in order to establish a classification of climates, based upon actual observations. His work is the most curious and interesting that has appeared: not even excepting Volney's celebrated work, on the "Soil and Climate of the United States;" and although scientific, and especially theoretic, men may not always arrive at the same conclusions as Dr. Forry, we consider it, as a whole, a most valuable production. In general principles he follows Humboldt, Arago, and Daniell.

He illustrates the results of his labours by *Isotheral* (or, equal summer temperature), *Isothermal* (or, equal annual temperature), and *Isocheimal* (or, equal winter temperature) lines. These are all based upon the meteorological observations kept at the different military posts, or as they are called forts, in the United States: for instance, he traces from one point, Fort Vancouver, on the River Columbia, in latitude 45 deg. 50 min. N., and longitude 43 deg. W. from Washington, three lines, viz., an isotheral line of 65 deg., an isothermal line of 51 deg. 75 min., and an isocheimal line of 41 deg. The *first* of these linear temperatures followed irregular curves, ascending as high as 48 deg. 40 min. N. latitude, winding eastward, through Green Bay, in latitude 45 deg.; then through Lake Michigan, in latitude 44 deg. 30 min.; Lake Huron, in about 43 deg. 30 min.; Lake Ontario, in about 43 deg. 40 min.; then curving north, to 44 deg. 40 min.; and then south, until it strikes the Atlantic in about latitude 43 deg. 25 min. The second line, starting from the same point as the first, curves to the south, passing through Fort Armstrong, on the Mississippi, in latitude 41 deg. 40 min.,

* Book of the United States.

then nearly due east, passing close to the southern end of Lake Michigan, and through the southern part of Lake Erie, and close to the military college at West Point, and thence nearly direct to the Atlantic south of Cape Cod, in about latitude 41 deg. 42 min. The third line, starting from the same westerly point as the two first, curves to the south as far as 36 deg. 50 min. N. crossing the Arkansas river in about latitude 37 deg. N., and the Mississippi in about 37 deg. 30 min. N., about forty miles south of Jefferson Barracks, and passes across Chesapeake Bay to the Atlantic in about latitude 38 deg. N. An isotheral line of temperature of 81 deg., starting from Key, West Florida, in latitude 24 deg. 50 min. N., curves to the north through Fort Brook in about latitude 28 deg. N., Fort King in latitude 29 deg., and thence north-west to Fort Gibson on the Arkansas, in latitude 35 deg. 30 min., still following a north-westerly direction. An isocheimal line of 26 deg. starting from the Atlantic at the same point, 43 deg. 25 min. N., with the *first* isotheral line of 65 deg., curves south to 42 deg. 30 min., then curves gradually to the north, crossing the Hudson, and passing through the middle of Lake Ontario, and north of Lake Erie, curving irregularly south, near Fort Gratior, at the entrance of Lake Huron, and thence south and irregularly north, crossing Lake Michigan in latitude 43 deg. 15 min., then south-west through Fort Armstrong in latitude 41 deg. 50 min., and, as far as traced, to latitude 40 deg. N.

The military posts at which the observations were made which furnish the thermometrical data are, FIRST, the NORTHERN, divided into *three classes*, or *systems of climate*, viz.: 1. Posts on the coasts of New England, extending as far south as the harbour of New York. 2. Posts on the northern chain of lakes. 3. Posts remote from the ocean and inland seas. SECOND, the MIDDLE, divided into *two classes*, viz.: 1. Posts on the Atlantic coast from Delaware Bay to Savannah. 2. Posts at the interior stations. The THIRD, or SOUTHERN, divided into *two classes*, viz.: 1. Posts on the lower Mississippi. 2. Posts in the Peninsula of Florida. The FIRST, or NORTHERN, comprehends the region in which a low temperature predominates. The THIRD, or SOUTHERN, that in which a high temperature prevails; and the SECOND, or MIDDLE, that which partakes of the temperature of both.

Dr. Forry examines with great pains, the influence which the configuration of America, and especially the great fresh water lakes, have on the temperature of the climate of the different regions of that continent. He estimates the waters of all the lakes and basin of the River St. Lawrence, at 94,000 superficial square miles, from the calculations of Douglass Houghton, the state geologist of Mexico, and that they contain 11,300 cubic miles of waters, or more than half of all the fresh water of the globe. It is remarkable that, though the surface of Lakes Huron and Superior are about 600 feet above the level of the sea, it is supposed that the deepest part of their bottoms is at least as low as that of the ocean; for some of their deep chasms have been sounded with lead and lines, to the depth of 1800 feet, or 300 fathoms, without reaching the bottom.

On the coasts of the New England states, the influence of the sea modifies the mean temperature of the seasons, and in the same parallels of the interior, the extreme range of temperature is found greatly to increase, and the seasons of heat and cold to be violently contrasted; while on coming within the influence of the great lakes, the temperature is found to resemble that of the sea coast. On passing inland, beyond the great fresh water lakes, an excessive range of temperature is found to characterise the climate. So that the climate of countries near great bodies of water, whether fresh or salt, is not subject to the great ranges from high to low temperatures,—to the extreme heat and intense cold, which prevail in countries under the same latitude, not within the influence of the sea or of great lakes. The differences of the temperatures of the climate of countries under the same latitude, explodes the general conclusions which would be made, if we confined our descriptions, and calculations, to the astronomical divisions of climate, into the torrid zone, or within the tropics, and to the two temperate, and two frozen zones. The only approach to truth, in respect to the climate of a country, is, therefore, to be arrived at by a series of meteorological observations, and by a knowledge of the vegetation of the localities. From these data, especially the former, we are enabled to ascertain the *Isotheral* and *Isocheimal* curves, and the *Isothermal* lines, connecting places having the same mean annual temperature, which have been adopted by Humboldt, and applied by Dr. Forry to the climate of the United States, and which may be said to correspond with the *Climat Physique*, of Malte Brun, in contradistinction to the astronomical climate, or that of the five zones. Dr. Forry, too, judiciously remarks:

"That the mean temperature of the earth's surface gradually increases from the poles to the equator, and decreases from the level of the sea upwards, is a general law, which, it has been seen, is greatly modified by the agency of physical geography. Among the causes which determine the deviations, of the isothermal, isocheimal, and isotheral lines, from the same parallels of latitude, the following are regarded as the principal:—1. The action of the sun upon the surface of the earth; 2. The vicinity of great seas, and their relative position; 3. The elevation of the place above the level of the sea; 4. The prevalent winds; 5. The form of lands, their mass, their prolongation towards the poles, their temperature and reflection in summer, and the quantity of snow which covers them in winter; 6. The position of mountains relatively to the cardinal points, whether favouring the play of descending currents, or affording shelter against particular winds; 7. The colour, chemical nature, and radiating power of soil, and the evaporation from its surface; 8. The degree of cultivation and the density of population; and 9. Fields of ice, which form, as it were, circumpolar continents, or drift into low latitudes.

"'The winters of the isothermal curve of 68 deg.,' says Humboldt, 'are not found upon that of 51 deg., and the winters of 51 deg. are not met with on the curve of 42 deg. In considering separately what may be regarded as the same systems of climate, for example, the European Region, the Transatlantic Region, or that of Eastern Asia, the limits of variation become still more narrow. Wherever in Europe, in 40 deg. of longitude, the mean temperature rises—

	deg.		deg.		deg.		deg.
To	59.—	The winters are from	44.60 to	46.40	And the summers from	73.— to	75.—
	54.50		36.50	41.—		68.—	73.—
	50.—		31.10	37.40		62.60	69.80
	45.50		28.40	36.10		57.20	68.—
	41.—		20.30	26.80		55.40	66.20'

"In the United States, if the comparison is confined to the same system of climates, as for example the posts on the ocean or lakes, or those remote from the agency of large bodies of water, the limits of variation, as in Europe, are also narrow; but if the whole extent of our domain is embraced, the results are strikingly diverse. Thus:

	Mean Temperature.		
	Annual.	Winter.	Summer.
	deg.	deg.	deg.
Fort Vancouver, Oregon Territory . . .	51.75	41.33	65.00
Council Bluffs, junction of Platte and Missouri	51.02	24.47	75.82
Difference	0.73	+16.86	—10.82

"But this contrast is exhibited in a still more marked degree, by comparing the difference between the mean temperature of winter and summer, the former being 23 deg., 67 min.; whilst the latter is 51 deg., 35 min.

"'In tracing five isothermal lines between the parallels of Rome and St. Petersburg,' continues Humboldt, 'the coldest winter presented by one of these lines is not found again on the preceding line. In this part of the globe, those places whose annual temperature is 54 deg. 50 min., have not a winter below 32 deg., which is already felt upon the isothermal line of 50 deg.'

"In the European climate, two points having the same winter temperature, may differ as much as 11 deg. in latitude. Thus in Scotland, in latitude 57 deg., and isothermal line 45 deg. 50 min., the winters are more mild than at Milan, in latitude 45 deg. 28 min, and isothermal line 55 deg. 80 min. Consequently the lines of equal winter cut isothermal lines which differ 10 deg. At the isle of Mangeroe, at the northern extremity of Europe, under the parallel of 71 deg., the winters are 7 deg. milder than at St. Petersburg, latitude 59 deg. 56 min. In the United States, embracing the whole region between the Atlantic and the Pacific, as great a contrast no doubt exists. The mean winter temperature of Fort Vancouver, Oregon Territory, latitude 45 deg. 37 min., is found about 9 deg. further south, at a point intermediate to Fort Gibson and Jefferson Barracks; but if the observations, like those in Scotland just referred to, were made on the Pacific coast, (Fort Vancouver being seventy miles distant from the ocean,) the winter temperature would necessarily be still higher. As the mean annual temperature of Fort Vancouver is 51 deg. 75 min., and that of the assumed point between Fort Gibson and Jefferson Barracks, is about 61 deg., it follows that the lines of equal winter cut isothermal lines which differ more than 9 deg. Fahrenheit.

"In tracing the isothermal line round the northern hemisphere, beyond the tropics, it presents on the east side of both continents, concave, and on the west side, convex summits. Following the mean temperature of 55 deg. 40 min. Fahrenheit, around the whole globe, we find it passes on the—

"Eastern coast of Old World, in N. lat. 39 deg. 54 min., E. long. 116 deg. 27 min., near Pekin.

"Eastern coast of New World, in N. lat. 39 deg. 56 min., W. long. 75 deg. 16 min., Philadelphia.

"Western coast of Old World, in N. lat. 45 deg. 46 min., W. long. 37 min., near Bordeaux.

"Western coast of New World, in N. lat. 44 deg. 40 min., W. long. 104 deg., Cape Foul-weather, south of the mouth of Columbia.

"On comparing the two systems, the concave and convex summits of the same isothermal line, 'we find,' says Humboldt, 'at New York the summer of Rome and the winter of Copenhagen; and at Quebec, the summer of Paris and the winter of Petersburg. In China, at Pekin, for example, where the mean temperature of the year is that of the coast of Brittany, the scorching heats of summer are greater than at Cairo, and the winters are as rigorous as at Upsal.'"

The difference of climate between Europe and Eastern America, as determined by Humboldt in a paper on *Isothermal Lines and the Distribution of Heat over the Globe*, is as follows :—

The isothermal line of 32 deg. passes in—

Europe, between Uleo and Enontakies, Lapland, lat. 66 deg. to 68 deg. E. long. 19 deg. 22 min.

America, through Table Bay, Labrador, lat. 54, deg., W. long. 58 deg.

The isothermal line of 41 deg., passes in—

Europe, near Stockholm, lat. 60 deg., E. long. 18 deg.

America, the Bay of St. George, Newfoundland, lat. 48 deg., W. long. 59 deg.

The isothermal line of 50 deg., passes in—

Europe, through Belgium, lat. 51 deg., E. long. 2 deg.

America, near Boston, lat. 42 deg. 30 min , W. long. 70 deg. 59 min.

The isothermal line of 59 deg., passes in—

Europe, between Rome and Florence, lat. 43 deg., E. long 11 deg. 40 min.

America, near Raleigh, North Carolina, lat. 36 deg., W. long. 76 deg. 30 min.

Between the western part of Europe and the eastern coast of North America, the following differences generally obtain :—

Latitude.	Mean Temperature of West of Europe.		Mean Temperature of Eastern Coast of North America.		Difference.	
deg.	deg.	min.	deg.	min.	deg.	min.
30	70	52	66	92	3	60
40	63	14	54	50	8	64
50	50	90	37	94	12	96
60	40	60	23	72	16	92

It is thus seen that the difference increases in proportion as high latitudes are attained. On the opposite coasts of the two hemispheres, the mean annual temperature decreases in the following ratio :—

Latitude. deg. deg.		Temperature. deg.		Temperature. deg.
From 0 to 20	West of the Old World.	3.60	East of the New World.	3.60
20 — 30		7.20		10.80
30 — 40		7.20		12.60
40 — 50		12.60		16.20
50 — 60		9.90		13.30
0 — 60		40.50		56.50

The comparative difference of the seasons, from the equator to the polar circle, is exhibited in the following table:—

ISOTHERMAL LINES.	Europe, Long. 1 deg. W. to 17 deg. E. Mean Temperature.			America, 58 deg. to 72 deg. W. Long. Mean Temperature.		
	Winter.	Summer.	Difference.	Winter.	Summer.	Difference.
deg.	deg.	deg.	deg.	deg.	deg.	deg.
68	59	80.60	21.60	53.60	80.60	27
59	44.60	73.40	28.80	39.20	78.80	39.60
50	35.60	68	32.40	30.20	71.60	41.40
41	24.80	60.80	36	14	66.20	52.20
32	14	53.60	39.60	1.40	55.40	54

These various relations determined by Humboldt, are as correct as his data would warrant. The isothermal line of 41 deg., which, according to this philosopher, passes through the Bay of St. George in Newfoundland, in latitude 48 deg., if correctly ascertained, sinks as it penetrates towards the interior of the continent; for at Hancock Barracks, Maine, in latitude 46 deg. 10 min., at the distance of 150 miles from the Atlantic, the mean annual temperature is 41.21 deg., and at Fort Brady, at the outlet of Lake Superior, in latitude 46 deg. 39 min., it is 41.39 deg.; and, proceeding to the western coast of America, we find that at Fort Vancouver, Oregon Territory, in latitude 45 deg. 37 min., the mean temperature, like similar parallels in western Europe, is as high as 51.75 deg.

COMPARATIVE View of the Climate of the Sea-Coast and the Region beyond the Lakes, in relation to Temperature.

Locality	Latitude.	Mean Annual Temp.	Extreme range of the Thermometer.			WINTER.			SPRING.			SUMMER.			AUTUMN.		
						Dec.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.
	deg. m.	deg. m.															
						33.20	24.18	26.45	34.21	44 76	55.37	63 26	68.96	67.43	59.85	50 42	39.73
Sea-coast.	43 18	47 19	98	-24	122	..	27.94	..	..	44.78	..	..	66.55	..	..	50.00	..
Region beyond the Lakes....						25.07	18.82	21.78	34.20	48.05	46.49	75.04	76.81	73.92	60.85	52.92	37.43
	43 10	48 99	104	-30	134	..	21.89	..	..	48.91	..	..	75.26	..	..	50.40	..

COMPARATIVE View of the Climate of the Lakes and the same Region lying beyond their Influence, in relation to Temperature.

Locality.	Latitude.	Mean Annual Temp.	Extreme range of the Thermometer.			WINTER.			SPRING.			SUMMER.			AUTUMN.		
						Dec.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.
	deg. m.	deg. m.															
						23.04	16.98	19.85	27 20	39.44	52 56	58.24	67.13	63.51	55.94	47.19	36 33
Lakes....	46 27	42 22	93	-26	119	..	19.96	..	..	39.73	..	..	62.96	..	..	46.49	..
Remote from the Lakes....							13.74	20.35	31.90	44.81	62.42	71.53	76.49	72.07	58 47	50.81	36.31
	44 53	46 47	96	-26	122	18.07											
						..	17.42	..	..	46.38	..	..	73.26	..	..	48.53	..

COMPARATIVE View of the Atlantic Coast and the Interior, remote from large bodies of water, in relation to the Winds and other states of the Weather.

SYSTEMS OF CLIMATE.	Mean Latitude.	WINDS.									WEATHER.				
		N.	N W	N.E.	E.	S.E	S.	S.W.	W.	Prevailing.	Fair	Cl'dy.	Rain.	Snow	Prevailing
		Days.	Days	Days.	Days.	Days.	Days.	Days.	Days.		Days.	Days.	Days.	Days.	
	dg. m.														
Sea-coast.....	43 18	1.71	5.46	3.47	1.69	2.35	6.36	5 23	4.25	S.	16.89	9 09	3.77	0 79	Fair.
Interior remote from inland seas.....	43 10	3.89	3.30	1.51	2 00	2.88	7.16	4.19	6.07	S.	20.04	6.46	2.60	1.36	Fair.

COMPARATIVE View of the Climate of the Lakes and the same Region beyond their influence, in relation to Winds and other states of the Weather.

SYSTEMS OF CLIMATE.	Mean Latitude.	WINDS.									WEATHER.				
		N.	N.W.	N.E.	E.	S.E.	S.	S.W.	W.	Prevailing.	Fair.	Cl'dy.	Rain.	Snow.	Prevailing
		Days.	Days.	Days.	Days.	Days.	Days.	Days.	Days.		Days.	Days.	Days.	Days.	
	dg. m														
Inland seas....	46 27	2.39	5.81	3.16	4.56	4.49	2 46	3 58	3.99	N.W.	9.79	11.58	5.27	3 79	Cl'dy.
Remote from seas	44 53	1 46	3.73	1.02	1.31	2.83	4.65	6.68	8.75	W.	17 96	6.15	3.89	2.44	Fair.

TABLE showing that the course of Winds and the proportion of fair and cloudy Weather, preserve a constant Ratio in a particular Locality.

POINTS OF OBSERVATION.	Years of Observation.	WINDS. N. Days	N.W. Days.	N.E. Days.	E. Days.	S.E. Days.	S. Days.	S.W. Days.	W. Days.	Prevailing	WEATHER. Fair. Days.	Cl'dy. Days.	Rain. Days.	Snow. Days.	Prevailing
Fort Brady, Michigan	1823	3.08	4.08	0.75	2.50	6 41	3.58	1.58	7.75	W.	12.83	3.08	7.83	6.66	Cl'dy.
	1824	1.33	5.25	0.83	2.16	7.33	2.08	2.16	9.33	W.	13.58	3.16	7.75	6.00	Cl'dy.
	1825	0.83	5.00	1.58	2.08	8.00	2.16	3.08	7.66	S.E.	13 50	3.58	7.91	5.41	Cl'dy.
West Point, N. Y.	1827	4.50	8.25	2.17	0.50	4.83	4.00	3.92	2.25	N.W.	17.83	7 00	4 33	1.16	Fair.
	1828	2.67	8.67	1.58	0.75	3.83	5.50	5.08	2.42	N.W.	18.50	6.58	4.58	0.83	Fair.
	1829	2.42	9.79	1.25	0.92	5.67	3.17	4.33	2.92	N.W.	17.59	7.58	4.50	1.67	Fair.
Washington, D. C.	1826	1.58	8.—	7.25	0.25	2.75	2.58	7.—	1.16	N.W.	17.33	8.50	5.—	0.50	Fair.
	1827	1.75	9.—	5.25	0.58	4.—	2.58	6.—	1.—	N.W.	14.75	9.08	6.25	0.33	Cl'dy.
	1828	0.58	9.50	4.—	0.33	4.75	6.58	4.17	0.58	N.W.	14.42	8.92	6.75	0.42	Cl'dy.
	1829	0.50	10.83	3.08	0.75	5.—	5.67	4.50	0 08	N.W.	14.—	9.58	6.—	0.83	Cl'dy.
Cantonment Clinch, near Pensacola.	1824	1.50	5.33	3.41	0.91	6.16	3.50	8.58	1.08	S.W.	19.08	1.00	10.41	..	Fair.
	1827	3.50	3.16	1.75	0.67	5.58	5.08	9.58	1.08	S.W.	19.67	4 67	6.08	..	Fair.
	1828	2.25	4.33	2.50	1.08	3.92	4.75	10.58	1.08	S.W.	19.50	3.25	7.75	..	Fair.
Fort Gibson, Arkansas.	1828	2.80	3.25	1.67	1 50	20.42	0 50	1.00	0.08	S.E.	19.—	9.25	2.08	0.17	Fair.
	1829	2.67	3.08	4.83	1.58	13.50	1.17	2.58	1.00	S.E.	18.92	6.67	4.50	0.18	Fair.
	1830	1.75	3.08	4.92	2.83	15.—	0.83	1.42	0.58	S.E.	19.17	6.67	4.17	0.42	Fair.

TABLE exhibiting the Mortality of the United States Army for the period of Ten Years, showing the Laws of Morbility and Mortality in the United States, (the profession of arms during peace involves no greater risk of life than civil pursuits,) and the positions occupied by each regiment illustrates the relation between mortality and locality.

Divisions.	SYSTEMS OF CLIMATE.	Aggregate mean strength.	Annual ratio of mortality per 1000 strength. Adj. Gen. returns.	Medical returns.	Total of cases reported.	Ratio per 1000 mean strength under treatment.
North	1st class. Coast of New England	4,279	20	15	13,053	2185
	2nd class. Posts on Northern chain of Lakes	6,377	13	9	7,004	1912
	3rd class. Posts remote from the ocean and inland seas	12,790	14	8	39,904	3103
	Average	23,446	15	9	59,161	2660
Sou. Mid.	1st class. Coast from Delaware Bay to Savannah	6,740	34	30	16,907	2890
	2nd class. South-western Stations	11,739	45	36	39,030	3504
	1st class. Posts on the Lower Mississippi	3,810	53	44	9,669	2860
	2nd class. Posts in the Peninsula of Florida	4,781	39	26	11,341	2461
	Average	27,070	42	34	76,947	3080
	Mean of the United States	50,516	30	22	136,108	2882

It thus appears that in the northern division, the mortality, according to the adjutant-general's returns, is $1\frac{5}{10}$ per cent, and, according to the medical returns, $0\frac{9}{10}$ per cent; and in the middle and southern divisions, according to the former, the mean is $4\frac{2}{10}$, and according to the latter, $3\frac{4}{10}$ per cent. In this calculation, the deaths from epidemic cholera have been excluded from both classes of returns; and from the medical reports, such deaths also as arose from homicide, suicide, asphyxia from cold, submersion, &c. The former exhibits the ratio of mortality from *all* causes, with the exception of Asiatic cholera, as reported in the post returns by the commanding officer; whilst the latter, as it shows the mortality arising from diseases chiefly, may be regarded as a pretty fair expression of climatic influence.

TABLE exhibiting the mean Temperature of each Month, each Season, and the whole Year.

PLACES OF OBSERVATION.	Latitude.	Longitude.	No. of years of Observation.	Mean Annual Temperature.	MEAN TEMPERATURE OF THE SEASONS. Winter.	Spring.	Summer	Autumn	MEAN TEMPERATURE OF EACH MONTH. January	Feb.	March.	April.	May.	June.	July.	August.	Sept.	Oct.	Nov.	Dec.
UNITED STATES.	deg.min	deg.min	deg.	deg.	deg.	deg.	deg.	deg.	deg.	deg.	deg.	deg.	deg.	deg.	deg.	deg.	deg.	deg.	deg.	deg.
Fort Vancouver, Oregon Territory	45 37	122 37	1	51.75	41.33	48 —	65 —	52.67	38 —	43 —	44 —	46 —	54 —	63 —	66 —	66 —	61 —	54 —	43 —	43 —
—— Brady, Outlet of Lake Superior	46 39	84 43	6	41.39	21.07	39.49	63.18	45.22	18.68	19.80	27.37	38.50	52.56	59.13	65.90	64.52	56.25	45.52	33.91	22.28
Hancock Barracks, Houlton, Maine	46 10	67 50	2	41.21	16.74	41.23	62.93	43.41	9.40	14.35	26.39	43.85	53.45	61.25	64.10	63.43	51.58	43.84	32.80	26.48
Fort Snelling, at the confluence of the St. Peter's and Mississippi	44 53	93 8	8	45.83	15.95	46.78	72.75	47.35	13.58	18.66	52.12	46 —	62.11	70.83	75.47	71.98	59.41	49.27	33.36	15.60
Fort Sullivan, Eastport, Maine	44 44	67 4	5	42.95	22.95	40 11	62.10	46.78	20.83	20.68	30.98	39.69	49.65	57.92	64.55	63.82	57.28	47.22	35.83	27.35
—— Homard, Green Bay, Wisconsin	44 40	87 0	9	44.92	19.77	43.87	69.82	46.47	18.14	20.16	31.19	43.28	57.13	68.38	72.25	68.83	57.61	47.51	34.29	21 —
—— Preble, Portland, Maine	43 38	70 18	5	46.67	26.03	44.45	67.06	48.91	21.82	24.94	33.41	45.44	54.49	64.29	69.71	67.19	59 —	49.28	38.45	31.32
—— Niagara, Youngstown, N. Y.	43 15	79 5	2	51.69	30.46	47.23	72.19	56.98	26.86	25.20	34.39	47.52	59.77	68.90	74.60	73 06	63.85	58.94	48.12	39.32
—— Constitution, Portsmouth, N. H.	43 4	70 49	4	47.21	28.30	45.22	65.72	49.95	24.50	27.10	34.60	45.31	55.55	62.80	67.89	66.47	59.09	50 43	40.32	33.58
—— Crawford, Prairie du Chien	43 3	90 53	2	45.52	19.90	45.28	70.79	46.67	19.72	21.93	32.48	43.92	59.45	68.57	72.40	71.41	61.50	45.45	33.06	18.04
Council Bluffs, near the junction of the Platte and Missouri	41 45	96 0	5	51.02	24.47	51.94	75.82	52.46	22.61	26.59	37.43	51.82	66.56	73.98	77.38	76.11	65.24	53.65	38.50	24.21
Fort Wolcott, Newport, R. I.	41 30	71 18	9	50.61	32.51	47.22	69.06	53.84	29.93	51.06	37.94	46.41	57.32	65.54	71.45	70.18	63.68	54.45	43.39	36.53
—— Armstrong, Rock Island, Illinois	41 28	90 33	4	51.64	26.86	50.85	75.91	52.69	23.78	26.28	37.47	51.26	63.83	73.59	77.92	76.21	63.67	54.58	39.82	30.53
West Point, New York	41 22	73 57	4	52.47	32.11	50.93	72.86	53.21	27.97	30.27	39.30	51.57	61.91	70.48	74.14	73.96	62.87	53.11	43.64	38.10
Fort Trumbull, New London, Conn.	41 22	72 5	2	55 —	39.33	51 —	71.80	57.61	34.50	39.53	42.77	51 —	59.22	68.67	73.87	73.12	68.02	58.10	46.70	43.95
—— Columbus, New York Harbour	40 42	74 2	9	53 —	32.39	50.26	73.70	55.53	30.08	31.22	39.61	49.89	61.27	70.52	76 —	74.58	66.72	55.82	44.05	35.86
—— Mifflin, near Philadelphia	39 51	75 12	2	55.28	33.11	51.44	77.93	58.32	33.54	28.67	38.69	52.16	63.46	75.23	81.57	76 —	73.35	57.20	44.40	37.16
Washington City, D. C.	38 53	76 55	8	56.57	37.76	56.19	76.74	56.87	36.11	37.81	45.96	55.73	66.88	75.07	78.51	76.63	68.50	57.17	44.93	39.36
Jefferson Barracks, near St. Louis	38 28	90 8	4	58.14	37.67	58.75	78.45	57.59	34.59	36.36	47.76	59.69	68.90	76.58	79.04	79.74	68.57	56.84	47.37	42 07
Fort Monroe, Old Point Comfort, Va.	37 2	76 12	5	61.43	45.17	58.91	78.31	63.33	42.83	44.85	50.67	58.24	67.83	75.58	79.65	79.50	72.72	63.78	53.49	47.82
—— Gibson, Arkansas	35 47	95 10	3	62.90	44.31	62.49	81.14	64.90	45.47	41.25	53.51	61.28	72.69	78.65	81.49	83.28	74.61	65.95	54.12	46.20
—— Johnston, Coast of North Carolina	34 0	78 5	5	66.96	52.48	66.50	80.31	68.52	51.42	52.19	60.52	65.28	73.70	78.98	81.57	80.39	76.32	69.11	60.13	53.83
Augusta Arsenal, Georgia	33 28	81 53	5	66.01	51.43	65.89	81.06	65.49	48.63	53.16	58.57	65.78	73.31	79.88	82.17	81.14	74.26	65.84	56.36	52.49
Fort Moultrie, Charleston Harbour	32 42	79 56	2	65.78	49.93	66.46	80.27	67.02	50.73	46.24	59 —	65.47	71.92	78.86	81.99	79.96	76.19	67.32	57.56	52.81
—— Jesup, near Sabine River, Louisiana	31 30	93 47	8	68.03	53.19	67.93	82 48	67.99	52.30	54.09	61.79	66.81	75.20	80.95	83.54	82.96	77.14	68.29	58 55	53.17
Cantonment Clinch, near Pensacola	30 24	87 14	7	69.44	56.14	69.26	82.24	69.98	54.36	55.98	62.92	68.62	76.24	81.50	82.96	82.27	78.35	70.27	61.13	58.07
Petite Coquille, near New Orleans	30 10	89 38	4	71.25	59.26	69.97	83.46	71.60	55.98	60.12	63.56	70 —	76.35	82.95	83.95	83.47	80.58	72.12	62.09	61.68
Fort Marion, St. Augustine, Florida	29 50	81 27	4	72.66	62.21	71.50	82 30	72.51	60.73	64.97	67.55	70.06	76.89	81.41	82.81	82.67	80.16	73.83	63.55	60.92
—— King, Interior of East Florida	29 12	82 12	3	72.66	61.78	72.56	84.20	72.08	60.81	65.28	65.56	73.31	78.81	84.94	84.03	83.63	81.52	72.81	61.98	59.25
—— Brooke, Tampa Bay, Florida	27 57	82 35	5	73.12	64 76	73.11	81.25	71.41	63.08	65.78	68.56	72.79	77.99	80.79	81.74	81.23	79.95	75.23	69.06	64.42
Key West, or Thompson's Island	24 33	81 52	3	76.09	70.05	76.04	81.39	76.96	67.93	72.15	73.71	75.69	79.22	80.51	82.59	81.06	80.89	76.76	73.23	70.08
FOREIGN COUNTRIES.																				
North Cape, Norway	71 0	25 57	..	32 —	23.72	29.66	43.34	32.08												
Uleo, Lapland	65 03	24 40	..	35.08	11.84	27.14	57 74	35.96												
Edinburgh, Scotland	55 58	3 12	..	47.31	39.40	41.70	57.30	47.86	40.17	39.54	39.60	45.84	48.67	54.85	59.31	57.74	55.61	48.37	39.60	38.50
Moscow, Russia	55 45	37 33	..	40.10	10.78	44.06	67.10	38.30												
London, England	51 31	0 5	..	50.39	39.12	48.76	62.32	51.35	37 36	40.44	42.64	48 —	55.64	60 —	63.43	63.52	58.80	51.78	43.47	39.58
Environs of London	..	..	..	48 81	37.20	48.06	60.80	49.13	34.16	39.78	41.51	46.89	55.79	58.66	62.40	61.35	56.22	50.24	40.93	37.66
Penzance, England	50 7	5 20	..	52.16	44.66	49.66	60.50	53.83	43 —	44.50	46.50	48.50	54 —	59 —	61 —	61.50	58 —	54.50	49 —	46.50
Paris, France	48 50	2 20	..	51.50	38.43	50.40	64.47	52.30	35.60	40.50	43.50	49.60	58.10	62.50	65.70	65.20	60.40	52.40	44.20	39.20
Nice, Italy	43 41	7 20	..	59.48	47.82	56.23	72.26	61.63	45.85	49 —	51.45	57 —	63 —	69 —	73.50	74.30	69.35	61.85	53.70	48 60
Montpellier, France	43 36	3 58	..	57.60	44.20	53.33	71.30	61.30	42 —	45 —	47 —	53 —	60 —	67 —	72 —	75 —	71 —	61 —	52 —	46 —
Rome, Italy	41 54	12 29	..	60.70	48.90	57.65	72.16	63.96	47.65	49.45	52.05	56.40	64.50	69.17	73.30	74.02	69.50	63.60	58.80	49.62
Naples, Italy	40 50	14 20	..	61.40	48.50	58.50	70.83	64.50	46.50	54.50	52 —	57 —	66.50	71 —	75 —	76.50	72.50	65 —	54.50	50.50
Madeira, Island of	32 37	..	..	64.56	59.50	62.20	69.33	67.23	59.50	58.50	61.06	62.50	63 —	65 —	70 —	73 —	71.50	67.50	62.70	60.50
Cairo, Egypt	30 2	31 20	..	72.12	58.25	73.58	85.10	71.48	58.10	56.12	64.58	77.90	78.26	83.66	85.82	85.82	79.16	72.32	62.96	61.34
Cumana, South America	16 27	64 24	..	81.86	80.24	83.66	82.04	80.24												

ABSTRACT showing the Difference between the mean Temperature of each Month and of each Season.

PLACES OF OBSERVATION.	Mean Annual Temperature.	Difference of the Mean Temperature of Winter & Summer.	Difference of the Mean Temperature of Warmest & Coldest Months.	Mean Difference of the successive Months.	DIFFERENCE OF THE SUCCESSIVE SEASONS. Of Winter and Spring.	Of Spring and Summer.	Of Summer and Autumn.	Of Autumn and Winter.	DIFFERENCE OF THE SUCCESSIVE MONTHS. Of Jan. and Feb.	Of Feb. and March.	Of March and April.	Of April and May.	Of May and June.	Of June and July.	Of July and August	Of August and Sept.	Of Sept. and October.	Of October and Nov.	Of Nov. and Dec.	Of Dec. and Jan.
	deg.	deg.	deg.	deg.	deg.	deg.	deg.	deg.	deg.	deg.	deg.	deg.	deg.	deg.	deg.	deg.	deg.	deg.	deg.	deg.
Fort Vancouver, Oregon Territory	51.75	23.67	28.—	4.67	6.67	17.—	12.33	11.33	5.—	1.—	2.—	8.—	9.—	3.—	0.—	5.—	7.—	11.—	0.—	5.—
—— Brady, Outlet of Lake Superior	41.39	42.11	47.22	7.79	18.42	23.69	17.96	24.15	1.12	7.57	11.13	14.06	6.57	6.77	1.48	8.27	9.73	11.61	11.63	3.60
Hancock Barracks, Houlton, Maine	41.21	49.16	54.70	9 03	24.49	21.60	19.52	26.27	3.95	12.04	17.46	9.60	7.80	2.85	0.67	11.85	5.74	13.04	6.32	17.08
Fort Snelling, at the confluence of the St. Peter's and Mississippi	45.83	56.60	61.86	10.29	30.83	25.97	25.40	31.40	5 08	13.46	13.88	15.89	8.72	4.61	3.46	12.57	10.14	15.91	17.76	2.02
—— Sullivan, Eastport, Maine	42.95	39.15	43.87	7.22	17.16	21.99	15.32	23.83	0.15	10.30	8.71	9.96	7.27	6.63	0.73	6.54	10.06	11.39	8.48	6.42
—— Howard, Green Bay, Wisconsin	44 92	50.05	54.11	9.02	24.10	25.95	23.35	26.70	2.02	11.03	12.09	13.85	11.25	3.87	3.42	11 21	10 10	13.22	13.29	2.86
—— Preble, Portland, Maine	46.67	41.03	47 89	7.98	18.42	22.16	18.15	22.88	3.12	8.47	12.03	9.04	9.80	5.42	2.51	8.19	9.72	10.83	7.13	9.50
—— Niagara, Lake Ontario, New York	51.69	41.73	49.40	8.22	16.77	24 96	15.21	26.52	1.66	9.19	13 13	12.25	9.13	5.50	1.54	9.21	4 91	10.82	8.80	12.46
—— Constitution, Portsmouth, N. H.	47.21	36.33	43.39	7.22	16.83	20 50	15.77	21.56	2.60	7.50	10.71	10.24	7.15	5.09	1 42	7.38	8.66	10.11	6.74	9.08
—— Crawford, Prairie du Chien	45.52	50.89	52.68	9.06	25.38	25.51	24.12	26.57	2.21	10.55	11.44	15.53	9.12	3.83	0.99	9.91	16.05	12.39	15.02	1.68
Council Bluffs, near the Junction of Platte and Missouri	51 02	51.35	54.77	9.14	27.47	23.88	23.36	27.99	3.98	10.84	14.39	14.74	7.42	3.40	1.27	10.97	11.59	15.15	14.29	1.60
Fort Wolcot, Newport, Rhode Island	50.61	36.55	41.52	6.92	14 71	21.84	15.22	21.33	1.13	6.88	8.47	10 91	8.22	5.91	1.27	6.50	9 23	11.06	6.86	6.60
—— Armstrong, Rock Island, Illinois	51.64	49.05	54.14	9.02	23.99	25.06	23.22	25.83	2.50	11.19	13.79	12.57	9.76	4.33	1.71	12.54	9.09	14.76	9.29	6.75
West Point, New York	52 47	40.75	46 17	7.69	18.82	21.93	19.65	21.10	2.30	9.03	12.27	10.34	8.57	3.66	0.18	11.09	9.76	9.47	5.44	10.13
Fort Trumbull, New London, Conn.	55.—	32.56	39.37	6.39	11.67	20.89	14.28	18.28	5 03	3.24	8.23	8.22	9.45	5 20	0.75	5.10	7.92	11.40	2.75	9.45
—— Columbus, New York Harbour	53.—	41.31	45.92	7.65	17.87	23.44	18.17	23.14	1.14	8.39	10.28	11 36	9.25	5.48	1 42	7.86	10.90	11.77	8.19	5.78
—— Mifflin, near Philadelphia	55.28	44.82	48.03	8.81	18.33	26.49	19.61	25.21	4.87	10.02	13.47	11.30	11.77	6.34	4.57	3.65	16.15	12.80	7.22	3.62
Washington City, D. C.	56.57	38 98	42.40	7.07	18 43	20.55	19.87	19.11	1.70	8.15	9·77	11.15	8 19	3.44	1.88	8.13	11 33	12.24	5.57	3.25
Jefferson Barracks, near St. Louis	58.14	40.78	45.15	7.53	21.08	19 70	20.86	19.92	1.77	11.40	11.93	9.21	7.68	2.46	0.70	11.17	11.73	9.47	5.30	7.48
Fort Monroe, Old Point Comfort, Virginia	61.43	33.14	36.82	6.13	13.74	19.40	14 98	18.16	2.02	5.82	7.57	9 59	7.95	3.77	0.15	6.82	8.94	10.29	5.67	4.99
—— Gibson, Arkansas	62.90	36 83	42.03	7.—	18.18	18 65	16 24	20.59	4.22	12.26	7.77	11.41	5.96	2.84	1.79	8.67	8.65	11.83	7.92	0.73
—— Johnston, Coast of North Carolina	66.96	27.83	30.15	5.02	14.02	13.81	11.79	16.04	0.77	8.33	4.76	8.42	5.28	2.59	1 18	4.07	7.21	8.98	6.30	2.41
Augusta Arsenal, Georgia	66.01	29.63	32.54	5.53	14.46	15.17	15.57	14.06	4.53	5.41	7.21	7.53	6.57	2.29	1.03	6.88	8.82	8.48	3.87	3.76
Fort Moultrie, Charleston Harbour	65.78	30.34	35.73	6 25	16.53	13.81	13.25	17 09	3.49	12.76	6.47	9.45	3 94	3.13	2.03	3.77	8.87	9.76	4.75	6.57
—— Jesup, near Sabine River, Louisiana	68.03	29 29	31.24	5.21	14.74	14.55	14.49	14.80	1.79	7.70	5.02	8.39	5.75	2.59	0.58	5.82	8.85	9.74	5 38	0.87
Cantonment Clinch, near Pensacola	69.44	26.10	28.60	4.76	13.12	12.98	13 26	13.84	1.62	6.94	5.70	7.62	5.26	1.46	0 69	3.92	8 08	8.94	3.26	3.61
Petite Coquille, near New Orleans	71.25	24.20	27.97	4.66	10.71	13.49	11.86	12.34	4.16	3.44	6.44	6.35	6.60	1.00	0 48	2.89	8.46	10.03	0 41	5.70
Fort Marion, St. Augustine, Florida	72.66	20.09	22.08	3.68	9.29	10.80	9.79	10.30	4.24	2.58	2.51	6.83	4.52	1.40	0.14	2.51	6.33	10.28	2.63	0.19
—— King, Interior of East Florida	72.66	22.42	25.69	4.28	10.78	11 64	12.12	10.30	4.47	0.28	7.75	5.50	6.13	0 91	0.40	2.11	8.71	10.83	2.73	1.56
—— Brooke, Tampa Bay, Florida	73.42	16.49	18.66	3.09	8 35	8.13	9.84	6.65	2.70	2.78	4 23	5.02	2 80	0 95	0 51	1.28	4.72	6 17	4 64	1.34
Key West, or Thompson's Island	76.09	11.34	14.66	2.44	5.39	5.35	4.43	6.91	4.22	1.56	1.98	3.53	1.29	2.08	1.53	0.17	4.13	3.53	3.15	2.15
FOREIGN CLIMATES.																				
North Cape, Norway	32.—	19.62	24.28	..	5.94	13.68	11.26	8.36												
Uleo, Lapland	35.08	45.90	53.82	..	15.30	30.60	21.78	24.12												
Edinburgh, Scotland	47.31	17.90	20.81	3.65	5.30	12.60	9.44	8.46	0.63	0.06	6.24	3.17	6.18	4.48	1.57	2.13	7.24	8.77	1.10	1.67
Moscow, Russia	40.10	56.32	64.44	..	33.28	23.24	28.80	27.52												
London, England	50.39	23.20	26.17	4.36	9.64	13.56	11.—	12,22	3.08	2.20	5.36	7.64	4 36	3 43	0 10	4.73	7.—	8 31	3.89	2.22
Environs of London	48.81	23.60	28 24	4.87	10.86	12.74	11.67	11.93	5 62	1 73	5.38	9.90	2.87	3.74	1.05	5.13	6.—	9.31	3.27	3.50
Penzance, England	52.16	15.84	18 50	3.05	5.—	10.84	6.67	9.17	1.50	2.—	2.—	5.50	5.00	2.00	0.50	3.50	3.10	5.50	2.50	3.50
South-west of France	55.29	26.42	30.87	4.47	12.08	14.59	12 74	14.—	4.55	1.45	8.52	7.33	4.52	6 80	3.72	3.22	11.08	6 27	5.27	3.94
Italy	59.46	27.56	32.10	5.75	11 53	16 03	11.33	16.70	3.50	4.33	6.21	7.63	5.80	5.12	0.80	4.30	9.53	9.06	5.85	3.40
Madeira	64.56	9.83	14.50	2.41	2.70	7.13	2.10	7.73	1 —	2.56	1.44	0.50	2.—	5.—	3.—	1 50	4.—	4.80	2.20	1.—
Cairo, Egypt	72.17	26.58	27.72	5.50	15.06	11.58	13.62	13.—	2.—	8.46	13.32	0.36	5.40	2.16	0.—	6.66	6.84	10.64	1.61	3.24
Cumana, South America	81.86	1.80	5.22	..	3.42	1.62	1.80													

ABSTRACT exhibiting the mean Annual and Monthly ranges of Temperature.

PLACES OF OBSERVATION.	Mean annual Temp.	ANNUAL RANGE. Max.	Min.	Range.	Mean of the Monthly range.	JAN. Max.	Min.	Range.	FEB. Max.	Min.	Range.	MARCH. Max.	Min.	Range.	APRIL. Max.	Min.	Range.	MAY. Max.	Min.	Range.	JUNE. Max.	Min.	Range.	JULY. Max.	Min.	Range.	AUG. Max.	Min.	Range.	SEPT. Max.	Min.	Range.	OCT. Max.	Min.	Range.	NOV. Max.	Min.	Range.	DEC. Max.	Min.	Range.
	degs.																																								
Fort Vancouver, Oregon Territory	51.75	95	17	78	37	58	17	39	55	32	23	60	32	28	70	32	38	75	32	43	95	45	50	95	40	55	95	44	51	88	43	45	66	50	16	58	32	26	55	32	23
—— Brady, Outlet of L. Superior	41.39	87	−23	110	48	40	−21	61	44	−22	76	51	−7	58	62	18	44	79	32	47	86	41	45	84	39	45	84	49	35	75	40	35	70	27	43	58	15	43	42	−7	49
Hancock Barracks, Houlton, Maine	41.21	94	−24	118	52	41	−24	65	42	−11	53	54	−1	55	74	24	50	83	31	52	90	38	52	90	45	45	85	46	39	78	33	45	72	24	48	60	4	56	53	−4	57
Fort Snelling, at the confluence of the St. Peter's and Mississippi	45.83	93	−26	119	49	40	−22	62	45	−19	64	57	0	57	74	23	51	84	38	46	88	54	35	93	60	33	89	56	33	81	40	41	78	24	54	60	5	55	45	−12	57
—— Sullivan, Eastport, Maine	42.95	91	−13	104	44	43	−12	55	44	−14	58	52	5	47	64	19	43	75	34	41	85	44	41	89	51	38	87	51	36	80	39	41	71	28	43	56	15	41	51	0	51
—— Howard, Green Bay, Wis.	44.92	98	−25	123	53	44	−16	60	47	−18	65	61	−1	62	75	19	56	89	33	56	95	44	51	96	54	42	90	52	38	84	34	50	77	22	55	58	9	49	46	−10	56
—— Preble, Portland, Maine	46.67	92	−7	99	40	44	−7	51	45	−2	47	58	8	50	70	34	36	75	38	37	83	48	35	90	56	34	88	55	33	77	44	33	68	30	38	56	21	35	52	2	50
—— Niagara, Lake Ontario, N. Y.	51.69	93	1	92	38	53	1	52	52	3	49	57	15	42	79	33	46	85	42	43	86	58	29	93	59	34	87	61	26	83	48	35	76	44	32	61	34	27	61	16	45
—— Constitution, Portsmouth, N. H.	47.21	91	−6	97	40	46	−6	52	50	2	48	64	13	51	68	34	34	81	41	40	82	50	32	87	54	33	84	55	29	77	45	32	71	31	40	60	24	36	55	5	50
—— Crawford, Prairie du Chien	45.52	95	−25	120	54	52	−17	69	55	−23	78	59	−3	56	76	20	56	85	35	50	88	47	41	95	64	31	93	53	40	84	39	45	77	18	59	60	−6	66	45	−7	52
Council Bluffs, near the junction of Platte and Missouri	51.02	104	−16	120	59	59	−13	72	60	−11	71	71	10	61	88	24	64	93	39	54	97	55	42	101	61	40	102	57	45	92	45	57	88	20	68	76	7	69	55	−4	59
Fort Wolcott, Newport, R. I.	50.61	85	2	83	34	48	5	43	49	8	41	56	19	37	65	31	34	76	40	36	82	52	30	84	60	24	82	59	23	80	49	31	71	35	36	61	25	36	56	13	43
—— Armstrong, Rock Island, Ill.	51.64	96	−10	106	48	48	−10	58	56	−6	62	70	13	57	78	29	49	87	42	45	93	54	39	95	61	34	93	60	33	88	44	44	82	33	49	66	19	47	61	4	57
West Point, New York	52.47	90	−1	91	42	53	−1	54	56	2	54	72	16	56	78	33	45	84	44	40	89	57	32	95	62	33	91	60	31	87	51	36	73	32	41	64	26	38	62	15	47
Fort Trumbull, New London, Conn.	55.—	87	9	78	29	57	10	47	52	16	36	62	26	36	62	40	22	72	47	25	79	57	22	86	64	22	87	62	25	83	56	27	69	42	27	63	36	27	56	20	36
—— Columbus, New York Harbour	53.—	97	2	95	41	50	6	44	53	7	46	69	20	49	76	31	45	86	42	44	92	55	37	97	63	34	93	62	31	88	49	39	77	36	41	64	26	38	55	14	41
—— Mifflin, near Philadelphia	55.28	95	8	87	39	47	16	31	52	8	44	58	18	40	80	34	46	88	39	49	95	51	44	92	68	24	91	60	31	86	52	44	75	34	41	68	23	45	56	21	35
Washington City, D. C.	56.57	93	9	84	39	57	14	43	62	16	46	70	28	42	78	36	42	85	50	35	92	59	33	94	64	30	93	63	30	88	51	37	77	33	44	66	28	38	61	17	44
Jefferson Barracks, near St. Louis	58.14	99	7	89	43	60	10	50	70	11	59	76	31	45	83	38	45	88	45	43	95	59	36	96	50	36	96	66	30	88	51	37	80	38	42	69	27	42	64	14	50
Fort Monroe, Old Point Comfort, Va.	61.43	93	20	73	31	61	22	39	61	28	33	69	31	38	78	40	38	82	53	29	89	64	25	93	69	24	91	70	21	88	60	28	75	48	27	71	36	35	64	27	37
—— Gibson, Arkansas	62.90	104	15	89	49	77	18	59	71	15	56	82	28	54	87	34	53	91	48	43	100	62	38	100	69	31	104	65	39	98	53	45	92	37	55	84	30	54	82	20	62
—— Johnston, Coast of North C.	66.96	90	28	62	27	66	31	35	66	34	32	72	42	30	77	47	30	83	62	21	88	69	19	88	73	15	87	72	15	85	63	22	81	49	32	74	41	33	70	33	37
Augusta Arsenal, Georgia	66.01	98	25	73	40	68	26	42	73	35	38	78	34	44	85	42	43	90	54	36	94	63	51	98	69	29	95	69	26	91	53	38	84	44	40	75	34	41	74	26	48
Fort Moultrie, Charleston Harbour	65.78	90	21	69	28	68	23	45	63	25	38	73	37	36	78	49	29	87	63	24	87	69	18	90	78	12	86	73	13	76	63	23	80	50	30	72	37	35	77	34	33
—— Jesup, near Sabine River, La.	68.03	96	19	77	40	76	25	51	79	28	51	81	39	42	85	43	42	92	55	37	94	65	29	96	72	24	96	70	26	92	58	34	87	44	43	80	31	49	76	27	49
Cantonment Clinch, near Pensacola	69.44	94	24	70	32	73	27	46	73	32	41	76	41	35	80	48	32	88	61	27	92	73	19	93	74	19	92	73	19	90	61	29	85	48	37	78	34	44	75	33	42
Petite Coquille, near New Orleans	71.25	94	30	64	32	77	30	47	77	38	39	82	45	37	86	51	35	89	62	27	92	71	21	93	75	18	94	74	20	92	64	28	86	52	34	81	42	39	80	39	41
Fort Marion, St. Augustine, Florida	72.66	92	39	53	23	75	43	32	78	50	28	78	55	23	81	52	29	87	70	17	90	74	16	92	78	14	90	78	12	87	72	15	82	60	22	79	50	29	77	38	39
—— King, Interior of East Florida	72.66	105	27	78	40	83	33	50	84	43	41	87	39	48	93	54	39	97	64	33	105	73	32	102	73	29	104	72	32	99	70	29	91	41	50	82	30	52	79	36	43
—— Brooke, Tampa Bay, Florida	73.43	92	35	57	29	78	39	39	83	49	34	85	51	34	87	56	31	90	65	25	91	70	21	92	72	20	92	73	19	91	69	22	88	56	32	85	48	37	79	38	41
Key West, or Thompson's Island	76.09	89	52	37	16	80	57	23	81	61	20	85	85	20	84	65	19	87	72	15	86	73	13	88	77	11	88	74	14	87	76	11	85	70	15	80	65	15	78	62	16
FOREIGN CLIMATES.																																									
*London	50.39	86	22	64	34	50	22	28	52	25	27	61	29	32	69	32	37	75	36	39	86	38	48	77	44	33	82	44	38	75	40	35	65	32	33	57	27	30	54	24	30
*Environs of London	48.81	83	16	67	38	49	16	33	54	19	35	60	24	36	69	26	43	78	33	45	80	39	41	83	41	42	79	42	37	75	34	41	68	30	38	56	22	34	53	20	33
*Penzance	52.16	76	27	49	24	54	28	26	55	33	22	59	34	25	62	36	26	68	41	27	72	46	26	73	51	22	73	51	22	69	46	23	64	40	24	57	36	21	56	34	22
Montpelier	57.60	86	27	59	23	53	27	26	55	30	25	58	35	23	64	41	23	71	49	22	80	56	24	85	62	23	86	65	21	75	55	20	71	48	23	62	40	22	57	32	25
Nice	59.48	87	27	60	21	58	27	31	58	37	21	65	41	24	69	46	23	77	41	26	78	58	20	81	66	15	87	69	18	82	61	21	70	48	22	61	43	18	59	40	19
Rome	60.70	91	29	62	28	58	29	29	60	33	21	65	37	28	74	44	30	80	52	28	88	60	28	91	64	27	91	62	29	85	55	30	77	46	31	67	39	28	60	31	29
Naples	61.40	99	29	64	29	58	29	29	60	31	29	69	38	31	78	43	45	86	51	35	88	56	32	93	64	29	91	62	29	88	60	28	79	51	28	64	44	20	61	34	27
Madeira	64.56	77	54	23	12	68	56	12	68	57	11	67	54	18	71	58	13	73	60	15	76	62	14	77	65	12	77	67	10	77	66	11	76	65	11	71	59	12	69	50	11

* Observations made with the Register Thermometer.

ABSTRACT exhibiting the mean Annual Quantity of Rain.

PLACES OF OBSERVATION.	Lat.	Lon.	1836	1837	1838	1839	Mean annual quantity in inches.
	deg. m.	deg. m.					
Fort Brady, outlet of Lake Superior	46 39	84 43	..	36.93	34.73	24.01	31.89
Hancock Barracks, Maine	46 10	67 50	..	33.68	38.37	38.70	36.92
Fort Snelling, at the confluence of St. Peter's and Mississippi	44 53	93 8	..	41.57	28.21	21.19	30.32
—— Howard, Green Bay, Wisconsin	44 40	87 —	37.64	41.55	42.83	31.32	38.83
—— Winnebago, between the Fox and Wisconsin, Wisc. Ter.	43 35	89 30	..	31.32	27.85	36.47	31.88
—— Constitution, Portsmouth, New Hampshire	43 05	70 45	28.10	28.16	31.84	27.28	28.85
—— Crawford, Prairie du Chien, Wisconsin	43 03	90 53	..	33.65	23.31	31.66	29.54
Watervleit Arsenal, Watervleit, New York	42 30	73 13	44.30	32.06	30.80	29.73	34.22
Dearbornville ,, Michigan	42 22	82 55	40.	..	29.84	24.05	31.30
Watertown ,, Massachusetts	42 21	72 12	..	32.16	44.01	42.90	39.69
West Point, New York	41 22	73 57	50.14	44.88	44.00	55.80	48.70
Fort Wood, Harbour of New York	40 43	74 01	49.09	51.	41.51	50.03	47.90
—— Hamilton, Harbour of New York	40 43	73 56	..	..	39.70	51.72	45.71
Alleghaney Arsenal, Pittsburgh, Pennsylvania	40 26	80 02	..	35.67	23.10	25.64	28.14
Fort Leavenworth, Missouri	39 20	95 05	..	38.45	26.28	33.32	32 68
—— Mc Henry, Baltimore, Maryland	39 17	76 36	39.50	45.	39.10	39.60	40.80
Washington City, D. C.	38 53	76 55	..	..	..	..	34.62*
St. Louis Arsenal, Missouri	38 40	80 10	..	26.33	21.90	..	24.12
Fort Monroe, Old Point Comfort, Virginia	37 02	76 12	..	40.70	44.74	72.20	52.55
—— Gibson, Arkansas	35 47	95 10	..	31.05	18 49	42.39	30.64
—— Smith, Arkansas	35 30	94 25	..	37.	27.30	42.62	35.04
—— Towson, Arkansas	33 33	94 55	..	43.80	34.40	62.	46.73
—— Jesup, Louisiana	31 30	93 47	48.85	48.54	47.32	45.	47.43
New Orleans, Louisiana	29 57	90 14	..	..	70 89	50.82	51.85†
Key West, near Cape Sable	24 33	81 52	..	..	..	..	31.39‡

* As this is the mean of 16 years, from 1824 to 1839 inclusive, it may be well to present the monthly averages.

Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sep.	Oct.	Nov.	Dec.	Annual Result.
2.41	2.37	2.39	3.00	3 36	4.11	3.19	3.15	2.35	3.07	2.34	2.88	34.62

† Average of six years, including 1833, 1834, 1835, and 1836. ‡ Mean of five years, ending with 1836.

Although fair weather prevails both on the sea-coast and the interior, remote from large bodies of water, yet a marked difference obtains in regard to the relative proportion. Thus, during the year, the proportion of days is—

	Fair.	Cloudy.	Rain.	Snow.
Sea-coast	202	108	45	9
Interior, remote from Lakes	240	77	31	16

Comparing the climate of the lakes with that of the same region beyond their influence, the contrast is yet more striking, the prevailing weather of the former being cloudy, and the latter fair; thus, during the year, the proportion of days is—

	Fair.	Cloudy.	Rain.	Snow.
Lakes	117	139	63	45
Remote from Lakes	216	73	46	29

The relative proportion of rainy and cloudy days during the year is, therefore, in the former locality 247, and in the latter 148.

The following comparative view shows the difference between the mean temperature of winter and summer on the eastern and western coast of the two continents :—

Points of Comparison.	Isothermal Line.		Difference between mean temp. of Winter and Summer.	
	deg.	min.	deg.	min.
America, eastern coast	53	60	43	60
Asia, eastern coast	53	60	55	80
Europe, western coast	53	60	28	30
America, western coast	51	75	23	70

The first three results on the same isothermal line are furnished by Humboldt. Unable to obtain the same annual temperature on our Pacific coast, it becomes necessary to take a lower isothermal line (that of Fort Vancouver), which of course gives a contrast in the

seasons correspondently greater. The table, however, shows conclusively that the climate of the New World, viewed in its general features, is, contrary to general opinion, less excessive than that of the Old. Comparing our eastern coast with that of Asia, the difference between the mean temperature of winter and summer is found to be 12 deg. 20 min. less; and comparing our western coast, notwithstanding the isothermal line is lower, with that of Europe, a difference of 4 deg. 60 min. less is exhibited. It may be necessary to add that, with the exception of the last, the author is not aware of the local position of these points of comparison—a consideration of some importance, inasmuch as the northern division of the United States presents, on the same isothermal line, a difference between the mean temperature of winter and summer, varying from 38 deg. to 54 deg.

Connected with this subject is the question frequently agitated, whether the Old Continent is warmer than the new. Volney and others have attempted its solution by a comparison of the mean annual temperatures of different places on both sides of the Atlantic; but to this mode of determining it, the objection at once presents itself, that the points of comparison represent opposite extremes in the climate of each continent. Indeed, the question in itself involves an absurdity; for, as the laws of nature are unvarying in their operation, and as similar physical conditions obtain in corresponding parallels of both continents, the same meteorological phenomena will be induced. It shows in lively colours the truth of the remark, that every physical science bears the impress of the place at which it received earliest cultivation. In geology, for example, all volcanic phenomena were long referred to those of Italy; and in meteorology, the climate of Europe has been assumed as the type by which to estimate that of all corresponding latitudes. In making a comparison of the two continents, it is, therefore, necessary that both points have the same relative position. Fort Sullivan, Maine, notwithstanding it is more than 11 deg. south of Edinburgh, Scotland, exhibits a mean annual temperature of 5½ deg. lower; Bordeaux, which is parallel with Fort Sullivan, has an annual temperature 15 deg. higher; and the mean of Stockholm, in lat. 59 deg. 20 min., is about the same as that of Fort Sullivan, in lat. 44 deg. 44 min. These are not, however, legitimate points of comparison. Pekin and Philadelphia, each on the eastern coast of its respective continent, are fair examples, having the same latitude, a similar relative position, and consequently the same mean annual temperature. The same coast of each northern hemisphere, it has been seen, present little difference as regards annual temperature; but in the New World, by the same comparison, the seasons are less contrasted.

Does the climate of a locality, in a series of years, undergo any permanent changes?

TABLE of Thermometrical Observations at Philadelphia at intervals of Twenty-five Years.

PHILADELPHIA	Mean Annual Temperature.	Extreme Range of the Thermometer.			Mean temperature of the seasons.				Mean temperature of each month.											
					Winter.	Spring.	Summer.	Autumn.	Jan.	Feb.	Mar.	Apr.	May.	Jun.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
	dg. m.																			
1771, 1772, & 1775	52 72	90	3	87	34.06	50.88	71.62	54.32	33.44	34.35	39.68	48.73	63.23	68.02	75.02	71.83	62.84	56 28	43.84	34.38
1798, 1799, & 1800	53 92	96	5	91	33.02	52.44	75.03	55.21	32.86	32.20	40.25	54.36	62.70	72.33	76.27	76.50	67.20	55.70	42.73	34.00
1822, 1823, & 1824	54 90	96	-7	10	32.23	52.11	76 16	59.10	31.12	29.94	40 26	51.98	64.09	73.88	79.49	75.11	71.28	57.19	48.83	35.64

TABLE of Thermometrical Observations during Thirty-three Years, at Salem, Massachusetts, Latitude 42 deg. 34 min., Longitude 70 deg. 54 min.

SALEM.	Mean Annual Temperature.	Extreme Range of the Thermometer.			Mean temperature of the seasons.				Mean temperature of each month.											
					Winter.	Spring.	Summer.	Autumn.	Jan.	Feb.	Mar.	Apr.	May.	Jun.	July.	Aug.	Sept.	Oct.	Nov	Dec.
	dg. m.																			
1st Series	47 92	96	-11	107	29.21	46.09	69.42	50.31	24.80	25.07	36.25	45.15	56.87	67.21	71.29	69.75	61.31	49.54	40.09	27.77
2nd do.	49 49	99	-11	110	28.00	47.30	71.57	51.10	26.62	27.99	36.16	47.44	58.29	68.42	73.45	72.85	63.65	50.90	38.74	29.40
3rd do.	49 79	99	- 3	102	29.73	46.71	70.69	52.04	26.94	29.56	36.18	46.62	57.32	67.80	72.94	71.32	64.14	51.99	40.00	32 68
4th do.	48 22	100	- 7	107	27.68	45.11	68.70	51.40	24.23	27.22	33.75	46.32	55.26	66.00	70.48	69.63	62.57	52.28	39.36	31.58
5th do.	47 65	101	-11	112	25.85	44.64	68.45	51.68	24.24	24.16	33.82	44.55	55.54	65.06	71.83	68.45	61.47	50.95	42.61	29.15
Mean of 33 years	48.61	101	-11	112	28.09	45.97	69.77	51.31	25.44	26.96	35.32	46.11	56.28	67.01	72.01	70.52	62.70	51.15	40.01	30.18

The duration of winter at the city of New York is exhibited in the following table :—

	First Ice Formed.	First Snow Fell.	Last Ice Formed.	Last Snow Fell.
1831	Oct. 20	Nov. 3	April 10	April 30
1832	Nov. 3	Dec. 12	April 10	Mar. 17
1833	Oct. 31	Dec. 15	Mar. 29	Mar. 1
1834	Oct. 30	Nov. 15	May 15	April 25
1835	Nov. 13	Nov. 27	April 18	April 16
1836	Oct. 26	Nov. 24	April 12	April 13
1837	Oct. 14	Nov. 14	May 1	April 4
1838	Oct. 31	Oct. 31	April 17	April 24
1839	Nov. 20	Nov. 10	Mar. 31	April 17
1840	Oct. 26	Nov. 18	Mar. 26	April 1

Consequently the mean continuance of winter is 164 days, or about 5½ months; and as the earliest formed ice, in the ten years, was on the 14th of October, and the latest on the 15th of May, the extreme duration of frost is 213 days, or about seven months. In the more excessive climate of the interior of the state of New York, however, as for example at Albany, no month of the year is exempt from frost.

In Dr. Forry's work he traces with great pains the endemic influences of the climate and soil. To the latter, as much as to the former, the fevers of the country are to be attributed. In regard to malarial districts he recommends that they should either be thoroughly drained or submerged. Epidemics and endemics are found in America, as they are in Europe, to enter first into the habitation of the poor man.

The following table, drawn up by him, exhibits the ratio of pulmonary diseases:—

	Ratio of cases per 1000 of mean strength.						Deaths.						
NORTHERN REGION OF THE UNITED STATES.	Mean Strength.	Catarrh and Influenza.	Pneumonia.	Pleuritis.	Phthisis Pulmonalis.	Total.	Catarrh and Influenza.	Pneumonia.	Pleuritis.	Phthisis Pulmonalis.	Hæmoptysis.	Total per Medical Returns.	Cases not specified.
Atlantic Posts	3,130	233	22	26	9	290	—	1	—	15	—	140	16
Posts on the Lakes	5,973	300	19	30	9	358	1	4	—	9	—	65	12
Posts remote from the ocean and the Lakes	12,604	552	17	28	5	602	—	3	1	22	1	119	16
Total	21,707	439	18	28	7	490	1	8	1	46	1	324	44
SOUTHERN REGION.													
Coast from Delaware to Savannah	3,199	271	25	32	13	341	—	1	1	19	—	196	18
South-western Stations	11,140	290	39	52	11	392	—	31	2	61	2	458	75
Posts on the Lower Mississippi	3,381	218	22	28	9	277	—	2	2	10	—	178	30
East Flodria	4,607	143	15	24	9	191	—	—	1	9	—	131	17
Total	22,327	246	29	10	10	236	—	34	6	99	2	963	140

It is thus seen that, with the exception of catarrh and influenza, the annual ratio of pulmonary diseases is lower in the northern than in the southern regions of the United States. It is in the middle districts of the United States, however, that pneumonia, pleuritis, and phthisis pulmonalis, are most prevalent, the peninsula of Florida having a lower average than any other region. It is found, too, that the same law obtains in regard to the mortality arising from this class of diseases, the deaths per 1000 of mean strength being as under:—

	Phthisis Pulmonalis.	*Pneumonia, Pleuritis, and Catarrh.*
Northern Region	2·1	0·5
Southern Region	4·4	2.8

BOOK II.

CHAPTER I.

EXTENSION OF TERRITORY, AREA, AND PROGRESS OF THE POPULATION OF THE UNITED STATES.

THE States which, on the ratification of independence, formed the American Republican Union were thirteen; viz.,

Massachusetts, New Hampshire, Connecticut, Rhode Island, New York, New Jersey, Delaware, Maryland, Pennsylvania, Virginia, North Carolina, South Carolina, and *Georgia.*

The foregoing thirteen states (the whole inhabited territory of which, with the exception of a few small settlements, was confined to the region extending between the Alleghaney mountains and the Atlantic) were those which existed at the period when they became an acknowledged separate and independent federal sovereign power. The thirteen stripes of the standard or flag of the United States, continue to represent the original number. The stars have multiplied to twenty-six, according as the number of states have increased.

The territory of the thirteen original States of the Union, including Maine and Vermont, comprehended a superficies of 371,124 English square miles; that of the whole United Kingdom of Great Britain and Ireland, 120,354; that of France, including Corsica, 214,910; that of the Austrian Empire, including Hungary and all the Imperial States, 257,540 English square miles.

The present superficies of the twenty-six constitutional states of the Anglo-American Union, and the district of Columbia, and territories of Florida, include 1,029,025 square miles; to which, if we add the north-west, or Wisconsin territory, east of the Mississippi, and bound by Lake Superior on the north, and Michigan on the east, and occupying at least 100,000 square miles, and then add the great western region, not yet well defined territories, but, at the most limited calculation, comprehending 700,000 square miles; the whole, unbroken in its vast length and breadth by foreign nations, comprehends a portion of the earth's surface equal to 1,729,025 English, or 1,296,770 geographical square miles.

The thirteen New States were admitted when their population as territories increased first to 400,000, and from 1832 until 1840, to 47,700 in the following

order and periods, taking their number after the thirteen original states already enumerated.

Fourteenth, Vermont, admitted in 1791, with only one legislative assembly, and the executive lodged in a governor—both elected annually.

Fifteenth, Kentucky, admitted in 1792, with a house of representatives elected annually, and a governor and senate for four years—votes in this state are given openly, and not by ballot.

Sixteenth, Tennessee, admitted in 1796 with a governor, senate, and house of representatives, all elected every two years.

Seventeen, Ohio, in 1803, with a governor and senate, elected every two years, and a house of representatives annually.

Eighteenth, Louisiana, which was purchased in 1803, for 15,000,000 dollars, from France, was admitted as a state into the union in 1812. The governor and senate are elected for four, and the representatives for two years; the purchase of this country from France gave legal, as well as actual possession of all the countries watered by the Mississippi, and Missouri, as well as of a vast sea-coast along the Gulf of Mexico, to the United States; it might have been easily conquered, but it was far cheaper, exclusive of the justice, to have purchased the possession.

Nineteenth, Indiana, admitted in 1816, has its administration vested in a governor and senate, elected every three years, and a house of representatives annually.

Twenty, Mississippi, was admitted as an independent state in 1817, with a governor, elected for two years, a senate, elected one-third annually for three years, and an annually elected house of representatives.

Twenty-first, Illinois, admitted into the Union in 1818, has a governor and senate, elected every four, and a house of representatives every two years.

Twenty-second, Alabama, admitted in 1819, has a governor, elected for two years, and a senate and house of representatives. The latter and one-third of the senators are elected annually.

Twenty-third, Maine, admitted in 1820, elects its governor, council, and representatives annually by ballot.

Twenty-fourth, Missouri, which forms part of the territory purchased from France, was admitted into the Union in 1821. The governor and senate are elected to serve four, and the representatives for two years.

Twenty-fifth, Michigan, framed its constitution in May, 1835, and elected its governor and legislature in October following. The population amounted, by the census taken during the end of 1834, to 85,856, but from the unprecedented flow of emigration, arising from speculation in its fertile lands, the population

during the summer of 1839, exceeded 200,000. In 1810, the whole white population was under 5000. In 1820, they increased to 8896. In 1830, to 31,067. Such is the amazing progress of the far west.

Twenty-sixth, Arkansas, adopted a constitution in 1836, and has been since then admitted into the union. All elections are *vivâ voce.* The governor to hold office for four years, the senate to be elected for the same period, and the representatives for two years. The population of Arkansas amounted in 1810 to 1062. In 1820, to 14,273. In 1830, to 30,388. In 1835, to 58,134.

Besides the twenty-six states, which send representatives in number according to their population, to congress, there are the local governments of,

First, The district of Columbia, under the immediate administration of the congress, being set apart distinctly as a sort of common ground in which Washington, the capital of the republic and the seat of the supreme court, is situated.

Secondly, The territory of Florida ceded by Spain in 1821 to the United States; its government is vested in a governor and council.

Fourthly, Wisconsin territory, which previously was in its civil government under Michigan, but, in consequence of a population of 30,000 having suddenly flowed into it, an act of congress, passed in 1836, erected it into a territorial government, with a governor, who is also a superintendent of Indian affairs, a secretary, a chief-justice, and two assistant-justices. The position of this territory, and its soil and natural productions, leave no doubt that in less than five years it will have a population which will entitle it to claim admission as a representative state into the federal union.

The extension of settlements by the population of the United States does not, however, confine itself to the vast regions we have enumerated. In December, 1835, a meeting of ninety persons, chiefly Americans, assembled at Bahia, or Goliad, in Texas, and made a declaration of its independence. In March following forty-four delegates, three of whom only were Mexicans, or natives of the country, assembled at a place named Washington, and formally declared the state a republican government, independent of Mexico. Since that period the Mexicans have on every occasion been repulsed, and even their president, Santa Anna, was made prisoner; but afterwards released.

The vast territory of Texas, extending between Louisiana and the river Bravo del Niorte, occupies 301,000 square miles, or 192,000,000 acres of the most fertile regions in America, watered by numerous rivers, and its soil and climate adapted to the culture of cotton, rice, sugar-cane, indigo, tobacco, and all the productions of warm and hot countries. Here oak and other valuable and durable timber abounds. Its independence, as a sovereign republic, has been acknowledged by France, Holland, and England.

The statistics of the old provinces were obscure and uncertain at the com-

mencement of the revolution: but the population at that time could not have amounted to more than 2,500,000. After the peace, a census of the population has been taken every ten years.

In 1790 the number of inhabitants in the old states amounted to 3,929,326, including 629,697 slaves, and also the population of Vermont, which had increased to 85,530; and that of Kentucky, into which emigration rushed with rapidity from the New England states, amounting to 173,677. The slave population were distributed as follows:—158 in New Hampshire; 16 in Vermont; 948 in Rhode Island; 2764 in Connecticut; 21,324 in New York; 11,423 in New Jersey; 8887 in Delaware; 3737 in Pennsylvania; 103,036 in Maryland; 292,627 in Virginia; 100,572 in North Carolina; 107,094 in South Carolina; 29,264 in Georgia; 12,430 in Kentucky; and 3417 in different territories. Total slaves in 1790,—629,697.

In 1800 the population increased to 5,319,762, including 896,849 slaves.

In 1810 the census gave 6,048,539 free, and 1,191,364 slaves. Total, 7,239,903.

In 1820 the number of freemen were 8,100,108, and of slaves 1,538,118. Total, 9,638,166.

In 1830, the returns gave 10,857,177 free, and 2,009,043 slaves. Total 12,866,020 inhabitants.

By this census it appears that *Vermont*, with 280,622 free inhabitants, was the only state or district without a slave. *Massachusetts* had one registered slave, 610,477 free. *Maine*, 2 slaves, 399,953 free. *Indiana*, 3 slaves, 343,025 free. *New Hampshire*, 3 slaves, 269,325 free. *Ohio*, 6 slaves, 937,897 free. *Rhode Island*, 17 slaves, 97,181 free. *Michigan*, 32 slaves, 31,607 free. *Illinois*, 747 slaves, 156,698 free. *New Jersey*, 2254 slaves, 318,569 free. *Delaware*, 3292 slaves, 73,456 free. *Arkansas*, 4576 slaves, 25,812 free. District of *Columbia* (the territory of the capital of the land of freedom), 6119 slaves, 33,715 free. Territory of *Florida*, 15,501 slaves, 19,229 free. *Missouri*, 25,091 slaves, 115,364 free. *Mississippi*, 65,659 slaves, 70,962 free. *Maryland*, 102,994 slaves, 344,046 free. *Louisiana*, 109,588 slaves, 106,151 free. *Alabama*, 117,549 slaves, 191,978 free. *Tennessee*, 141,603 slaves, 540,301 free. *Kentucky*, 165,213 slaves, 522,704 free. *Georgia*, 217,531 slaves, 299,292 free. *North Carolina*, 245,601 slaves, 492,386 free. *South Carolina*, 315,401 slaves, 265,784 free. And *Virginia*, 469,757 slaves, 741,648 free. Thus it appears that there were, in 1830, of the whole population, nearly one-fifth slaves.

By the census of 1840, the total number of the population was 17,068,666, consisting of 7,249,266 free males, and 6,939,842 free females. Total free, 14,189,108, and of 186,467, free coloured males, and 199,778 free coloured females. Total free coloured, 386,245: of 1,246,408 male slaves, and 1,240,805 female slaves. Total slaves, 2,487,213.

In *Maine, Massachusetts, Vermont,* and *Michigan,* there were no slaves; in *New Hampshire,* 1 female slave; in *Rhode Island,* 5 male slaves; in *Connecticut* 17 female slaves; in *New York,* 4 slaves; in *Ohio,* 3 slaves; in *Indiana,* 3 slaves; in *New Jersey,* 674 slaves; in *Pennsylvania,* 64 slaves; in *Delaware,* 2505 slaves; in *Maryland,* 89,495 slaves; in *Virginia,* 449,187 slaves; in *North Carolina,* 245,317 slaves; in *South Carolina,* 327,038 slaves; in *Georgia,* 280,944 slaves; in *Alabama,* 253,530 slaves; in *Mississippi,* 195,211 slaves; in *Louisiana,* 167,822 slaves; in *Tennessee,* 183,058 slaves; in *Kentucky,* 182,258 slaves; in *Illinois,* 271 slaves; in *Missouri,* 58,240 slaves; in *Arkansas,* 19,953 slaves; in *Florida* territory, 25,713 slaves; in *Wisconsin* territory, 11 slaves; in *Iowa* territory, 16 slaves; in the district of *Colombia,* 4696 slaves.

The decennial increase per cent of the population has been as follows: viz., in the ten years ending 1800, 35·01 per cent; 1810, 36·45 per cent; 1820, 33·35 per cent; 1830, 33·26 per cent; 1840, 32·67 per cent. The total population of 1845, which will include an increase of nearly six years, may be estimated at about 20,000,000.

In 1850, if the population of the United States shall have increased, as is probable, in the same ratio as during the ten years ending 1840, the total number will be about 22,500,000, of which number the slaves will amount probably to not more than *three* millions; as no slaves are imported, and as the slave population has not increased in the same ratio as the free. The numbers of male and female slaves at present are about equal.

TABLE I.—Showing the Population by Census of 1830 and 1840—the numerical increase and the ratio per cent increase in Ten Years, in each State and Territory.

STATES.	Total population in 1830.	Total population in 1840.	Numerical increase since 1830.	Ratio per ct. increase in ten years.	STATES.	Total population in 1830.	Total population in 1840.	Numerical increase since 1830.	Rate per ct. increase in ten years.
Maine	399,455	501,793	102,338	25.619	Tennessee	681,904	829,210	147,306	21.602
N. Hampshire	269,328	284,574	15,246	5.660	Kentucky	687,917	779,828	91,911	13.361
Massachusetts	610,408	737,699	127,291	20.853	Ohio	637,903	1,519,467	581,564	62.006
R. Island	97,199	108,830	11,631	11.966	Indiana	343,031	685,866	342,835	99.942
Connecticut	297,675	309,978	12,303	4 133	Illinois	157,445	476,183	318,738	202.444
Vermont	280,652	291,948	11,296	4.025	Missouri	140,455	383,702	243,247	173 184
N. York	1,918,608	2,428,921	510,313	26 598	Michigan	31,639	212,267	180,628	570.900
N. Jersey	320,823	373,306	52,483	16.397	Arkansas	30,388	97,574	67,186	221.093
Pennsylvania	1,348,233	1,724,033	375,800	27.874	Florida	34,730	54,477	19,747	56.858
Delaware	76,748	78,085	1,337	1.742	D. of Columbia	39,834	43,712	3,878	9 735
Maryland	447,040	469,232	22,192	4.964	Wisconsin	....	30,945	30,945	
Virginia	1,211,405	1,239,797	28,392	2.344	Iowa	....	43,112	43,112	
N. Carolina	737,987	753,419	15,432	2.092					
S. Carolina	581,185	594,398	13,213	2.273		12,860,702	17,062,566	4,201,864	32,672
Georgia	616,823	691,392	174,569	33.777					
Alabama,	309,527	590,756	281,229	90.857	Navy	5,318	6,100	782	14,700
Mississippi	136,621	375,651	239,030	174.958					
Louisiana	215,739	352,411	136,672	63.350	Total	12,866,020	17,068,666	4,202,646	32.664

TABLE II.—Showing the Sectional Increase.

N. E. STATES.	1830	1840	Numerical Increase.	Increase per ct. in 10 years.
Maine	399,455	501,793	102,338	25.619
N. Hampshire	269,328	284,574	15,246	5.660
Massachusetts	610,408	737,699	127,291	20.053
R. Island	97,199	160,830	11,631	11.966
Connecticut	297,675	309,978	12,303	4.133
Vermont	280,652	291,948	11,296	4.025
	1,954,717	2,234,822	280,105	14.329
MIDDLE STATES.				
N. York	1,918,608	2,428,921	510,313	26.598
N. Jersey	320,823	373,306	52,483	16.357
Pennsylvania	1,348,233	1,724,033	375,800	27.873
Delaware	76,748	78,085	1,337	1.742
	3,664,412	4,604,345	939,933	25.650
SOUTHERN STATES.				
Maryland	447,040	469,232	22,192	4.964
Virginia	1,211,405	1,239,797	28,342	2.344
N. Carolina	737,987	753,419	15,432	2.092
S. Carolina	581,185	594,398	13,213	2.273
Georgia	516,823	691,392	174,569	33.777
Alabama	309,527	590,756	281,229	90.857
Mississippi	136,621	375,651	239,030	174.958
Louisiana	215,739	352,411	136,672	63.350
D. of Columbia	39,834	43,712	3,878	9.735
Florida	34,730	54,477	19,747	56.858
	4,230,891	5,165,245	934,354	22.264

WESTERN STATES.	1830	1840	Numerical Increase.	Increase per ct. in 10 years.
Ohio	937,903	1,519,467	581,564	62.006
Kentucky	687,917	779,828	91,911	13.361
Tennessee	681,904	829,210	147,306	21.602
Indiana	343,031	685,866	342,835	99.942
Illinois	157,445	476,183	318,738	202.444
Michigan	31,639	212,267	180,628	570 900
Missouri	140,455	383,702	243,247	173.184
Arkansas	30,388	97,574	67,186	221.093
Wisconsin	..	30,945	30,945	..
Iowa	..	43,112	43,112	..
	3,010,682	5,058,154	2,047,472	68.006
SLAVE-HOLDING STATES.				
Maryland	447,040	469,232	22,192	4.964
Virginia	1,211,405	1,239,797	28,392	2.344
N. Carolina	737,987	753,419	15.432	2.092
S. Carolina	581,185	594,398	13,213	2.273
Georgia	516,823	691,392	174,569	33.777
Alabama	309,527	590,756	281,229	90.857
Mississippi	136,621	375,651	239,030	174.958
Louisiana	215,739	352,411	136 672	63.350
Tennessee	681,904	829,210	147,306	21.602
Kentucky	687,917	779,828	91,911	13.361
Missouri	140,455	383,702	243,247	173.184
Arkansas	30,388	97,574	67,186	221.093
Florida	34,730	54,477	19,747	56.858
D. of Columbia	39,834	43,712	3,878	9.734
	5,771,555	7,255,559	1,484,004	25.712

TABLE III.—Population of the principal Cities.

COUNTRIES.	1790	1800	1810	1820	1830	1840
New York	33,131	60,489	96,373	123,706	203,007	312,710
Philadelphia*	42,520	70,287	96,664	108,116	167,118	258,037
Baltimore*	13,503	26,614	46,555	62,738	80,625	134,379
New Orleans	....	....	17,242	27,176	46,310	102,193
Boston	18,038	24,927	32,250	43,298	61,392	93,383
Cincinnati	....	750	2,540	9,644	24,831	46,338
Brooklyn	....	3,298	4,402	7,175	12,642	36,233
Albany	3,498	5,349	9,356	12,630	24,238	33,721
Charleston	16,359	18,712	24,711	24,480	30,289	29,261
Washington	....	3,210	8,208	13,247	18,827	23,364
Providence	....	7,614	10,071	11,767	16,832	23,171
Louisville	....	....	1,357	4,012	10,352	21,210
Pittsburg	....	1,565	4,768	7,248	12,542	21,115
Lowell	....	....	....	....	6,474	20,796
Rochester	....	....	....	1,502	9,269	20,191
Richmond	....	5,537	9,735	12,046	16,060	20,153
Troy	....	....	3,885	5,264	11,401	19,334
Buffalo	....	....	1,508	2,095	8,653	18,213
Newark	....	....	....	6,507	10,953	17,290
St. Louis	....	....	....	4,598	5,852	16,469
Portland	....	3,677	7,169	8,581	12,601	15,218
Salem	7,921	9,457	12,613	12,731	13,886	15,082

* Including the County.

TABLE IV.—Population of the States and Territories of the United States, in 1840, exhibiting the general Aggregate Amount of each description of Persons, as compiled from the Official Returns of the Marshals of the several States and Territories, as received at the State Department, under the Act for taking the Sixth Census.

WHITE PERSONS.—MALES.

NAME OF STATE, &c.	Under 5.	5 and under 10.	10 and under 15.	15 and under 20.	20 and under 30.	30 and under 40.	40 and under 50.	50 and under 60.	60 and under 70.	70 and under 80.	80 and under 90.	90 and under 100.	100 and upwards.	TOTAL.
Maine	40,532	35,671	31,691	27,740	42,266	29,864	19,948	12,551	7,408	4,152	1,041	120	5	252,989
New Hampshire	18,435	17,300	16,929	15,663	22,170	16,781	12,915	8,690	5,485	3,147	1,084	103	2	139,004
Massachusetts	47,313	40,296	37,671	37,069	76,285	52,283	30,161	19,270	11,432	6,473	1,914	195	17	360,679
Rhode Island	7,1[illegible]	5,947	5,669	5,659	9,878	6,798	4,452	2,799	1,570	862	287	20	..	51,362
Connecticut	19,021	17,4[illegible]0	17,270	16,718	26,097	19,056	13,355	9,121	5,727	3,381	1,034	92	8	148,300
Vermont	21,786	19,069	17,551	16,999	23,006	17,596	12,817	7,982	5,454	3,137	884	84	13	146,378
New York	187,730	158,107	139,752	130,094	230,981	158,194	97,542	54,975	30,869	14,694	3,984	379	56	1,207,357
New Jersey	28,827	32,809	21,951	19,308	31,002	21,5[illegible]3	13,9[illegible]9	8,526	4,887	2,459	660	67	7	177,055
Pennsylvania	149,480	117,351	101,522	89,825	152,624	99,421	64,366	37,933	20,268	9,224	2,453	240	63	844,770
Delaware	4,939	3,957	3,581	3,104	5,722	3,549	2,117	1,270	682	268	61	5	4	29,259
Maryland	26,921	20,573	18,351	16,218	30, 28	20,732	12,626	7,258	3,899	1,533	417	61	16	158,636
Virginia	69,308	53,485	45,822	3[illegible],263	63,465	41,141	27,165	16,670	9,673	4,[illegible]8	1,241	196	26	371,223
North Carolina	46,413	37,911	31,473	21,819	38,756	21,254	16,799	10,432	6,365	2,830	741	125	29	240,047
South Carolina	24,828	19,360	16,621	13,719	22,489	13,774	9,132	5,615	3,059	1,418	409	50	22	130,496
Georgia	43,759	33,899	27,136	20,89[illegible]	34,696	22,1[illegible]6	13,886	7,023	4,240	1,641	455	8[illegible]	19	210,534
Alabama	36,614	28,215	22,819	16,222	31,455	19,340	11,783	6,024	2,886	997	273	47	20	176,692
Mississippi	19,511	14,164	11,475	8,662	20,084	11,995	6,001	3,289	1,430	466	130	14	4	97,256
Louisiana	13,835	10,736	7,848	7,218	20,795	16,304	7,940	3,309	1,206	410	102	26	18	89 747
Tennessee	67,182	53,821	44,489	34,218	51,112	31,323	19,369	12,755	7,140	3,039	855	109	22	325,434
Kentucky	59,290	46,242	39,190	32,611	53,265	32,206	19,958	11,809	6,639	2 092	860	130	31	305,323
Ohio	141,582	115,832	96,697	81,431	138,755	85 944	54,992	30,298	18 182	6,778	1,617	200	52	775,360
Indiana	70,468	57,457	46,129	36,599	60,602	37,565	21,678	13,78[illegible]	6,195	2,258	551	68	14	352,773
Illinois	48,363	37,278	31,062	24,876	52,580	31,428	15,809	8,755	3,660	1,119	257	35	13	255,235
Missouri	34,597	26,054	21,222	16,784	33,772	20,508	11,384	5,620	2,439	814	183	28	5	173,470
Arkansas	8,607	6,331	5,077	3,863	8,532	5,129	2,751	1,194	523	162	35	4	3	42,211
Michigan	19,181	16,054	12,839	10,887	22,759	16,0[illegible]5	8,276	4,412	1,903	623	88	12	3	113,395
Florida territory	2,455	1,917	1,520	1,305	4,388	2,801	1,193	530	220	73	20	3	1	16,456
Wisconsin ditto	2,627	1,793	1,303	1,314	6,328	3,318	1,191	554	201	55	10	2	1	18,757
Iowa ditto	4,380	3,138	2,176	2,179	6,207	3,310	1,512	698	272	73	12	..	..	24,256
District of Columbia	2,354	1,755	1,764	1,728	2 891	1,953	1,201	724	312	115	21	2	2	14,822
Total	1,270,790	1,024,072	879,499	756,022	1,322,110	866,431	536,568	314,505	174,226	80,851	21,679	2507	476	7,249,266

WHITE PERSONS.—FEMALES.

NAME OF STATE, &c.	Under 5.	5 and under 10.	10 and under 15.	15 and under 20.	20 and under 30.	30 and under 40.	40 and under 50.	50 and under 60.	60 and under 70.	70 and under 80.	80 and under 90.	90 and under 100.	100 and upwards.	TOTAL.
Maine	38,185	34,458	30,044	27,940	42,165	29,046	20,024	12,304	7,703	4,122	1,274	174	10	247,449
New Hampshire	17,959	16,694	15,689	15,457	24,679	18,269	11,183	9,824	6,702	4,000	1,388	181	8	145,032
Massachusetts	45,313	40,115	36,832	40,360	74,750	49,324	33,109	22,684	14,645	8,387	2,955	375	2	368,351
Rhode Island	6,504	5,812	5,710	6,030	10,833	7,138	4,891	3,430	2,176	1,196	444	59	2	54,225
Connecticut	18,253	16,889	15,964	16,478	27,120	20,110	14,863	10,792	7,220	4,274	1,436	153	4	153,556
Vermont	20,379	18,877	16,677	15,714	24,225	18,163	12,807	8,612	5,423	2,875	951	100	7	144,840
New York	180,769	154,525	134,977	137,414	227,137	143,882	90,163	53,496	30,190	14,281	4,152	522	25	1,171,533
New Jersey	27,505	23,161	20,362	19,701	31,514	20,530	14,009	8,841	5,253	2,769	803	82	3	174,533
Pennsylvania	141,786	115,570	97,972	96,692	153,803	92,864	60,838	37,9[illegible]5	21,007	9,783	2,725	316	24	831,345
Delaware	4,751	3,859	3,404	3,337	5,707	3,469	2,173	1,341	837	320	92	9	3	29,302
Maryland	25,680	19,978	17,560	18,349	31,021	19,343	12,477	7,859	4,376	1,801	534	95	8	159,801
Virginia	65,286	52,264	43,996	42,475	65,797	40,082	26,928	16,865	9,586	4,468	1,256	202	40	369,745
North Carolina	43,637	35,221	29,646	26,965	43,132	25,906	18,114	11,374	6,754	2,943	962	150	19	244,823
South Carolina	23,639	18,741	15,822	14,691	22,392	13,471	9,145	5,551	3,168	1,443	430	74	21	128,588
Georgia	40,579	32,080	25,993	22,395	31,705	19,693	12,300	6,795	3,679	1,485	443	79	25	197,161
Alabama	33,917	26,804	21,786	17,911	25,574	15,152	9,184	4,647	2,407	847	205	45	14	158,493
Mississippi	18,235	13,328	10,919	8,911	14,464	7,847	4,284	2,250	1,075	381	96	22	6	81,818
Louisiana	13,[illegible]18	10,395	7,760	7,947	13,602	7,907	4,099	1,967	891	323	81	19	1	68,710
Tennessee	62,684	51,013	42,327	35,965	51,907	30,597	19,198	11,535	6,465	2,617	732	126	27	315,193
Kentucky	55,419	44,022	37,298	33,207	47,970	28,608	18,050	10,907	6,029	2,525	735	137	23	284,930
Ohio	137,725	110,949	91,294	84,872	127,730	75,799	48,588	28,037	14,636	5,592	1,345	173	22	726,762
Indiana	66,397	53,805	42,890	36,904	55,176	32,708	19,967	10,759	5,035	1,780	436	59	9	325,925
Illinois	44,775	34,913	28,496	24,078	38,[illegible]23	22,676	12,712	6,514	2,941	866	184	39	2	217,019
Missouri	32,600	24,321	19,679	16,952	26,330	14,889	8,580	4,259	2,019	634	131	21	3	150,418
Arkansas	8,108	5,853	4,869	3,911	5,881	3,417	1,715	805	357	113	30	3	1	34,963
Michigan	18,401	15,989	11,798	10,819	18,706	11,864	6,109	3,394	1,441	451	80	11	2	98,165
Florida territory	2,241	1,761	1,448	1,322	2,220	1,219	704	354	156	49	10	2	1	11,487
Wisconsin ditto	2,528	1,692	1,289	1,200	2,713	1,423	612	360	128	37	7	2	1	11,992
Iowa ditto	4,082	2,962	2,188	2,064	3,789	1,865	979	494	187	51	6	..	1	18,668
District of Columbia	2,294	1,771	1,899	2,077	3,030	2,026	1,338	705	413	149	41	1	1	15,835
Total	1,203,349	986,921	836,588	792,168	1,253,395	779,007	502,143	304,810	173,299	80,562	23,064	3231	315	6,039,842

NAME OF STATE, &c.	FREE COLOURED PERSONS.—MALES.							FREE COLOURED PERSONS.—FEMALES.						
	Under 10.	10 and under 24.	24 and under 36.	36 and under 55.	55 and under 100.	100 and upwards.	TOTAL.	Under 10.	10 and under 24.	24 and under 36.	36 and under 55.	55 and under 100.	100 and upwards.	TOTAL.
Maine	149	231	135	137	67	1	720	147	195	128	109	54	2	635
New Hampshire	57	68	42	48	33	..	248	50	66	54	61	56	2	289
Massachusetts	908	1,119	1,444	871	306	6	4,654	899	1,058	868	771	417	2	4,014
Rhode Island	355	388	319	242	109	..	1 413	318	489	425	360	232	1	1,825
Connecticut	935	1,165	710	746	331	4	3,891	967	1,238	860	715	433	1	4,214
Vermont	91	99	74	60	38	2	364	76	106	65	76	43	..	366
New York	6,008	6,370	5,711	4,221	1,476	23	23,809	6,032	6,951	6,809	4,454	1,928	44	26,218
New Jersey	3,019	3,429	1,978	1,639	711	4	10,780	2,834	3,106	2,079	1,485	748	12	10,264
Pennsylvania	6,245	6,192	5,182	3,697	1,400	36	22,752	6,264	7,426	6,071	3,806	1,505	30	25,102
Delaware	2,740	2,679	1,392	1,163	645	7	8,626	2,618	2,457	1,415	1,127	662	14	8,293
Maryland	9,460	7,727	4,772	4,670	2,494	50	29,173	9,134	8,626	6,686	5,423	2,902	76	32,847
Virginia	7,958	7,105	3,898	3,135	1,652	20	20,094	7,899	7,616	4,871	3,556	2,046	36	26,024
North Carolina	3,962	3,593	1,665	1,255	734	18	11,227	3,704	3,475	2,043	1,454	801	28	11,505
South Carolina	1,403	1,105	677	405	262	12	3,864	1,392	1,272	858	545	338	7	4,412
Georgia	427	375	232	195	137	8	1,374	375	381	229	192	178	24	1,379
Alabama	301	296	170	152	107	4	1,030	271	313	188	124	104	9	1,009
Mississippi	228	168	125	114	76	4	718	181	151	133	122	59	5	651
Louisiana	4,015	3,207	2,014	1,581	683	26	11.526	4,163	3,679	2,971	2,164	986	13	13,976
Tenessee	973	772	372	379	294	6	2,796	881	742	445	367	285	8	2,728
Kentucky	1,018	786	534	754	629	10	3,761	936	800	536	680	593	11	3,556
Ohio	2,560	2,688	1,719	1,175	579	19	8,740	2,630	2,784	1,640	1,053	487	8	8,602
Indiana	1,258	1,119	620	497	229	8	3,731	1,112	1,100	592	413	215	2	3,434
Illinois	548	568	377	265	117	1	1,876	536	570	311	201	102	2	1,722
Missouri	193	195	266	154	74	1	883	152	159	152	133	89	6	691
Arkansas	77	56	62	34	16	3	248	67	60	35	32	21	2	217
Michigan	93	103	119	62	16	..	393	80	98	76	46	13	1	314
Florida territory	108	125	87	49	29	..	398	108	123	78	75	35	..	419
Wisconsin ditto	16	32	28	19	6	..	101	21	27	20	12	4	..	84
Iowa ditto	20	31	22	14	6	..	93	14	39	8	16	2	..	79
District of Columbia	1,168	948	562	525	237	13	3,453	1,208	1,455	1,027	813	390	15	4,908
Total	56,323	52,799	35,308	28,258	13,493	286	186,467	55,069	56,562	41,673	30,385	15,728	361	199,778

NAME OF STATE, &c.	SLAVES.—MALES.							SLAVES.—FEMALES.						
	Under 10.	10 and under 24.	24 and under 36.	36 and under 55.	55 and under 100.	100 and upwards.	TOTAL.	Under 10.	10 and under 24.	24 and under 36.	36 and under 55.	55 and under 100.	100 and upwards.	TOTAL.
Maine	....	....	....	....	..	..	....	....	1	....	....	..	..	1
New Hampshire														
Massachusetts														
Rhode Island	....	....	....	....	1	..	1	....	....	....	1	3	..	4
Connecticut	....	....	....	5	3	..	8	....	....	....	1	8	..	9
Vermont														
New York	....	....	....	....	..	..	....	1	2	....	....	1	..	4
New Jersey	1	1	7	137	157	..	303	....	4	7	168	190	2	371
Pennsylvania	12	20	....	....	3	..	35	8	8	....	1	11	1	29
Delaware	442	676	170	53	30	..	1,371	375	551	194	76	37	1	1,234
Maryland	14,996	15,440	7,725	5,218	2,522	58	45,959	14 551	14,383	7,537	4,732	2,297	36	43,536
Virginia	76,847	68,751	40,194	30,380	12,398	91	228,861	75,703	65,814	38,372	27,781	12,636	120	220,326
North Carolina	44,854	38,419	19 636	14,053	6,512	72	123,546	44,190	37,910	20,292	13,374	6,421	84	122,271
South Carolina	52,642	46,147	30,373	20,751	8 650	125	158,678	54,527	48,251	34,589	22 403	8,506	84	168.360
Georgia	48,933	43,630	24,953	16,319	5,374	126	139,335	48,445	44,348	27,557	16,265	4,922	72	141,609
Alabama	43,767	41,293	25,812	12,802	3,626	60	127,360	43,663	40,818	26,491	12,023	3,130	47	126,172
Mississippi	31,736	31 564	22,008	10,120	2,537	38	98,003	31,972	32,358	21,670	9,019	2,162	27	97,208
Louisiana	22,703	23,572	24,717	12,699	2,769	69	86,529	23,158	24,804	22,373	9,441	2,114	33	81,293
Tennessee	34,115	30,883	15,068	8,665	2,717	29	91,477	33,705	30,856	15,635	9,021	2,832	33	91,582
Kentucky	32,531	31,627	15,095	9,054	2,657	40	91,004	32,713	30,818	15,058	9,645	2,998	22	91,254
Ohio	....	....	1	1	..	..	2	....	1	....	....	..	..	1
Indiana	....	....	....	1	..	..	1	....	2	....	....	..	..	2
Illinois	53	63	30	15	6	1	168	53	59	20	24	7	..	163
Missouri	10,873	10,718	4,269	2,320	536	17	28,742	10,479	10,926	4,887	2,558	644	4	29,498
Arkansas	3,450	3,514	2,069	890	182	14	10,119	3,302	3,558	1,930	849	174	3	9,816
Michigan														
Florida territory	4,044	4,070	2,907	1,496	512	9	13,038	3,992	4,120	2,673	1,446	440	8	12,679
Wisconsin ditto	1	3	....	....	..	..	4	2	1	1	2	1	..	7
Iowa ditto	1	3	1	1	..	..	6	1	5	3	1	..	..	10
District of Columbia	598	747	338	275	96	4	2,058	630	977	498	370	158	3	2,636
Total	422,599	391,131	235,373	145,264	51,288	753	1,246,408	421,470	390,075	239,787	139,201	49,692	580	1,240,805

POPULATION OF CITIES AND TOWNS, ARRANGED BY PROFESSOR TUCKER.

The proportion between the rural and town population of a country, is an important fact in its interior economy and condition. "It determines, in a great degree, its capacity for manufactures, the extent of its commerce, and the amount of its wealth. The growth of cities commonly marks the progress of intelligence and the arts, measures the sum of social enjoyment, and always implies increased mental activity, which is sometimes healthy and useful, sometimes distempered and pernicious. If these congregations of men diminish some of the comforts of life, they augment others: if they are less favourable to health than the country, they also provide better defences against disease, and better means of cure. From causes both physical and moral, they are less favourable to the multiplication of the species. In the eyes of the moralist, cities afford a wider field both for virtue and vice; and they are more prone to innovation, whether for good or evil. The love of civil liberty is, perhaps, both stronger and more constant in the country than the town; and if it is guarded in the cities by a keener vigilance and a more far-sighted jealousy, yet law, order, and security, are also, in them, more exposed to danger, from the greater facility with which intrigue and ambition can there operate on ignorance and want. Whatever may be the good or evil tendencies of populous cities, they are the result to which all countries, that are at once fertile, free, and intelligent, inevitably tend."

The following table shows the population of the towns in the United States, of 10,000 inhabitants and upwards, in 1820, 1830, and 1840; their decennial increase, and the present ratio of the town population, in each state, to its whole population:—

TOWNS.	STATES.	Population of Towns in				Decennial Increase.		Ratio of Town Population, per cent.
		1820	1830	1840		1830	1840	
Portland	Maine	8,581	12,601	....	15,218	63 9	20.8	3.
Boston	Massachusetts	43,298	61,392	93,383		41.8	52.1	
Lowell*	Ditto	....	6,474	20,796		....	221,2	
Salem	Ditto	11,346	13,836	15,082		21.9	9.1	
New Bedford	Ditto	3,947	7,592	12,087		92.3	59.2	
Charlestown	Ditto	6,591	8,783	11,481		33.3	30.7	
Springfield	Ditto	3,914	6,784	10,985		73.3	61.9	22.2
					163,817	....		
Providence	Rhode Island	11,767	16,833	....	23,171	43.1	37.7	21.3
New Haven	Connecticut	7,147	10,180	....	12,960	42.4	27.3	4.18
New York	New York	123,706	202,589	312,710		63.8	44.7	
Brooklyn	Ditto	7,175	15,396	36,233		114.6	135.3	
Albany	Ditto	12,630	24,238	33,721		91.9	39.1	
Rochester	Ditto	1,767	9,207	20,191		421.	119.	
Troy	Ditto	5,264	11,405	19,334		116.6	69.6	
Buffalo	Ditto	2,095	8,668	18,213		313.7	110.	
Utica	Ditto	2,972	10,183	12,782		242.6	25.5	18,6
					453,184			
Newark	New Jersey	6,507	10,953	....	17,290	68.3	57.8	4.6
Philadelphia	Pennsylvania	119,325	161,427	205,580		36.1	25.6	
Pittsburg and Allegheney	Ditto	10,000	18,000	31,204		80.	73.3	13.7
					237,054			
Baltimore	Maryland	63,738	80,625	....	102,313	28.5	26.8	21.7
Richmond	Virginia	12,067	16,060	20,153		33.1	25.5	
Petersburg	Ditto	6,690	8,322	11,136		20.6	33.8	
Norfolk	Ditto	8,478	9,816	10,920		18.4	11.2	3.4
					42,209			
Charleston	South Carolina	24,780	†30,289	....	29,261	22.2	....	4.9
Savannah	Georgia	7,523	†7,423	....	11,214	....	51.	1.8
Mobile	Alabama	1,500	3,194	....	12,672	112.9	296.7	2.1
New Orleans	Louisiana	27,178	46,082	....	102,193	68.6	121.7	29.
Louisville	Kentucky	4,012	10,196	....	21,210	154.	108.	2.7
St. Louis	Missouri	4,123	6,694	....	16,469	62.4	146.	4.3
Cincinnati	Ohio	9,642	24,831	....	46,338	157.5	86.6	3.
Washington	District of Columbia	13,247	18,227	....	23,364	40 8	28.2	
31 Towns.	16 States.	570,010	878,300	....	1,329,937	54.	51.3	7.79

* Lowell had no existence before 1822.
† The decline of population here indicated, was the effect of very destructive years.

It appears, from the preceding table, that the population in all the towns of the United States, containing 10,000 inhabitants and upwards, is something more than one-thirteenth

($\frac{10}{128}$) of the whole number; that ten of the states, whose united population exceeds 4,000,000, have, as yet, no town of that rank; and that, in the other sixteen states, the ratio of their town population to their whole population, varies from something less than one-third, to less than a sixteenth part. It further appears, that the increase of those towns has been nearly the same, from 1830 to 1840, as from 1820 to 1830; and that, in both decennial periods, it exceeds that of the whole population, nearly as 50 to 32.

By extending our estimate of this description of the population to towns of a lower rank, we may not only better compare the different states in this particular, but, perhaps, also better draw the line between the town and country population. Congregations of a much smaller number than 10,000, whether their dwelling-place be called a city, town, or village, have the chief characteristics which distinguish the main part of the inhabitants of cities, as to their habits, manners, and character. Though these characteristics are but partially found in towns and villages of not more that 2000 inhabitants, yet, as the census has, in many of the states, numbered these among the "principal towns," we will extend our estimate to them, and endeavour to supply its omissions, in other states, by a reference to the best geographical authorities:—

TABLE of all the Towns in the United States containing between 10,000 and 2000 Inhabitants, according to the Census of 1840.

MAINE. Towns.	Pop.
Bangor	8,627
Thomaston	6,227
Augusta	5,314
Bath	5,141
Gardenier	5,042
Hallowell	4,654
Saco	4,498
Brunswick	4,259
Belfast	4,186
Westbrook	4,116
Frankfort	3,603
Minot	3,550
Prospect	3,492
Poland	3,360
York	3,111
Bucksport	3,015
Camden	3,005
Gorham	3,001
Waterville	2,971
Vassalborough	2,952
Calais	2,934
Eastport	2,876
North Yarmouth	2,824
Kennebunk	2,768
Buxton	2,688
Freeport	2,662
Biddeford	2,574
South Berwick	2,314
Ellsworth	2,263
Total	107,937

NEW HAMPSHIRE.	
Portsmouth	7,887
Dover	6,458
Nashua	6,054
Concord	4,897
Somersworth	3,283
Meredith	3,351
Manchester	3,235
Exeter	2,925
Haverhill	2,784
Hanover	2,613
Keene	2,610
Hopkinton	2,455
Rochester	2,431
Goffstown	2,376
Peterborough	2,163
Total	55,459

VERMONT.	
Burlington	4,271
Montpelier	3,725
Bennington	3,429
Woodstock	3,315
Middlebury	3,162
Windsor	2,744
Rutland	2,708
St. Alban's	2,702
Brattleboro'	2,624
Rockingham	2,330
Total	31,010

MASSACHUSETTS.	
Lynn	9,367
Roxbury	9,089
Nantucket	9,012
Cambridge	8,409
Taunton	7,645
Worcester	7,497
Newburyport	7,161
Fall River	6,738
Gloucester	6,350
Marblehead	5,575
Plymouth	5,281
Andover	5,207
Middleborough	5,085
Danvers	5,020
Dorchester	4,875
Beverley	4,689
Haverhill	4,336
Barnstable	4,301
Dartmouth	4,135
Fairhaven	3,951
Scituate	3,886
Rochester	3,864
Northampton	3,750
Weymouth	3,738
Sandwich	3,719
Adams	3,703
West Springfield	3,626
Attleborough	3,585
Hingham	3,564
Westfield	3,526
Mendon	3,524
Quincy	3,486
Newton	3,351
Dedham	3,290
Abingdon	3,214
Randolph	3,213
Farmingham	3,030
Ipswich	3,000
Woburn	2,993
Salisbury	2,739
Falmouth	2,589
Yarmouth	2,554
Amherst	2,550
Malden	2,514
Waltham	2,504
Medford	2,478
Amesbury	2,471
Chelsea	2,390
Methuen	2,251
Bradford	2,222
Braintree	2,168
Stoughton	2,142
Provincetown	2,122
Easton	2,074
Total	225,553

RHODE ISLAND.	
Smithfield	9,534
Newport	8,333
Warwick	6,726
North Providence	4,207
Scituate	4,090
Bristol	3,490
Tiverton	3,183
Warren	2,437
Total	42,000

CONNECTICUT.	
Hartford	9,468
New London	5,519
Danbury	4,504
Norwich	4,200
Litchfield	4,038
New Milford	3,974
Greenwich	3,921
Stonington	3,898
Norwalk	3,863
Wethersfield	3,824
Killingly	3,685
Waterbury	3,668
Fairfield	3,654
East Windsor	3,600
Thompson	3,535
Middleton	3,511
Stamford	3,516
Saybrook	3,417
Berlin	3,411
Windham	3,382
Bridgeport	3,294
Newton	3,189
Glastonbury	3,077
Woodstock	3,053
Groton	2,963
Derby	2,851
Ridgefield	2,474
Milford	2,455
Plainfield	2,383
Mansfield	2,276
Plymouth	2,205
Total	112,808

NEW YORK.	
Poughkeepsie*	8,000
Schenectady	6,784
Hudson	5,672
Syracuse	5,111
Auburn	5,000
Ithaca	5,000
Lockport	5,000
Newburgh	5,000
Oswego	5,000
Watertown	3,500
West Troy	3,000
Geneva	3,000
Lansingburgh	3,000
Seneca Falls	3000
Williamsburgh	3,000
Waterloo	2,750
Catskill	2,500
Elmira	2,500
Salina	2,500
Ogdensburgh	2,200
Rome	2,200
Binghamton	2,000
Black Rock	2,000
Canandaigua	2,000
Kingston	2,000
Total	92,217

NEW JERSEY.	
Paterson	7,596
Elizabeth Borough	4.184
Trenton	4,035
Burlington	3,434
Camden	3,371
Orange	3,264
Jersey City	3,072
Princeton	3,055
Belville	2,466
Total	34,477

PENNSYLVANIA.	
Lancaster	8,417
Reading	8,410
Harrisburg	5,980
Easton	4,865
York	4,779
Carlisle	4,351

* The number assigned to this "village" is taken from an enumeration about the time of the census.

(*continued*)

Towns.	Pop.
Pottsville	4,345
Erie	3,412
Chambersburg	3,229
Norristown	2,939
West Chester	2,152
Washington	2,062
Lewistown	2,058
Total	56,999
DELAWARE.	
Wilmington	8,367
Dover	3,700
Newcastle	2,737
Total	14,894
MARYLAND.	
Fredericktown	7,179
Hagerstown	5,132
Annapolis	2,792
Cumberland	2,428
Total	17,531
DIST. OF COLUM.	
Alexandria	8,459
Georgetown	7,312
Total	15,771
VIRGINIA.	
Wheeling	7,885
Portsmouth	6,477
Lynchburg	6,395
Fredericksburg	3,974
Winchester	3,454
Total	28,185
NORTH CAROLINA.	
Wilmington	4,744
Fayetteville	4,285
Newbern	3,690
Raleigh	2,444
Total	15,163
SOUTH CAROLINA.	
Columbia	4,340
GEORGIA.	
Augusta	6,403
Macon	3,927
Columbus	3,114
Milledgeville	2,095
Total	15,539
ALABAMA.	
Montgomery	2,179
Tuscaloosa*	2,000
Total	4,179
MISSISSIPPI.	
Natchez	4,800
Vicksburg	3,104
Total	7,904
LOUISIANA.	
Lafayette	3,207
Baton Rouge	2,269
Total	5,476
TENNESSEE.	
Nashville	6,929
Knoxville†	3,500
Total	10,429
KENTUCKY.	
Lexington	6,997
Maysville	2,741
Covington	2,026
Frankfort‡	2,000
Total	13,764
OHIO.	
Cleveland	6,071
Dayton	6,067
Columbus	6,048
Zanesville	4,766
Steubenville	4,247
Chilicothe	3,977
Lancaster	3,272
Newark	2,705
Mount Vernon	2,362
Circleville	2,329
Springfield	2,062
Total	43,906
INDIANA.	
New Albany	4,226
Madison	3,798
Indianapolis	2,692
Richmond	2,070
Total	12,786
ILLINOIS.	
Chicago	4,470
Springfield	2,579
Alton	2,340
Quincy	2,319
Total	11,708
MICHIGAN.	
Detroit	9,102
FLORIDA.	
St. Augustine	2,453
Total of inhabitants in towns of between 10,000 and 2,000 each	991,590

* This town, the seat of government in Alabama, had a population of but 1949 when the census was taken.
† The population of this town is not given in the census.
‡ This town, the seat of government in Kentucky, had a population of but 1917 when the census was taken.

TABLE of the aggregate Town Population in each State, and of its ratio to the whole Population of the State.

STATES, &c.	Population of Towns. Of 10,000 inhabitants and upwards.	Population of Towns. Between 10,000 & 2,000 inhabitants.	TOTAL.	Ratio to whole Population.
Maine	15,218	107,937	123,155	24.5
New Hampshire	....	55,459	55,459	19.4
Vermont	....	31,010	31,010	10.6
Massachusetts	163,817	225,553	389,370	52.7
Rhode Island	23,171	42,000	65,171	60.4
Connecticut	12,960	112,808	125,768	37.9
New England States	215,166	574,767	789,933	35.3
New York	453,184	92,217	545,401	22.4
New Jersey	17,290	34,477	51,767	13.8
Pennsylvania	237,054	56,999	294,053	17.3
Delaware	....	14,894	14,894	19.
Maryland	102,313	17,531	119,844	25.5
District of Columbia	23,364	15,771	39,135	
Middle States	833,205	231,889	1,065,094	20.8
Virginia	42,209	28,185	70,394	5.6
North Carolina	....	15,163	15,163	2.
South Carolina	29,261	4,340	33,601	5.6
Georgia	11,214	15,539	26,753	3.8
Florida	....	2,453	2,453	4.5
Southern States	82,684	65,680	148,364	4.4
Alabama	12,672	4,179	16,851	2.8
Mississippi	....	7,904	7,904	2.1
Louisiana	102,193	5,476	107,669	30.5
Arkansas				
Tennessee	....	10,429	10,429	1.2
South-western States	114,865	27,988	142,853	6.6
Missouri	16,469	....	16,469	4.3
Kentucky	21,210	13,764	34,974	4.5
Ohio	46,338	43,906	90,244	5.9
Indiana	....	12,786	12,786	1.8
Illinois	....	11,708	11,708	2.4
Michigan	....	9,102	9,102	4.3
North-western States	84,017	91,266	175,283	4.2
Total	1,329,937	991,590	2,321,527	13.6

By thus extending our estimate to all the "principal towns" mentioned in the census, we find that the number is increased from 31 towns to 250, and that the proportion of town population is augmented from about a thirteenth to near a seventh, with a yet greater disparity among the states than was shown as to the towns of more than 10,000 inhabitants. But this state of facts is, in part, fallacious. It involves an important error, resulting from the application of the term "towns," in New England, to those subdivisions of a country, which are generally called "townships" or "parishes;" and whose whole population in New England, though the greater part is essentially rural, has, by reason of this inconvenient provincialism, been returned by the census as town population. For the want of adequate means of separating the inhabitants of the town or village, from those of the township, (which moreover would, from the irregular dispersion of the buildings, be not always easy to those on the spot,) the census has been implicitly followed as to these "principal towns" in New England; though, from the proportion of their inhabitants who are agricultural, it seems probable that more than half their population should be deducted from the town population here estimated.

In New York, where the same provincialism extensively prevails, the census has erred in an opposite way, by noticing in the northern part of the state none but incorporated cities; and thus busy and compactly built towns, here called "villages," of 5000 inhabitants and upwards, have been omitted in one-half the state, while, in the other, much smaller towns, and even townships, have been occasionally noticed; though in neither district has it descended to towns of but 2000 inhabitants. To supply these omissions, the estimate made of the town population of New York, in "William's Register," for 1837, has been adopted. At the time of taking the last census, they probably contained, on an average, from 10 to 15 per cent more inhabitants than are here assigned to them; and some ten or twelve other towns or villages, which had not then reached 2000 inhabitants, such as Batavia, Brockport, Little Falls, and a few others, are likely now to exceed that number. The town population, therefore, of New York may be from 25,000 to 30,000 more than it is here estimated.

Similar omissions of small towns may have also occurred in other states, which we have not the same means of correcting. They, altogether, cannot equal the omissions in New York.

If these errors were corrected, the three more southern New England states would still have the largest proportion of town population of any of the states. The circumstances which determine this proportion in a state, are the density of its population, the extent of its commerce, and that of its manufactures. It is mainly owing to the first cause that all the New England and the middle states have a greater town population than the other divisions. It is from their extensive commerce that Maryland and Louisiana exceed the neighbouring states in the same way, and that Massachusetts exceeds the rest of New England. It is to the want both of commerce and manufactures that Indiana, Tennessee, and North Carolina, have so few and such small towns. It is, indeed, from their exclusive pursuit of agriculture, in the slaveholding states, as well as their difference in density, that the number of their town inhabitants, with the exception of Delaware, Maryland, and Louisiana, rarely exceeds a twentieth, and will not average more than a thirtieth of their whole population. If the proportion in the whole United States could be correctly ascertained, by the correction of the errors adverted to, it would probably be found that those who live in towns and villages containing at least 2000 inhabitants, are not much more nor much less than one-eighth of the entire number.

The effect of railroads, and of transportation by steam generally, is to stimulate the growth of towns, and especially of large towns. It is, therefore, likely that our principal cities will, at the next census, show as large a proportional increase as they have experienced in the last decennial period."

THE Population of each State and Territory, as exhibited by Six Enumerations in Fifty Years, with its Decennial Rate of Increase during the same period.

	POPULATION.						DECENNIAL INCREASE.				
	1790	1800	1810	1820	1830	1840	1800	1810	1820	1830	1840
Maine	96,540	151,719	228,705	298,335	399,455	501,793	57.1	50.7	30.4	34.–	25.7
New Hampshire	141,899	183,762	214,360	244,161	269,328	284,574	29.5	16.6	13.8	10.3	5.7
Vermont	85,416	154,465	217,713	235,764	280,652	291,948	80.6	41.–	8 2	19.–	4.–
Massachusetts	378,717	423,245	472,040	523,287	610,408	737,699	11.6	11.6	10.9	16.6	20.9
Rhode Island	69,110	69,122	77,031	83,059	97,199	108,830	0.4	11.2	8.–	17.–	11 9
Connecticut	238,141	251,002	262,042	275,202	297,675	309,978	5.4	4.3	5.1	8.1	3.9
	1,009,823	1,233,315	1,471,891	1,659,808	1,954,717	2,234,822	21.1	19.3	12.8	17.8	14.3
New York	340,120	586,756	959,049	1,372,812	1,918,608	2,428,921	72.3	63.6	43.1	39.7	22.8
New Jersey	184,139	211,949	245,555	277,575	320,823	373,306	14.6	16.3	13.–	15.5	16.4
Pennsylvania	434,373	602,365	810,091	1,049,458	1,348,233	1,724,033	38.6	34 4	29.5	28.5	27 9
Delaware	59,096	64,273	72,674	72,749	76,748	78,085	8.7	13.–	0.1	5.5	1.7
Maryland	319,728	341,548	380,546	407,350	447,040	470,019	9 3	8.8	7.–	9.7	5 1
District of Columbia	..	14,093	24,023	33,039	39,834	43,712	..	61.1	37.7	20.5	9.7
	1,337,456	1,820,984	2,491,938	3,212,983	4,151,286	5,118,076	36.2	36.8	28.9	29.2	23.3
Virginia	748,308	880,200	974,622	1,065,379	1,211,405	1,239,797	18.5	9.9	9.3	13.7	2·4
North Carolina	393,751	478,103	555,500	638,829	737,987	753,419	21.3	16 2	15 3	15.5	2.1
South Carolina	249,073	345,591	415,115	502,471	581,185	594,398	38.7	20.1	18.1	15.6	2.3
Georgia	82,548	162,110	252,433	340,987	516,823	691,392	79 –	55.1	35 1	51.6	33.8
Florida	..	..	..	..	34,730	54,477	..	..	..	..	47.–
	1,473,680	1,865,995	2,197,670	2 547,936	3,082,130	3,333,483	26.0	17 8	15.9	21.–	8.2
Alabama	..	..	..	144,317	309,527	590,756	..	..	..	142.–	90.9
Mississippi	..	8,850	40,352	75,448	136,621	375,651	..	356.–	87.–	81.–	175.–
Louisiana	..	..	76,556	153,407	215,739	352,411	..	..	100.4	40.6	61.6
Arkansas	..	..	..	14,273	30,388	97,574	..	..	..	112 8	221.1
Tennessee	35,791	105,602	261,727	422,813	681,904	829,210	200	47.8	61.5	61.3	21.6
	35,791	114,452	378,635	810,258	1,374,179	2,245,602	219.8	230.8	114.–	69.6	63.4
Missouri	..	..	20,845	66,586	140,455	383,702	..	..	219.5	102.9	173. 2
Kentucky	73,077	220,955	406,511	564,317	687,917	779,828	200	83.9	38.8	21.9	13. 4
Ohio	..	45,365	230,760	581,434	937,903	1,519,467	..	408.7	151.9	61.3	62.–
Indiana	..	4,875	24,520	147,178	343,031	685,866	..	402.9	400.2	133.–	99.9
Illinois	..	..	12,282	55,211	157,445	476,183	..	..	349.5	185.1	202.4
Michigan	..	..	4,762	8,896	31,639	212,267	..	..	86.1	255.6	555.6
Wisconsin	..	..	..	..	..	30,945	..	..	..	..	..
Iowa	..	..	..	..	..	43,112	..	..	..	..	..
	73,077	271,195	699,680	1,423,622	2,298,390	4,131,370	271 1	158	104.4	61.5	79.7
	3,929,827	5,305,925	7,239,814	9,638,131	12,866,020	17,069,453	35.02	36 45	33 35	33 26	33.67

The states and territories naturally arrange themselves into five divisions, which are separated not only by their geographical position, but also, with few exceptions, in their modes of industry and commercial intercourse.

DIVISIONS.	Increased Population, from August 1st, 1790, in				
	10 Years.	20 Years.	30 Years.	40 Years.*	50 Years.*
1. The New England States	122.4	145.8	164.4	193.6	221.3
2. The Middle States, with District of Columbia	136.2	186.3	240.2	310 4	382.7
3. The Southern States, with the Territory of Florida	126.6	149.1	172.9	209.1	226.1
4. The South-western States	319.8	1,058.	2,261.	3,839.	6,174.
5. The North-western States, with the Territories of Wisconsin and Iowa	371.6	857.5	1,948.	3,145.	5,654.
Total of the United States	135.	184.2	245.3	327.4	434 5

* By the change of the day of taking the census from the 1st of August to the 1st of June, the periods referred to in the two last columns want two months of the terms mentioned.

The great disparity exhibited in the preceding table between the ratio of increase in the three first divisions, which comprise the thirteen original states, and that of the two western divisions, is chiefly to be attributed to migration, the Atlantic states losing more than they gain by emigrants, and the western states acquiring largely both from foreign and domestic emigration.

DISTRIBUTION of the Population into the Three Classes of Whites, Free Persons of Colour, and Slaves, at each Census; with the Decennial Increase of each Class.

CLASSES.	1790	1800	1810	1820	1830	1840	Decennial Increase per cent in				
							1800	1810	1820	1830	1840
Whites	3,172,464	4,304,489	5,862,004	7,872,711	10,537,373	14,189,555	35.7	36.2	34.3	33.8	34.7
Free Coloured	59,466	108,395	186,446	238,197	319,599	386,348	32.3	72.2	27.7	34.2	20.9
Slaves	697,897	893,041	1,191,364	1,543,688	2,099,043	2,487,355	27.9	83.4	29.6	30.1	23.8
Total free	3,231,930	4,412,884	6,048,450	8,110,908	10,866,972	14,575,903	36.4	37.	34.1	33.7	34.1
Total coloured	757,363	1,001,436	1,377,810	1,781,885	2,328,642	2,873,703	32.2	37.6	29.3	30.6	23.4

The total increase of the three classes in fifty years, has been, of whites, as 100 to 447.3; of free coloured, as 100 to 649.7; of slaves, as 100 to 356.4; of the whole coloured, as 100 to 379.4.

RELATIVE Proportions of the Three Classes, at each Census.

CLASSES.	1790	1800	1810	1820	1830	1840
White	80.7	81.1	81.	81.5	81.9	83.1
Free Coloured	1.5	2.1	2.6	2.5	2.5	2.3
Slaves	17.8	16.8	16.4	16.	15.6	14.6

THE PROPORTION BETWEEN THE SEXES.

NUMBERS of the two Sexes, and the relative Proportion of one to the other, as exhibited by each Census, were as follows:—

CLASSES.	1790		1800		1810		1820		1830		1840	
WHITES.												
Males	1,615,625	AS 100 TO	2,204,421	AS 100 TO	2,987,571	AS 100 TO	4,001.064	AS 100 TO	5,355,133	AS 100 TO	7,249,266	AS 100 TO
Females	1,556,839	96.3	2,100,068	95.3	2,874,433	96.2	3,871,647	96.8	5,171,115	96.6	6,940,161	95.7
FREE COLOURED.												
Males	No discrimination of the sexes in the coloured population at these enumerations.						112,734		153,453		186,467	
Females							125,463	111.3	166,146	108.3	199,778	107.1
SLAVES.												
Males							788,028		1,012,323		1,246,517	
Females							755,660	95.9	996,220	98.4	1,240,938	99.5

It appears by the preceding table, that while both in the white and the slave population, the males always exceed the females, commonly between three and four per cent, in the free coloured portion the females exceed the males from seven to eleven per cent. This diversity is to be ascribed principally to the roving habits of the free class, many of whom take to a seafaring life, and some travel and even settle abroad.

It will be also perceived, that there was, both in 1830 and 1840, a greater preponderance of males on the part of the whites than of the slaves, owing partly to the excess of males, of the white emigrants from Europe, and partly to the diminution of male slaves by running away.

Of the whites, the excess of males was the greatest in 1800; being to the females as 100 to 95.3. This was probably owing to the great number of French emigrants who thronged to the United States about the close of the last century. A similar flow of emigrants from Europe, between 1830 and 1840, has caused the like excess of white males, that is shown by the last census.

By this it appears that there has been a steady increase in the proportion of females during the last forty years. But the greater disproportion between the sexes, which is shown by the two first enumerations, than that which appears in the three last, seems to

require explanation. Perhaps it is to be found in the interruption given to navigation from 1806 to 1815, by which the number of boys formerly going to sea, or on board fishing vessels and coasters, being diminished, augmented the proportion of males.

The proportion of males to females in the different races, under the two last enumerations, were:—

	In 1830.	In 1840.
The white males under 10, were to the females, as 100 to	95.3	95.4
The free coloured males	97.2	97.4
The slaves	98.4	99.7

If we suppose that the excess of boys over girls, among the emigrants from Europe, is gradually decreasing in its relative influence, that would apply only to the whites. The only solution that occurs, as applicable to both races, is, that those occupations by which the lives and health of boys are more exposed than are those of girls, have been slightly but gradually increasing; and it may be remarked, that the excess of males under ten is less, in the New England states, which are most maritime, than in the southern and western states, which are least so.

It deserves notice, that in the slave population, although the females, between fourteen and twenty-six, in the fourth census, approach to or exceed the males, yet after twenty-four, the preponderance of the males is restored. In the fifth census, too, of the slaves between twenty-four and thirty-six, the females slightly exceed the males, but with all those at both the earlier and later periods of life, the males exceed the females; from which it would appear that the diversity in their respectiv eemployments, which takes place in the vigour of manhood, abridges life with males more than with females; but that in subsequent periods the chance of life is in favour of the male sex. According to the sixth census, the two sexes approach to equality in the slaves between ten and twenty-four, but at all other ages the males exceed the females.

INCREASE OF POPULATION FROM EUROPE TO AMERICA.

Emigration from the old world to the new, from which nearly the whole present population of the United States is directly or remotely derived, still continues.

"This tide of European emigration ceases to be an object of wonder, when it is recollected that labour and skill are more than twice as well rewarded in the United States as in Europe; that capital receives nearly twice the profits; and, above all, that land can be here purchased in absolute property at a smaller cost than would there be its annual rent. In addition to these strong inducements, which apply to nearly all Europeans, the British and Irish emigrants find here the language, laws, usages, and manners to which they have been accustomed. They, therefore, constitute the larger part of the emigrants from Europe to the United States. Next to these, the Germans are the most numerous; for they, too, with the recommendations of cheap land and high-priced labour, meet in many of the states thousands whose language* and manners are the same as those they have left behind. From the time that the first German settlers came to this country, in 1682, under the auspices of William Penn, there has been a steady influx of emigrants from Germany, principally to the middle states, and, of late years, to the west.

"The coloured part of the population, which also owes its origin exclusively† to the old continent, has, since 1808, received no accessions from abroad; but is, on the contrary, constantly losing by emigration a part of what it gains by natural increase.

"It is obvious, that if the number of persons thus migrating to and from the United States could be ascertained, the census, periodically taken, would enable us to determine

* As early as 1739, a journal, in the German language, was established at Germantown, in Pennsylvania. From that time to the present, the number of German newspapers has continued to increase in that state.

† The number of Indians, or descendants of Indians, comprehended in the decennial enumerations of the people of the United States, is too small to deserve to be regarded as an exception. It certainly would not amount to a thousandth, perhaps not to a ten-thousandth, part of the whole population.

the precise rate of our natural multiplication. But such certainty is, as yet, unattainable. Of the coloured race, we have no means of knowing the loss sustained, either from the free portion who settle abroad, or from runaway slaves; and our estimates of the whites who migrated hither before 1819, were purely conjectural. In that year, indeed, an act of congress required accounts to be taken by the collectors at the seaports of all passengers who arrived from abroad, distinguishing foreigners from citizens, and to be returned to the office of the secretary of state. But even this regulation has not afforded the desired certainty, for, besides that the returns are defective, a part of the British emigrants who arrive at New York, take that route to Canada, in preference to a voyage up the St. Lawrence; whilst, on the other hand, a part of those who pass directly from Great Britain or Ireland into Canada, migrate thence by land into the United States; and the numbers of neither portion have we any means of ascertaining. With these sources of uncertainty, our estimates of the amount of emigration to and from the United States, with all the collateral aid to be derived from the census, can be considered only as approximations to the truth.

"Let us first estimate, from such data as we possess, the number of white persons who have migrated to the United States from 1790 to 1840.

"In the twenty years between the census of 1790 and that of 1810, Dr. Seybert supposes the number of foreign emigrants to the United States to be 120,000, averaging 6000 per annum. From 1810 to 1820, I have been able to procure no data, except Dr. Seybert's estimate for the year 1817, founded on the records of the custom-houses at the principal seaports; according to which estimate, the number of passengers who arrived in the United States that year, was 22,840. He supposes that the number, in any preceding year, did not amount to 10,000, except, perhaps, in 1794. In three of the years of this decennial term, that is, during the war with Great Britain, migration to this country was almost totally suspended. If, then, we suppose that in the three years from 1818 to 1820, both inclusive, the number of passengers was the same as in 1817, and if we deduct from the whole number 2840 (1840 for the American citizens, that being about the proportion at that time,) we shall have 84,000 for the number of foreign emigrants to the United States for those four years. If we further suppose that in the remaining six years the number was 30,000,* we shall have 114,000 for the whole number of white emigrants from 1810 to 1820.

"From 1820 to 1830, when the collectors of the customs were required to report to the state department the number of foreigners who had arrived in their respective ports by sea, we might have expected entire accuracy; but these reports are so much at variance with other documents entitled to respect, and are confessedly so defective, that they cannot be relied on. Thus, to give an example, the number of emigrants who left the United Kingdom in 1829 for the United States, was, according to the British official returns, 15,678; yet the whole number of foreign emigrants from all parts of the world, reported to the state department in the same year, was but 15,285, there being, besides less important omissions, that of New York for the third quarter. Again, the number of foreign emigrants returned to the state department for 1830, is but 9466, though 30,224 landed in New York alone, in that year, for the whole of which the proper officer had failed to make any return. In consequence of these and like instances of failure of duty, the number of foreign emigrants returned to the state department for the six years from 1825 to 1830, both inclusive, was only 87,140; † whilst the number who emigrated from the United Kingdom to the United States for the same six years, according to the official accounts in that country, was 80,522, which allows but 6618 for the number of emigrants from all

* That is, 10,000 per annum for three years, excluding the three years of war. I have not ventured to go beyond 10,000 a year, from respect to Dr. Seybert's opinion; and I could not take a less number, from a regard to the progressive increase of immigration both before and after this period.

† This number is obtained partly by computation, that is, by adding to the official number returned for five and a quarter years, (from the 30th Sept. 1825, to the 31st Dec., 1830,) three-fourths of the number returned for the year 1825. This was necessary, as the annual returns to the state department were, before 1828, closed on the 30th September, and subsequently, at the end of the year.

the other parts of the world, though it is known that these (including the emigrants from the rest of the British dominions) are nearly equal to the number from the United Kingdom.

"The more accurate returns, subsequently made to the state department, furnish us with some data for correcting these errors. By the official returns of British consuls residing in America, the number of emigrants from Great Britain and Ireland to the United States, for the five years from 1833 to 1837, was 163,447; but according to the reports of the collectors here to the state department, the whole number of foreigners who came to to the United States, in the same period, was 324,750, which is very nearly double the number of those who were from Great Britain and Ireland.

"If, then, we suppose that the British accounts were not less accurate in the last period of five years than in the first period of six, (and they were probably more so,) and that the emigrants from other countries to the United States, bore as large a proportion to those from Great Britain and Ireland in the first period as the last, (which there is no reason to question,) then the British returns of emigrants to the United States would be to the whole number from all parts of the world in the ratio of 163,447 to 324,750, unless it were proper to make a deduction from the last number for those British emigrants who took their route to Upper Canada by way of New York.

"To some, this deduction may not seem to be necessary, because they would consider that the number of those who came to the United States from Canada was likely to equal those who went to Canada by the route of New York, and especially during the civil commotions that broke out within the five years in question. Yet, as since 1834 the proportion of British emigrants who take the New York route is said to be "considerable," let us assume, in the absence of all precise data, that as many as one-third of those emigrants who land in New York afterwards proceed to Canada, and see how far the above-mentioned ratio is affected by that proportion.

"The number of British and Irish emigrants who arrived at New York from 1833 to 1837, inclusive, was 152,164; and the number of those who left Canada for the United States, in the years 1834, 1835, 1836, and 1837, was 10,256. Supposing the number, in 1833, to have been in the same proportion, the whole number for five years would be 12,820. With these facts, the whole number of emigrants to the United States would be thus reduced, viz.:—

The total number who arrived in the United States		324,750
British emigrants who left New York for Canada, one-third of 152,164	50,821	
Deduct for those who left Canada for the United States	12,820	
		38,001
		286,749

"On this liberal estimate, then, of the number of British emigrants from New York to Canada, the proportion which the number from the United Kingdom to the United States bears to the whole number from all countries, is as 163,447 to 286,749, or nearly as 4 to 7. Applying, then, this rule to the 80,522 who emigrated from the United Kingdom to the United States, from 1825 to 1830, we have 141,300 for the whole number of immigrants for the same six years. In the remaining four years, from 1821 to 1824, the number of foreign emigrants returned to the state department was 31,158, which we may presume bore the same proportion to the actual number as 87,140 to 141,300, and consequently would be 50,500. This number for the four years, added to 141,300 for the six years, would give us 191,800 for the whole number of immigrants from 1820 to 1830. If we make a lower estimate of the number who proceed from New York to Canada, as probably we ought, and allow something for deficient returns to the state department, we cannot suppose the whole number to be short of 200,000, and I shall accordingly so consider it.

"From 1830 to 1840, we have better materials than in any preceding decennial term, for estimating the number of foreign emigrants to this country. The following is a summary of the returns that have been made to the state department of the number of passengers who arrived in the United States in that period:—

Years.	Americans.	Foreigners.
1831	1,256	15,713
1832	1,155	34,970
1833	1,251	58,262
1834	2,114	64,916
1835	3,320	45,444
1836	4,029	76,923
1837	3,813	79,205
1838	3,964	42,731
1839	4,171	70,494
1840	5,810	86,338
Total	30,883	574,996

It appears, however, that this account, though far more accurate than any preceding it, is not free from errors, some of which are considerable. Thus, the numbers of foreigners in the preceding statement for 1831 and 1832, are set down at 15,713 and 34,970, making together 50,683; whereas the number who arrived in New York alone in those years, was 80,328. If to this number we add one-fourth for the ordinary proportion arriving at other ports, we shall have 107,104, thus showing omissions in those two years amounting to 56,421. The omissions in the subsequent years are believed to be comparatively small. Correcting, then, these errors, the whole number of emigrants who arrived at all the ports in the United States from all parts of the world, between 1830 and 1840, would be 631,417. Allowing the number of those who left New York for Canada to be in the same proportion as before, that is, as 38,000 to 324,750, we have 58,690 for the number of persons thus migrating in the whole ten years. Deducting this number, and 100,000 for the emigration of American citizens to Texas and Canada, from 631,417, we have 472,727 for the whole gain to the white population by immigration in the same period.

"To the number of foreign emigrants in the several decennial terms should be added their probable natural increase during each term. If the number was the same every year of a decennial term, and if the number of females was in the same proportion as in the rest of the population, we might estimate the increase at half its ordinary amount in ten years, or at about 16 per cent.

Emigrants from the United Kingdom to Quebec, in 1834 and 1837.

Years.	Males.	Females.	Children under 14.	Total.
1834	13,565	9,687	7,681	30,933
1837	11,740	6,079	4,082	21,901
Total	25,305	15,766	11,763	52,834

"Thus the females over 14 were about 30 per cent of the whole number. But inasmuch as the females between 16 and 45 constitute but about 19 per cent of the whole population, and as a very small proportion of the female immigrants are over 45, if we make a deduction for the excess, and also for the number between 14 and 16 years of age (which does not exceed $2\frac{1}{2}$ per cent of the whole number), we shall find the proportion of women within the child-bearing ages greater with the emigrant class than with the whole population. Thus:

The proportion of women over 14, was		29.8 per cent.
Deduct the proportion over 45, suppose	2.	
That between 14 and 16	2.5	4.5 „
The proportion between 16 and 45		25.3 „

"After making some deduction for the decrease of this proportion, the number of females under 16 not being sufficient to keep up the number of marriageable women, we should be justified in estimating the average increase of the emigrants for the ten years at 20, instead of 16 per cent.

"Applying these principles, and dividing the supposed number of emigrants in the two first decennial terms (120,000), into 50,000 for the first term, and 70,000 for the second, the number, with their increase at each term, would be as follows:

From 1790 to 1800—number of emigrants	50,000	
Increase, 20 per cent on 40,000	8,000	
		58,000
From 1800 to 1810—number of emigrants	70,000	
Increase, 20 per cent on 60,000	12,000	
		82,000
From 1810 to 1820—number of emigrants	114,000	
Increase, 20 per cent on 97,000	19,400	
		133,400
From 1820 to 1830—number of emigrants	200,000	
Increase, 20 per cent on 157,000	31,400	
		231,400
From 1830 to 1840—number of emigrants	472,727	
Increase, 20 per cent on 336,363	67,273	
		540,000

"Thus, while the whole population had, in 50 years, increased about fourfold, the average annual immigration had increased more than nine-fold in the same time. So great and so disproportionate an increase may seem to some improbable, but the deductions have been made on so liberal a scale that the preceding estimate rather falls short of the truth than exceeds it. The steady extension of our settlements into the western wilderness continues to multiply the opportunities of buying land at prices as low as ever, without being placed more beyond the benefits of civilisation and commerce; and the rapid growth of our cities and manufacturing industry is constantly enlarging the field of employment for tradesmen and artisans. Whilst these circumstances present to the indigent and enterprising foreigner more and more points of attraction, the long peace in Europe seems to have given a proportionate increase to the repellent force that is there felt.

"Of that part of the coloured race who emigrate from the United States, we have no means of estimating the number, except by comparing the rate of increase in the last decennial terms with that of the first term, when there were few emigrants of this description, and when they were probably balanced by the Africans then imported. In making this comparison, it is assumed that the rate of natural increase has continued unchanged, which fact there seems no reason to doubt, at least as to the six-sevenths who are slaves.

"From 1790 to 1800, the increase of the coloured population was 32.2 per cent, which, for the reason mentioned, we consider to indicate the rate of its natural increase in the United States. In the next ten years, from 1800 to 1810, the increase was 37.6 per cent; but in that time the increase was enhanced by the acquisition of Louisiana, and by the increased importation of slaves, both on account of the increased demand for them for the cultivation of cotton and sugar, and because it was known that the further importation of them would cease after 1807. The accessions from these combined causes, beyond what was lost by emigration, was 5.4 per cent on 1,001,436 persons, equal to 54,000. In the following term, from 1810 to 1820, the increase declined to 29.6 per cent, owing principally to the slaves who escaped to the British during the war. From 1820 to 1830, it was 30.7 per cent; and from 1830 to 1840, it sunk to the unprecedented rate of 23.4 per cent.

"These rates of decennial increase since 1810, compared with that between 1790 to 1800, show the loss by emigration, exclusive of their probable increase at each term, as follows:—

				Emigrants.
From 1810 to 1820,	the decrease	(32.2—29.3) is 2.9	per cent =	29,300
„ 1820 to 1830,	„	(32.2—30.7) is 1.5	„ =	20,600
„ 1830 to 1840,	„	(32.2—23.4) is 8.8	„ =	204,900

"From the number in the last decennial term, a considerable deduction should be made for the extraordinary mortality of the slaves sent to Alabama, Mississippi, and Louisiana,

during a part of the term, and, perhaps, their slower rate of increase. The census shows an increase of the slaves in those three states, between 1830 and 1840, of 324,399 on a population of 292,796, which is 230,000 more than the probable natural increase ; and it is known that, during a part of the term, disease made frightful ravages among the negroes brought from other states. The remainder of the 204,900 is to be referred to emigrations to Texas, and to the unusual number both of the free coloured and slaves, who betook themselves to Canada in the ten years preceding 1840.

"In conclusion, we may say that, without attempting a computation in which we must yet further rely on conjecture, the facts here stated are sufficient to satisfy us that, after deducting what the country has lost by emigration, the foreign emigrants and their descendants in fifty years, now add above a million to its population."

TABLE showing the Number of White Females, of White Children under Ten Years of Age, and of Persons to a Square Mile, in Twenty States, in 1800 and 1840 ; the Proportion of Children to Females, at the same periods ; the Increase in the Number of Persons, and the Decrease in the Proportion of Children during the Forty Years; and the Average Decrease in Ten Years.

STATES.	Years.	Females.	Children under 10.	Persons to a sq. mile.	Increase of Persons.	Proportion of Children.	Decrease of Proportion.	Decrease in 10 Years.
Maine	1800	74,069	54,869	5.	11.7	74 *	13 9	3.4
	1840	247,449	148,846	16.7		60.1		
New Hampshire	1800	91,740	60,465	19.9	11.	65.9	17.4	4.3
	1840	145,032	70,387	30.9		48.5		
Vermont	1800	74,580	57,692	15.7	14.	77.3	22.	5.5
	1840	144,840	80,111	29.7		55.3		
Massachusetts	1800	211,299	124,566	48.3	36.	58.9	12.	3.
	1840	368,351	173,037	84.3		46.9		
Rhode Island	1800	33,579	19,466	53.1	30.6	57.9	11.1	2.8
	1840	54,225	25,384	83.7		46.8		
Connecticut	1800	123,528	73,682	49.2	11.5	59.6	12.9	3.2
	1840	153,556	71,783	60.7		46.7		
New York	1800	258,587	195,840	11.9	35.7	75.7	17.6	4 4
	1840	1,171,533	681,091	47.6		58.1		
New Jersey	1800	95,600	67,402	28 2	21.	70.5	11.4	2.8
	1840	174,533	103,302	49.2		59.1		
Pennsylvania	1800	284,627	270,233	12.6	23.9	71.2	8.2	2.
	1840	831,345	524,189	36 5		63.		
Delaware	1800	24,819	15,878	29 2	6.2	63.5	4.5	1.1
	1840	29,302	17,406	35.4		59.4		
Maryland	1800	105,676	69,648	30.6	11.5	65.9	7.5	1.9
	1840	159,400	93,072	42.1		58.4		
Virginia	1800	252,151	179,761	11.7	6.9	71.3	6.3	1.6
	1840	369,745	240,343	18.6		65		
North Carolina	1800	166,116	122,191	9.6	5.6	73 5	7.3	1.8
	1840	244,833	162,282	15 2		66 2		
South Carolina	1800	95,339	72,075	10.8	7.9	75.6	8.3	2.
	1840	128,588	86,566	18.7		67.3		
Georgia	1800	48,298	38,248	2.6	8 6	81.1	4.9	1.2
	1840	197,161	150,317	11.2		76.2		
Mississippi	1800	2,262	1,962	.2	5.9	86.7	7.	1.7
	1840	81,818	65,269	6.1		79.7		
Tennessee	1800	44,529	37,677	2.6	18.	84.6	10.2	2.5
	1840	315,193	234,700	20.6		74.4		
Kentucky	1800	85,915	72,234	5.4	13.8	83.9	12.	3.
	1840	250,664	204,978	19.2		71.9		
Ohio	1800	20,595	18,276	1.1	37.1	88.7	15.4	3.8
	1840	726,762	509,088	38.2		73.3		
Indiana	1800	2,003	1,645	.1	18.7	82 1	6.	1.5
	1840	325,925	248,127	18.8		76.1		

* As the number of females is very nearly one-half of the population, one-half the numbers in this column may be taken as the several proportions of the children to the whole population in each state.

THE following Table gives the same comparative view of the preceding Twenty States, when comprehended under five divisions, viz :—

LOCAL DIVISIONS.	Years.	Females.	Children under Ten.	Persons to a Square Mile.	Increase of Persons.	Proportion of Children.	Decrease of Proportion.	Decrease in Ten Years.
New England States	1800	608,795	386,723	19.2	15.6	63.5	12.4	3.1
	1840	1,113,453	569,348	34.8		51.1		
Middle States	1800	784,068	554,783	15.3	28.3	70.7	15.	3.75
	1840	2,381,948	1,327,362	43.6		55.7		
Southern States	1800	561,904	412,276	8.9	7.	73.	6.8	1.6
	1840	940,317	637,510	15.9		67.8		
South-western States of Mississippi and Tennessee	1800	46,791	38,639	1.3	12.4	77.6	2.1	0.5
	1840	397,011	299,969	13.7		75.5		
North-western States of Kentucky, Ohio, and Indiana	1800	108,513	92,155	2.3	23.2	84.9	11.1	3.8
	1840	1,303,351	962,193	25.5		73.8		

The natural increase of the population is inversely as its density; and this is apparent, whether we compare the increase of the same state at different periods, or the increase of one state or one division with another. Thus, in New England, where, with the exception of Maine, which is comparatively a newly-settled state, the population is most dense, averaging 50 to a square mile, the proportion of children is the smallest, 48.8 per cent of the females ; in the middle states, the population is 43.6 to a square mile, and the proportion of children 55.7 per cent ; in the southern states, the population is 15.7 persons to the square mile, and the proportion of children 67.8 per cent ; in the south-western states, the population is 13.7 persons to the square mile, and the proportion of children 75.5 per cent; and if the north-western states seem to be an exception to the rule, in having a greater proportion of children than the southern states, while they have also a denser population by 9.6 persons to the square mile, it is owing to the extraordinary fertility of those states, whereby 25 persons to the square mile does not indicate so great a relative density as 16 to the square mile in the southern states.

This rule of the rate of natural increase acts so uniformly, that we may perceive the falling off in the rate, not only in 40 years, as we have seen, but also in each decennial term, of which the largest states in the five great divisions may serve as examples ; viz.,

STATES.	Proportion of Children under 10 per cent.				
	1800	1810	1820	1830	1840
Massachusetts	58.9	57.6	53.	48.	46.9
New York	75.7	72.8	67.2	63.2	58.1
Virginia	71.2	69.6	68.	66.4	65.
Tennessee	84.6	82.9	78.8	78.	74.4
Ohio	88.7	83.1	79.	74.2	73.3

What is true in these states will be found true in the others; and there are not more than two or three cases, out of near a hundred, in which the comparison can be made, that the proportion of children, and consequently the rate of increase, is not less at each census than at the census preceding.

When we perceive the causes of the diminution of increase operating so steadily, and so independently of the greater or less facility of procuring subsistence, we are warranted in assuming that the diminution will continue to advance at the same moderate rate it has hitherto done, until all the vacant territory in the United States is settled, after which, another law of diminution and an accelerated rate may be expected to take place.

In conformity with the preceding views, we may conclude that the future increase of the population of the United States will not greatly differ from the following series during the next half century, if immigration continues to advance as it has done ; viz.,

1850.	1860.	1870.	1880.	1890.	1900.
32 p. cent.	31.3 p. cent.	30.5 p. cent.	29.6 p. cent.	28.6 p. cent.	27.5 p. cent.
22,400,000	29,400,000	38,300,000	49,600,000	63,000,000	80,000,000

If, however, immigration were to continue as it is, or have but a moderate increase, the ratios of increase might be thus reduced:—

1850.	1860.	1870.	1880.	1890.	1900.
31.8 p. cent.	30.9 p. cent.	30 p. cent.	29 p. cent.	27.9 p. cent.	26.8 p. cent.
22,000,000	28,800,000	36,500,000	46,500,000	59,800,000	74,000,000

At which time the population will not exceed the average density of from 35 to 40 persons to the square mile, after making ample allowance for the Rocky Mountains and the tract of desert lying at their eastern base.

The preceding estimates suppose a slower rate of increase than has been commonly assumed in our political arithmetic, and, for a part of the time, even by those who have set the lowest limit to our future numbers; but this rate cannot be much augmented without overlooking some of the facts or laws deducible from our past progress, or gratuitously assuming some new and more favourable circumstances in our future progress. The lowest estimate, however, ought to satisfy those whose pride of country most looks to its physical power; for, at the reduced rate of increase supposed, our population would, in a century from this time, or a little more, amount to 200,000,000, and then scarcely exceed the present density of Massachusetts, which is still in a course of vigorous increase. In these estimates, the increase of the coloured population is supposed likely to continue as it has been, or with such small changes as will not materially vary the result.

Though the natural increase of the free coloured class is less than that of the slaves or the whites, yet, by its accessions from emancipation, its actual increase is far greater than that of either of the other two classes, as may be thus seen in the following:

TABLE, showing the Increase of the White and the Coloured Population in the Slaveholding States.

CLASS.	1790	1800	1810	1820	1830	1840	Decennial Increase per cent in				
							1800	1810	1820	1830	1840
Whites	1,271,692	1,702,980	2,208,785	2,842,341	3,660,758	4,631,998	33.9	29.7	28.7	28.8	26.5
Free Coloured	32,635	61,241	88,678	135,294	182,070	211,889	87.7	44.8	52.6	37.7	16.4
Slaves	657,047	1,857,095	1,163,754	1,524,220	1,996,758	2,486,226	30.4	35.8	31.0	31.6	24.5

The increase in the whole 50 years has been as follows:—

Whites,	as 100 to	364.2
Free coloured,	„	649.3
Slaves	„	378.4
Total coloured	„	391.2

THE INCREASE OF THE ATLANTIC AND WESTERN SLAVEHOLDING AND NON-SLAVEHOLDING STATES COMPARED.

The several states and territories have been differently divided, according to circumstances. Sometimes they are classed, as we have seen, under five divisions, as they severally agree in climate, products, and in the prevailing habits and pursuits of their people. Sometimes, again, they are divided into Atlantic and western states; and lastly, into slaveholding and non-slaveholding states.

The following tables show the population, area, number of persons to the square mile, and increase at each enumeration since 1810, of the four divisions, composed of the Atlantic and western states, slaveholding and non-slaveholding:

ATLANTIC STATES.

LOCAL DIVISIONS.	Population in 1810	1820	1830	1840	Area—Square Miles.	Number to a Square Mile.	Increase per cent in 10 yrs.	20 yrs.	30 yrs.
I.—Non-Slaveholding States.									
Maine	228,705	298,335	399,455	501,793	32,000	15.6			
New Hampshire	214,360	244,161	269,328	284,574	9,200	30.9			
Vermont	217,713	235,764	280,652	291,948	9,800	29.8			
Massachusetts	472,040	523,287	610,408	737,699	8,750	86.5			
Rhode Island	77,031	83,059	97,199	108,830	1,300	83.7			
Connecticut	262,042	275,202	297,675	309,978	5,100	60.8			
New York	959,049	1,372,812	1,918,606	2,428,921	49,000	49.5			
New Jersey	245,555	277,575	320,823	373,306	7,500	49.7			
Pennsylvania	810,091	1,049,458	1,348,233	1,724,033	47,500	36.6			
Total	3,486,586	4,359,653	5,542,381	6,761,082	170,150	39.4	22.	55.	94.
II.—Slaveholding States.									
Delaware	72,674	72,749	76,748	78,085	2,200	35.5			
Maryland	380,546	407,350	447,040	470,019	11,150	42.			
District of Columbia	24,023	33,039	39,834	43,712	100	43.7			
Virginia	974,622	1,065,379	1,211,405	1,239,797	66,620	18.6			
North Carolina	555,500	638,829	737,987	753,419	49,500	15.2			
South Carolina	415,115	502,741	581,185	594,398	31,750	18.7			
Georgia	252,433	340,987	516,823	691,392	61,500	11.2			
Florida	....	....	34,730	54,477	55,680	.9			
Total	2,674,913	3,061,074	3,645,752	3,925,299	278,500	14.1	5.3	25.3	43.5

WESTERN STATES.

LOCAL DIVISIONS.	Population in 1810	1820	1830	1840	Area—Square Miles.	Number to a Square Mile.	Increase per cent in 10 yrs.	10 yrs.	10 yrs.
III.—Slaveholding States.									
Louisiana	76,556	153,407	215,739	352,411	49,300	7.1			
Mississippi	40,352	75,448	136,621	375,651	47,680	7.8			
Alabama	....	144,317	309,527	590,756	52,900	11.1			
Arkansas	....	14,273	30,388	97,574	55,000	1.7			
Tennessee	261,727	422,813	681,904	829,210	40,200	20.6			
Missouri	20,845	66,586	140,455	383,702	65,500	5.8			
Kentucky	406,511	564,317	687,917	779,828	40,500	19.2			
Total	805,991	1,441,161	2,202,551	3,409,132	351,080	9.4	54.8	136.	323.
IV.—Non-slaveholding States.									
Ohio	230,760	581,434	937,903	1,519,467	39,750	38.2			
Indiana	24,520	147,178	343,031	685,866	36,500	18.8			
Illinois	12,282	55,211	157,445	476,183	57,000	8 2			
Michigan	4,762	8,896	31,639	212,267	59,700	3.5			
Wisconsin	....	....	....	30,945	95,000	.3			
Iowa	....	....	....	43,112	200,000	.2			
Total	272,324	802,719	1,470,018	2,967,840	488,850	6.	102.	269.	1090.

ATLANTIC AND WESTERN STATES.—SLAVEHOLDING AND NON-SLAVEHOLDING STATES.

							Decennial increase in 1820	1830	1840
Atlantic States	6,161,499	7,420,727	9,188,133	10,686,381	448,650	23.8	20.4	28 8	16.3
Western States	1,078,315	2,243,880	3,672,569	6,376,972	839,930	7.6	108.1	63.7	73.6
Non-slaveholding States	3,758,910	5,162,372	7,012,399	9,728,922	659,000	14.7	37.3	35.8	38.7
Slaveholding States	3,480,904	4,502,235	5,848,303	7,334,431	629,580	11.6	29.3	29.9	25.4

RELIGIOUS DENOMINATIONS.

1. Protestant Episcopal Church.

(From the "Churchman's Almanac.")

DIOCESES.	BISHOPS.	Consecrated.	Clergy.	Place and Time of Meeting of Conventions, 1843.
Maine	....	....	7	2d Wed. in July, Augusta.
New Hampshire	....	....	9	last Wed. in June, Dover.
Massachusetts	Manton Eastburn	1842	52	2d Wed. in June, Boston.
Rhode Island	J. P. K. Henshaw, D.D.	1843	21	2d Tues. in June, Providence.
Vermont	John H. Hopkins, D.D.	1832	26	3d Wed. in Sept.
Connecticut	Th. C. Brownell, D.D.	1819	93	2d Tues. in June.
New York	B. T. Onderdonk, D.D.	1830	202	last Wed. in Sept.
Western New York	W. H. De Lancey, D.D.	1839	101	3d Wed. in Aug.
New Jersey	George W. Doane, D.D.	1832	45	last Wed. in May, Burlington.
Pennsylvania	H. U. Onderdonk, D.D.	1827	102	1st Sat. in May, Philadelphia.
Delaware	Alfred Lee, D.D.	1841	10	1st Sunday in May.
Maryland	W. R. Whittingham, D.D.	1840	87	last Wed. in May, Baltimore.
Virginia	Wm. Meade, D.D.	1829	100	1st Sunday in May.
North Carolina	Levi S. Ives, D.D.	1831	29	4th Wed. in May, Edenton.
South Carolina	Chr. E. Gadsden, D.D.	1840	47	2d Wed. in Feb. Charleston.
Georgia	Stephen Elliott, D.D.	1841	10	1st Thurs. in May, Savannah.
Ohio	C. P. Mc. Ilvaine, D.D.	1832	61	1st Wed. in Sept., Gambier.
Kentucky	Benj. B. Smith, D.D.	1832	19	2d Thurs. in May.
Tennessee	James H. Otey, D.D.	1834	10	2d Tues. in May.
Mississippi			8	1st Wed. in May.
Arkansas			3	
Louisiana	Leonidas Polk, D.D.	1838	7	3d Wed. in Jan., St. Francisville.
Alabama			10	1st Sat. in Feb., Mobile.
Michigan	S. A. Mc. Coskry, D.D.	1836	19	4th Thurs. in May.
Illinois	Philander Chase, D.D.	1819	14	1st Mon. in June, Quincy.
Florida	....	....	6	3d Wed. in Jan.
North-western District:				
Indiana	Jackson Kemper, D.D.	1835	15	4th Thurs. in May.
Wisconsin			9	
Iowa			3	
Missouri			10	
			1135	

2. Roman Catholic Church.

DIOCESES.	COMPRISING	BISHOPS.	Min.
Boston	New England	Benedict Fenwick, D.D.	34
New York	New York and part of New Jersey	John Dubois, D D.; John Hughes, D.D., Coadj.	71
Philadelphia	Penn., and part of New Jersey and Delaware.	F. P. Kenrick, D.D., Coadj.	60
Baltimore	Maryland and District of Columbia	Samuel Eccleston, D.D., Abp.	69
Richmond	Virginia	V. Whelan, D.D.	7
Charleston	N. C., S. C., and Georgia	Richard S. Baker, Admin.	19
Mobile	Alabama and Florida	Michael Portier, D D.	18
New Orleans	Louisiana	Anthony Blanc, D. D.	52
Ntachez	Mississippi	John J. Chanche, D.D.	4
Louisville	Kentucky	Benedict J. Flaget, D.D.; G. J. Chabrat, D.D., Coadj.	50
Nashville	Tennessee	Richard P. Miles, D.D.	7
Cincinnati	Ohio	John B. Purcell, D.D	47
Vincennes	Indiana, and part of Illinois	C. de la Hailandière, D.D.	34
St. Louis	Missouri, Arkansas, &c.	Joseph Rosati, D.D.; Peter R. Kenrick, D.D.	77
Detroit	Michigan, and Wisconsin Territory	Frederic Rézé, D.D.; Peter P. Lefevre, D.D., Coadj.	19
Dubuque	Iowa Territory	Matthias Loras, D.D.	11
			579

Catholics.—The first Catholic bishop in the United States, (John Carroll, D.D., of Baltimore,) was consecrated in 1790. The Catholics increase rapidly, mostly by emigration from Europe. They have now 16 dioceses, 1 archbishop, 15 bishops, 4 coadjutors; and, according to the "Catholic Almanac" for 1843, 575 churches and chapels, 477 stations, 579 clergymen, 22 ecclesiastical seminaries, 18 literary institutions for young men, 32 female religious institutions, 43 female academies, 60 charitable institutions, and 13 periodical publications "devoted to the cause of Catholicity."

Catholic *Ecclesiastical Seminaries* with the number of students, as stated in the

"Catholic Almanac:"—Philadelphia, 33; Baltimore, 20; Emmitsburg, 25; Frederick, 20; Charleston, 9; Parish of Assumption, La., 10; Vincennes, 17; St. Louis, Missouri, 6; Rose Hill, N. Y., 31; Richmond, Va., 13.

3. *Methodist Episcopal Church.*—Bishops—Joshua Soule, Elijah Hedding, James O. Andrew, Beverly Waugh, and Thomas A. Morris.

THE following is a general Recapitulation of the extent of the Church in 1842, as embraced within the various Conferences:—

CONFERENCES.	Whites.	Coloured.	TOTAL.	CONFERENCES.	Whites.	Coloured.	TOTAL.
Troy	26,102	84	26,186	North Carolina	17,698	5,163	22,861
Providence	13,308	93	13,401	Memphis	21,636	3,535	25,171
New Hampshire	20,281	....	20,281	Virginia	25,870	3,777	29,659
New England	15,779	139	15,918	Arkansas	6,657	1,091	10,022
Pittsburgh	43,079	532	43,611	Mississippi	12,394	6,048	18,552
Maine	24,738	....	24,738	Texas	3,202	536	3,738
Black River	16,616	36	16,652	Alabama	25,495	9,373	34,868
Erie	22,777	61	22,838	Georgia	37,354	14,056	51,410
Oneida	26,009	77	26,139	South Carolina	30,795	33,375	64,170
Michigan	13,741	5	13,928	Baltimore	55,773	17,995	73,768
Rock River	11,250	20	11,435	Philadelphia	45,866	10,712	56,578
Genessee	30,641	60	30,701	New Jersey	32,762	769	33,531
North Ohio	27,889	128	28,218	New York	50,291	440	50,661
Kentucky	37,685	8,544	46,229	Liberia Mission	....	836	836
Illinois	30,266	54	30,320				
Ohio	66,493	611	67,104	Total in 1842	936,736	128,410	1,068,525
Missouri	18,356	1,874	20,230	Total in 1841	803,988	107,296	913,901
Holston	35,466	3,805	39,271				
Tennessee	27,840	4,336	32,176	Increase	132,748	21,114	154,624
Indiana	62,697	245	62,942				

In 1842, the number of travelling preachers was 4244; of local preachers, 7621. Total, 11,865.

4. *Lutheran Church.*—It appears from the statistics given in the "Lutheran Almanac," for 1843, that there are in the United States, 1 general synod, 19 district synods, 424 ordained and licensed ministers, 1371 congregations, and 146,300 communicants.

During the year ending July, 1842, there has been an addition of 58 to the ministry, of 9022 to the membership by confirmation, of 17,766 adults and infants by baptism, and of 9000 by immigration. Three new synods have been formed, 88 congregations organised, and 76 churches erected.

5. BAPTISTS.

(From the "Baptist Almanac" for 1843.)

STATES.	Churches.	Ministers.	Baptized since last Report.	Communicants.
Maine	266	218	757	20,882
New Hampshire	105	90	525	9,704
Vermont	138	103	360	11,064
Massachusetts	211	234	1300	26,073
Rhode Island	36	32	313	5,516
Connecticut	99	104	1033	11,788
New York	808	834	7055	85,221
New Jersey	72	85	767	9,199
Pennsylvania	271	213	2266	21,930
Delaware	10	4	1	343
Maryland	30	11	291	1,949
Virginia	497	240	2474	61,015
North Carolina	556	329	1945	30,444
South Carolina	383	229	1808	35,937
Georgia	706	304	879	46,043
Alabama	535	254	1077	25,932
Mississippi	258	150	1454	12,654
*Louisiana	15	9	..	288
Arkansas	46	14	8	860
Tennessee	613	364	724	31,984
Kentucky	603	285	3041	48,148
Ohio	546	331	2641	24,621
Indiana	453	287	1410	19,363
Illinois	359	261	391	11,841
Missouri	301	142	803	10,837
Michigan	182	114	765	8,731
Iowa	14	9	..	382
Wisconsin	34	23	91	1,032
British Provinces	236	125	332	37,744
Total	8383	5398	34,511	611,527

* Seventeen churches, 16 ministers, and 786 members in this State, are included in the Mississippi Association.

6. *The Free-Will Baptist Connexion.*—As it appears from their register for the year 1843, this connexion embraces 95 quarterly meetings, 1057 churches, 714 ordained preachers, 184 licentiates, and 50,688 church members. During the past year, there has been an increase of 8 quarterly meetings, 76 churches, 67 ministers, 12 licentiates, and 3371 church members.

7. *Presbyterians* (*old school*). [From the minutes of the General Assembly.]—There has been an increase of ministers in 1842, amounting to 118, making the whole number 1434; the number of licentiates reported is 183, being 9 less than the number reported last year; the number of candidates is 314, being 85 more than reported last year; the number of churches, 2092, being an increase of 188.

There have been added to the church during the year, upon a profession of faith, 16,354, and the whole actual increase to the church has been 18,519. There have been reported,

Baptisms of adults	4,337
„ of children	10,483
Money collected for religious purposes	147,867 dollars.
Ordinations	51
Installations	72
New churches organised	37

8. *Congregationalists.* [From the "Christian Freeman."] Connecticut.—Churches, 252; pastors, 200; stated supplies, 24; vacant churches, 37; communicants, 35,600; licentiates and ministers without charge, 137.

Vermont.—Churches, 203; pastors, 103; stated supplies, 42; vacant churches, 50 or 60.

Rhode Island.—Churches, 16; pastors, 13; members, 2599.

Maine.—Churches, 200; pastors and stated supplies, 140; members, 18,000.

Massachusetts, not complete.—From 19 out of 24 associations, churches, 303; ministers, 255.

New Hampshire.—No statistics.

Then leaving out New Hampshire and a small part of Massachusetts, there are in New England, congregations, 971; ministers and licentiates, 774.

9. *Universalists.*—The following statistics are published in the Universal Register for 1843.

There are in the United States and territories, 1 general convention, 1 historical society, 13 state conventions, 63 associations, 918 societies, 577 meeting-houses, and 476 preachers.

During the past year, the denomination has gained 1 state convention, 3 associations, 53 societies, 46 meeting-houses, and 48 preachers.

In the state of New York, universalists have 1 state convention, 1 literary institution, 15 associations, 230 societies, 136 meeting-houses, and 133 preachers; showing an increase during the past year, of 12 societies, 15 meeting-houses, and 13 preachers.

10. SUMMARY of the Principal Religious Denominations.

DENOMINATIONS.	Churches.	Ministers.	Members or Communicants.
Protestant Episcopal	....	1,135	*55,427
Roman Catholic	575	579	
Methodist Episcopal	....	11,865	1,068,525
Baptists	8383	5,398	611,527
Free-Will Baptists	1057	714	50,688
Presbyterians (old school)	2092	1,434	
Congregationalists†	971	774	
Lutheran Church	1371	424	146,300
Universalists	918	476	

EDUCATION.—The census of 1840, also, for the first time, embraced the statistics of education. For this purpose, all schools for the instruction of youth were divided into

* In 1841. † Including only a part of New England.

three classes, viz.: 1. Universities or Colleges. 2. Academies and Grammar schools. 3. Primary schools; and the number of each description, together with the number of scholars attending each, in the several states, were given. It also enumerated the scholars educated at the public charge in each state, and the number of white persons over twenty years of age who could not read and write.

TABLE showing the number of Universities or Colleges, of Academies and Grammar Schools, of Primary and Common Schools, in the United States, with the number of Scholars of each description, the number of Scholars at public charge, and the number of White Persons over twenty years of age who cannot read and write, according to the census of 1840.

STATES AND TERRITORIES.	Universities and Colleges.	Students.	Academies and Grammar Schools.	Scholars.	Primary Schools.	Scholars.	Scholars at public charge.	Illiterate.
Maine	4	266	86	8,477	3,385	164,477	60,212	3,241
New Hampshire	2	433	68	5,799	2,127	83,632	7,715	942
Vermont	3	233	46	4,113	2,402	82,817	14,701	2,276
Massachusetts	4	769	251	16,746	3,362	160,257	158,351	4,448
Rhode Island	2	324	52	3,664	434	17,355	10,749	1,614
Connecticut	4	832	127	4,865	1,619	65,739	10,912	526
New England States	19	2,857	630	43,664	13,329	574,277	262,640	13,041
New York	12	1,285	505	34,715	10,592	502,367	27,075	44,452
New Jersey	3	443	66	3,027	1,207	52,583	7,128	6,385
Pennsylvania	20	2,034	290	15,970	4,978	179,989	73,908	33,940
Delaware	1	23	20	764	152	6,924	1,571	4,-32
Maryland	12	813	133	4,289	565	16,851	6,624	11,817
District of Columbia	2	224	26	1,389	29	851	482	1,033
Middle States	50	4,822	1040	60,154	17,514	741,565	116,788	102,459
Virginia	13	1,097	382	11,083	1,561	35,331	9,791	58,787
North Carolina	2	158	141	4,398	632	14,937	124	56,609
South Carolina	1	168	117	4,326	566	12,520	3,524	20,615
Georgia	11	622	176	7,878	601	15,561	1,333	30,717
Florida	..	..	18	732	51	925	14	1,303
Southern States	27	2,045	834	28,417	3,411	79,274	14,786	1.8,031
Alabama	2	152	114	5,018	639	16,243	3,213	22,592
Mississippi	7	454	71	2,553	382	8,236	107	8,360
Louisiana	12	989	52	1,995	179	3,573	1,190	4,861
Arkansas	..	..	8	300	113	2,614	..	6,567
Tennessee	8	492	152	5,539	983	25,090	6,907	58,531
South-western States	29	2,087	397	15,405	2,296	55,756	11,417	100,911
Missouri	6	495	47	1,926	642	16,788	526	19,457
Kentucky	10	1,419	116	4,906	952	24,641	429	40,018
Ohio	18	1,717	73	4,310	5,186	218,609	51,812	35,394
Indiana	4	322	54	2,946	1,521	48,189	6,929	38,100
Illinois	5	311	42	1,967	1,241	34 876	1,683	27,502
Michigan	5	158	12	485	975	29,701	908	2,173
Wisconsin	..	..	2	67	77	1,937	315	1,701
Iowa	..	..	1	25	63	1,500	..	1,118
North-western States	48	4,222	347	16,630	10,657	376,241	62,692	165,463
Total	173	16,233	3248	164,270	47,207	1,845,113	468,323	549,905

TABLE showing the Ratio which the Number of College Students, of Scholars in the Grammar Schools and in the Primary Schools, and the Number of the Illiterate in each State bear to the White Population of such State.

STATES AND TERRITORIES.	Ratio to White Population of Schools in			Ratio to Illiterate.	STATES AND TERRITORIES.	Ratio to White Population of Schools in			Ratio to Illiterate.
	Colleges.	Gram. Schools.	Primary Schools.			Colleges.	Gram. Schools.	Primary Schools.	
	As 1 to	As 1 to	As 1 to	As 1 to		As 1 to	As 1 to	As 1 to	As 1 to
Maine	1883	59.	3.	154.	Florida	....	38.1	30.2	21.4
New Hampshire	656	48.8	3.4	300.					
Vermont	1250	70 8	3.5	128.	Southern States	939	67.5	24.2	11.4
Massachusetts	948	43 5	4.5	164.					
Rhode Island	326	28.8	6.	65.4	Alabama	2205	66.8	20.6	14.8
Connecticut	362	62.6	4.6	574.	Mississippi	394	70.1	21.7	21.4
					Louisiana	160	79.4	44.3	32.6
New England States	774	50.6	3.8	169.6	Arkansas	....	258.	29.6	11.8
					Tennessee	1302	115.	25.5	10.9
New York	1851	68.5	4.7	53.5					
New Jersey	793	116.	6.7	55.	South-western States	666	90.2	24.9	13.7
Pennsylvania	825	105.	9.3	49.4					
Delaware	2546	76.6	8.4	12.1	Missouri	654	168.	19.3	16.6
Maryland	391	74.3	16.9	26 9	Kentucky	416	120.	23.9	14.7
District of Columbia	136	2.2	36.6	29.6	Ohio	874	348.	6.8	42.4
					Indiana	2107	233	14.	17.8
Middle States	998	80.	6.5	47.	Illinois	1518	240.	13.5	17.1
					Michigan	1382	436.	7.1	97.3
Virginia	678	60.9	20 9	12.6	Wisconsin	....	473.	15.9	18.
North Carolina	3662	110.	32.4	8.5	Iowa	....	1717.	28.6	38.4
South Carolina	1542	59.9	20.7	12.5					
Georgia	655	51.7	26.2	13.2	North-western States	912	231.	10.2	23.3
					Total	874	86.37	7.69	25.27

"The preceding table shows that the number of college students amounts to somewhat more than a ninehundredth part of the white population; that the scholars of the academies and grammar schools are ten times as numerous as the college students; that the scholars of the primary schools are near twelve times as numerous as the last; and that the scholars of every description were equal to one-seventh of the white population; and that the relative numbers, distributed in centesimal proportions, were as follows:—

College students	0.8	per cent.
Scholars in grammar schools	8.1	"
" primary schools	91.1	"
	100.	

"If the free coloured be added to the white population, as that class furnishes a proportion of the scholars in the primary schools, the proportion which each description of scholars bears to the free population would be thus reduced; viz., college students, 1 to 8.98; scholars in grammar schools, as 1 to $88.\frac{7}{10}$; scholars in primary schools, as 1 to $7.\frac{9}{10}$; and the scholars of every description, as 1 to $7.\frac{19}{100}$.

"The diversity among the states, as to the proportion of scholars, is principally in those of the primary schools. In the number of college students, no division of the states has greatly above or below the average of 1 to 874 of the white population; and in the scholars of the grammar schools, the north-western states differ widely from the other divisions. But in the primary, or elementary schools, the proportion in New England is nearly double that of the middle states, nearly three times that of the north-western states, and between six and seven times as great as those of the southern and south-western states. The difference as to the number of illiterate, is yet greater. If the other divisions be compared with New England, the number who cannot read and write is three and a half times as great in the middle states; seven times as great in the north-western states; twelve times in the south-western states; and nearly fifteen times in the southern states.

"These diversities are attributable to several causes, but principally to the difference in density of numbers, and in the proportion of town population. In a thinly-peopled country, it is very difficult for a poor man to obtain schooling for his children, either by

his own means, or by any means that the state is likely to provide; but where the population is dense, and especially in towns, it is quite practicable to give to every child the rudiments of education without onerously taxing the community. This is almost literally true in all the New England states and New York, and is said to be the case in the kingdom of Prussia. It is true that, in the north-western states, and particularly those which are exempt from slaves, the number of their elementary schools is much greater than that of the southern or south-western states, although their population is not much more dense; but, besides that, the settlers of those states, who were mostly from New England or New York, brought with them a deep sense of the value and importance of the schools for the people; they were better able to provide such schools, in consequence of their making their settlements, as had been done in their parent states, in townships and villages. We thus see that Michigan, which has but a thin population even in the settled parts of the state, has schools for nearly one-seventh of its population. The wise policy pursued first in New England, and since by the states, settled principally by their emigrants, of laying off their territory into townships, and of selling all the lands of a portion before those of other townships are brought into market, has afforded their first settlers the benefits of social intercourse and of co-operation. In this way, they were at once provided with places of worship, and with schools adapted to their circumstances.

"In some states, the primary schools are supported by a tax, as Massachusetts, Maine, New Hampshire, and Vermont; in others, by a large public fund, as in Connecticut, Virginia, and some others; and others, again, partly by the public treasury, and partly by private contribution, as in New York. In both the last cases, the children are not considered as educated at the public expense, though the difference between them and the first class of cases is essentially the same, so far as regards the public bounty.

"Of the three descriptions of schools, the elementary, by their great number, seem to be far the most deserving of consideration, if we look merely to their direct influence on individuals; but if we regard the political and general effects of each, it is not easy to say which contributes most to the well-being of the community. The primary schools give instruction and improvement to the bulk of the voters, the great reservoir of political power. The grammar schools educate that class whose views and feelings mainly constitute public opinion on all questions of national policy, legislation, and morals, and who thus give political power its particular directions. It is from the least numerous class—the collegiate—that the most efficient legislators, statesmen, and other public functionaries are drawn, as well as those professional men who take care of the health, the rights, and the consciences of men.

"There is an important class of instructors, of which the census takes no separate notice: that is the ministers of religion, who, once a week or oftener, besides performing the rites of worship, each according to the modes of his sect, indoctrinate large congregations in articles of faith, and inculcate man's religious and moral duties. The number of ministers of every denomination was computed to exceed 20,000, at the taking of the last census, and the deeply-interesting character of the topics on which they treat gives to this class of teachers a most powerful influence over the minds of men; but fortunately it is so divided by the mutual counteractions of rival sects, that it can no longer upheave the foundations of civil society, or seriously affect the public peace; yet the influence of the ministers over their respective followers is rather enhanced than diminished by the rivalry of different sects, and the more as they are all improving in information and oratorical talent. They now bear away the palm of eloquence, both from the bar and the deliberative assemblies. If this vast moral power spends its force yet oftener on speculative subtilties, than on awakening emotion or influencing conduct; if it aims, in a word, more to teach men what to think, than how to feel or to act, this circumstance affords, perhaps, as much matter of congratulation as regret, when we recollect how easy the pure, mild, and healthy influence which religion might exert, and which we sometimes see it exert, could be converted into bitter intolerance and the excesses of wild fanaticism.

"There is yet another source of popular instruction—the periodical press—which is noticed by the census as a branch of manufacturing industry, and which is exclusively occupied, not only with worldly affairs, but with the events of the passing hour. It keeps every part of the country informed of all that has occurred in every other, that is likely to touch

men's interests or their sympathies—volcanoes, earthquakes, tempests, conflagrations, and explosions. Nor, in attending to the vast, does it overlook the minute. No form of human suffering escapes its notice, from the miseries of war, pestilence, and famine, to the failure of a merchant, or the loss of a pocket-book. Every discovery in science or art, every improvement in husbandry or household economy, in medicine or cosmetics, real or supposed, is immediately proclaimed, as are all achievements in any pursuit of life, whether in catching whales or shooting squirrels, or in riding, running, jumping, or walking. There scarcely can be an overgrown ox or hog make its appearance on a farm, or even an extraordinary apple or turnip, but their fame is heralded through the land. Here we learn every legislative measure, from that which establishes a tariff to that which gives a pension—every election or appointment, from a president to a postmaster—the state of the market, the crops, and the weather. Not a snow is suffered to fall, or a very hot or very cold day to appear, without being recorded. We may here learn what every man in every city pays for his loaf or his beefsteak, and what he gives, in fact, for almost all he eats, drinks, and wears. Here, deaths and marriages, crimes and follies, fashions and amusements, exhibit the busy, ever-changing drama of human life. Here, too, we meet with the speculations of wisdom and science, the effusions of sentiment, and the sallies of wit ; and it is not too much to say, that the jest that has been uttered in Boston or Louisville, is, in little more than a week, repeated in every town in the United States : or that the wisdom or the pleasantry, the ribaldry, or the coarseness, exhibited in one of the halls of congress, is made by the periodical press to give pleasure or distaste to 100,000 readers.

"Nor is its agency limited to our own concerns. It has eyes to see, and ears to hear, all that is said and done in every part of the globe—and the most secluded hermit, if he only take a newspaper, sees, as in a telescope, and often as in a mirror, every thing that is transacted in the most distant regions ; nor can any thing memorable befall any considerable part of our species, that it is not forthwith communicated, with the speed of steam, to the whole civilised world.

"The newspaper press is thus a most potent engine, both for good and evil. It too often ministers to some of our worst passions, and lends new force to party intolerance and party injustice.

'Incenditque animum dictis, atque aggeratiras.'

"But its benefits are incalculably greater. By communicating all that is passing in the bustling world around us, whether it be little or great, virtue or crime, useful or pernicious, pleasurable or painful, without those exaggerations and forced congruities which we meet with in other forms of literature, it imparts much of the same just knowledge of men and things as experience and observation. Its novelties give zest to life. It affords occupation to the idle, and recreation to the industrious. It saves one man from torpor, and relieves another from care. Even in its errors, it unconsciously renders a homage to virtue, by imputing guilt to those it attacks, and praising none to whom it does not impute merit and moral excellence. Let us hope that it will, in time, without losing any of its usefulness, less often offend against good taste and good manners, and show more fairness in political controversy.

"According to the census of 1840, there were then in the United States 138 daily newspapers, 1142 issued weekly, and 125 twice or thrice a week, besides 227 other periodical publications."—*Professor Tucker's Progress of Population, &c.*

DISTRIBUTION OF THE INDUSTRIOUS CLASSES.

In 1820, for the first time, the census enumerated the number of persons who were severally employed in agriculture, commerce, and manufactures. In the succeeding census, no notice was taken of the occupations of the people ; but that of 1840 gave a fuller enumeration of the industrious classes, distinguishing them under the several heads of mining, agriculture, commerce, manufactures, navigating the ocean, internal navigation, and the learned professions. The result of each census is given in the following tables :—

TABLE I.—Showing the Number of Persons engaged in Agriculture, Commerce, and Manufactures in the several States, according to the Census of 1820.

STATES AND TERRITORIES.	Agriculture.	Commerce.	Manufactures.	STATES AND TERRITORIES.	Agriculture.	Commerce.	Manufactures.
Maine	55,031	4,297	7,643	South Carolina	166,707	2,684	6,747
New Hampshire	52,384	1,068	8,699	Georgia	101,185	2,139	3,557
Vermont	50,951	776	8,484				
Massachusetts	63,460	13,391	33,464	Southern States	718,510	11,883	54,484
Rhode Island	12,559	1,162	6,091				
Connecticut	50,518	3,581	17,541	Alabama	30,642	452	1 412
				Mississippi	22,033	294	650
New England States	284,903	24,185	81,922	Louisiana	53,941	6,251	6,041
				Tennessee	101,919	882	7,860
New York	247,648	9,113	60,038	Arkansas	3,613	79	179
New Jersey	40,812	1,830	15,941				
Pennsylvania	140,801	7,083	60,215	South-western States	212,148	7,958	16,142
Delaware	13,259	533	2,821				
Maryland	79,135	4,771	18,640	Kentucky	132,161	1,617	11,779
District of Columbia	853	312	2,184	Ohio	110,991	1,459	18,956
				Indiana	61,315	429	3,229
Middle States	522,508	23,842	159,839	Illinois	12,395	233	1,007
				Missouri	14,247	495	1,952
Virginia	276,422	4,509	32,336	Michigan	1,468	392	196
North Carolina	174,196	2,551	11,844				
				North-western States	332,577	4,625	37,110
Total of United States					2,070,646	72,493	349,506

NAME OF STATE, &c.	Number of Persons employed in							Number of pensioners for revolutionary or military services.	Deaf and dumb, blind, and insane white persons.							Deaf, dumb, blind, and insane colored persons.			
									Deaf and dumb.					Insane and idiots.		Deaf, dumb, & blind.		Insane and idiots.	
	Mining.	Agriculture.	Commerce.	Manufactures and trades.	Navigation of the ocean.	Navigation of canals, lakes, and rivers.	Learned professions and engineers.		Under 14.	14 and under 25	25 and upwards.	Blind.	At public charge.	At private charge.	Deaf and dumb.	Blind.	At private charge.	At public charge.
Maine	36	101,630	2,921	21,879	10,991	539	1,889	1,409	47	73	102	180	207	330	13	10	56	38
New Hampshire	13	77,949	1,379	17,826	452	198	1,640	1,408	43	41	97	153	180	306	9	3	8	11
Massachusetts	499	87,837	8,063	85,176	27,153	372	3,804	2,462	56	63	154	308	471	600	17	22	27	173
Rhode Island	35	16,617	1,348	21,271	1,717	228	457	601	15	25	34	63	117	86	3	1	8	5
Connecticut	151	56,955	2,743	27,932	2,700	431	1,697	1,666	60	141	108	143	114	384	8	13	20	24
Vermont	77	73,150	1,304	13,174	41	146	1,563	1,320	27	19	89	101	144	254	2	2	6	4
New York	1,898	455,954	28,468	173,193	5,511	10 107	14,111	4,089	269	362	408	875	683	1,463	68	91	138	56
New Jersey	256	56,701	2,283	27,004	1,143	1,625	1,627	472	33	29	102	126	114	225	15	26	46	27
Pennsylvania	4,603	207,533	15,338	105,883	1,815	3,951	6,706	1,251	225	225	331	540	469	1,477	51	96	132	55
Delaware	5	16,015	467	4,060	401	235	191	4	18	15	12	15	22	30	8	18	21	7
Maryland	313	69,851	3,249	21,325	721	1,519	1,617	94	43	58	77	165	133	254	66	91	99	42
Virginia	1,995	318,771	6,361	54,147	582	2,952	3,866	993	133	111	209	426	317	731	150	466	326	58
North Carolina	589	217,095	1,734	14,322	327	379	1,086	609	82	80	118	223	152	428	74	167	192	29
South Carolina	51	198,363	1,958	10,325	381	348	1,481	318	40	41	59	134	91	285	78	156	121	16
Georgia	574	209,383	2,428	7,984	262	352	1,250	325	78	62	53	136	51	243	64	151	108	26
Alabama	96	177,439	2,212	7,195	256	758	1,514	192	72	53	48	113	39	193	53	96	100	25
Mississippi	14	139,724	1,303	4,151	33	100	1,506	63	25	16	23	43	14	102	28	69	66	16
Louisiana	..	79,289	8,549	7,565	1,322	662	1,018	12	14	17	11	37	6	49	17	36	38	7
Tennessee	103	227,739	2,217	17,815	55	302	2,042	895	102	93	96	255	103	596	67	99	124	28
Kentucky	331	197,738	3,448	23,217	44	968	2,487	886	120	128	152	236	305	490	77	141	132	48
Ohio	704	272,579	9,201	66,265	212	3,323	5,663	875	167	198	194	372	363	832	33	33	103	62
Indiana	233	148,806	3,076	20,590	89	627	2,257	380	112	91	94	135	110	377	15	19	47	28
Illinois	782	105,337	2,506	13,185	63	310	2,021	195	54	48	53	86	36	177	24	10	65	14
Missouri	742	92,408	2,522	11,100	39	1,885	1,409	122	48	32	46	82	42	160	27	42	50	18
Arkansas	41	26,355	215	1,173	3	39	301	24	18	11	11	26	9	36	2	8	13	8
Michigan	40	56,521	728	6,890	24	166	904	90	7	9	15	25	2	37	2	4	21	5
Florida territory	1	12,117	481	1,177	435	118	204	16	6	4	4	9	1	9	2	10	12	
Wisconsin ditto.	794	7,047	479	1,814	14	209	259	9	1	4	..	9	1	7	..	..	3	
Iowa ditto	217	10,469	355	1,629	13	78	365	2	3	2	5	3	2	5	4	3	4	
District of Columbia	..	384	240	2,278	126	80	203	15	1	5	2	6	1	13	4	9	4	3
Total	15,203	3,717,756	117,575	791,545	56,025	33,007	65,236	20,797	1919	2056	2707	5024	4329	10,179	977	1892	2093	833

The number of persons employed in agriculture, is . . . 1 out of $4\frac{1}{2}$
" " " manufactures, is . " $21\frac{1}{2}$
" " " commerce, is . . " 145
" " " the learned professions, is " 261
" " " navigating the ocean, is . " 304
" " " internal navigation, is . " 516
" " " mining, is . . . " 1122

Taking all the employments together, the number employed is 355 in every 1000 of the whole population: there is but a very small proportion of males who are not occupied in some mode of profitable industry.

TABLE V.—Comparative View of the Number of Persons employed in Agriculture, Commerce, and Manufactures, in the Five Great Divisions of the United States, in 1820 and 1840, and the Relative Proportions of each Class.

GEOGRAPHICAL DIVISIONS.		Number of Persons employed in			TOTAL.	Centesimal Proportions.		
		Agriculture.	Commerce.	Manufactures.		Agriculture.	Commerce.	Manufactures.
New England States	1820	284,903	24,185	81,922	391,010	72.8	6.2	21.
	1840	414,138	17,757	187,258	619,153	66.9	2.9	30.2
Middle States	1820	522,508	23,842	159,839	706,189	74.	3.4	22.6
	1840	808,633	50,077	333,947	1,192,657	67.8	4.2	28.
Southern States	1820	718,510	11,883	54,484	784,877	91.6	1.5	6.9
	1840	955,729	12,962	87,955	1,056,646	90.5	1.2	8.3
South-western States	1820	212,148	7,958	16,142	236,248	89.8	3.4	6.8
	1840	650,546	14,496	37,899	702,941	92.5	2.1	5.4
North-western States	1820	332,577	4,625	37,119	364,321	88.5	1.3	10.2
	1840	890,905	22,315	144,690	1,057,910	84.2	2.2	13.6
Total United States	1820	2,070,646	72,493	349,506	2,483,645	83.4	2.9	13.7
	1840	3,719,951	117,607	791,749	4,629,307	80.4	2.5	17.1

TABLE VI.—Showing the Proportions in which the several Industrious Classes of the Union, according to the Census of 1840, are distributed among its great Geographical Divisions.

GEOGRAPHICAL DIVISIONS.	Per centage of Persons employed in							TOTAL.
	Mining.	Agriculture.	Commerce.	Manufactures.	Navigating the Ocean.	Internal Navigation.	Learned Professions.	
New England States	5.3	11.1	15.1	23.6	75.3	5.8	16.9	14.1
Middle States	46.7	21.7	42.6	42.2	17.3	53.2	37.6	26.1
Southern States	21.1	24.8	11.	11.1	3.5	5.6	12.1	22.3
South-western States	1.6	18.5	12.3	4.8	3.	12.5	9.8	14.9
North-western States	25 3	23.9	19.	18.3	.9	22.9	23.6	22.6
	100.	100.	100.	100.	100.	100.	100.	100.

TABLE VII.—Showing the Ratio which the Number of Persons in the several Industrious Classes of each great Geographical Division of the States bears to the whole Population of such Division, according to the Census of 1840.

GEOGRAPHICAL DIVISIONS.	Number of Persons employed in							Whole Labouring Class, as 1 to
	Mining, as 1 to	Agriculture, as 1 to	Commerce, as 1 to	Manufactures, as 1 to	Navigating the Ocean, as 1 to	Internal Navigation, as 1 to	Learned Professions, as 1 to	
New England States	2755	5.4	126	12.–	53	1161	202	3.31
Middle States	723	6.3	102	15.3	528	291	209	4.08
Southern States	1038	3.5	257	37.9	1677	802	422	3.01
South-western States	8806	3.4	155	56.6	1345	1206	351	3.14
North-western States	1075	4.6	185	28.5	8336	546	267	3.8
	1122	4.58	145	21.5	304	516	261	3.55

The whole number of persons employed in agriculture, commerce, and manufactures, bears nearly the same proportion to the whole in both enumerations: being in each, about 28 per cent: a large proportion, when it is considered that only a very small number of females are so employed; and that one-half, or very nearly half of the males, are under seventeen years of age.

In comparing the numbers employed in the United States, with those employed of the inhabitants of Great Britain, it will be necessary to deduct, according to Professor Tucker, " from the whole number returned by the census of 1840, the slaves comprehended under that class, the free coloured persons, the white females, the white males under

twenty years of age, and the professional men, for none of which deductions, except the last, have we any data at once precise and authentic."

The result, made out by the Professor, is as follows :—

In all the departments of industry	persons	4,798,870
Deduct, for two-fifths of the coloured population . .	1,149,598	
„ the white females employed in manufactures	54,806	
„ white males under 20 years of age . .	575,519	
„ professional men	65,255	
		1,845,178
The whole number of white males above 20 years of age, employed in trade and manual labour		2,953,692

Professor Tucker observes, "Whilst all civilised countries are so much alike as to the amount of labour put in requisition to satisfy human wants, they differ very greatly as to the distribution of that labour among the three principal branches of industry; and the difference is very great in this respect, not only between the several states, but in the whole United States, in 1820 and 1840. The proportion of labour employed in agriculture and commerce had diminished; while that employed in manufactures had, in twenty years, increased from 13.7 per cent to 17.1 per cent of the whole. The positive increase in that time, was from 349,506 persons employed in 1820, to 791,749 employed in 1840.

"This increase was greatest in the New England states, whose manufacturing population had enlarged from 21 per cent in 1820, to 30.2 per cent, in 1840; in which time the same class of population had nearly trebled in Massachusetts, and more than trebled in Rhode Island. In the south-western states, alone, the proportion of agriculture had increased; in all the others it had diminished. In the middle and north-western, the proportion employed in commerce experienced a small increase. In several of the states, not only was the proportion less in 1840 than it had been in 1820, but the number of persons actually employed in commerce was less. This was the case in Maine, Massachusetts, Connecticut, Maryland, and, to a smaller extent, in Delaware, North Carolina, and South Carolina. Is this falling-off to be attributed solely to the loss of our legitimate share of the West India trade since 1830, or in part, also, to some difference in the mode of taking the census, by which a part of the seamen, who, in 1840, were separately numbered, were, in 1820, reckoned among the persons employed in commerce?

"If the whole labour of Great Britain is distributed among the several departments of industry in the same proportions as the labour of the males above twenty years of age, in that country, agricultural labour is but 31.5 per cent of the whole; here, it is 77.5 per cent. In that country, manufactures and trade employ 28.8 per cent of the whole labour; here, they employ but 18.9 per cent. Each country employs its industry in that way which is most profitable, and best suited to its circumstances.

"Two-thirds of the mining labour is in the middle and southern states. The southern states stand foremost in agricultural labour, though they hold but the third rank in population. The middle states employ the least labour in agriculture, in proportion to their numbers. In commerce, however, they employ the most, and next to them the New England States. The same two divisions take the lead in manufactures, they contributing nearly two-thirds of the labour employed in this branch of industry. Three-fourths of the seamen are furnished by New England, of which nine-tenths belong to Massachusetts and Maine. More than half the labour employed in inland navigation is in the middle states, and, next to them, are the north-western states.

"Of that department of industry which comprehends the learned professions, and which is at once the best fruit of civilisation, and the most powerful agent of its further advancement, the New England and middle states have the largest proportion, though there is less diversity in this than in the other industrious classes."

New York, Pennsylvania, and Virginia, employ the greatest number in mining; in agriculture, New York, Virginia, and Ohio; in commerce, New York, Pennsylvania, Louisiana, and Massachusetts; in navigating the ocean, New York ranks next to Massachusetts and Maine. In internal navigation, New York, Pennsylvania, Ohio, and Virginia, give occupation to 20,000 out of about 30,000 employed.

Number of Persons employed in Seven of the Classifications of the Population of the United States, with the Proportions they bear to the whole Number in Sixteen principal Cities, and in all the States.

SIXTEEN PRINCIPAL CITIES.	Population in 1840.	Mining.	Proportion.	Agriculture.	Proportion.	Commerce.	Proportion.	Manufactures and Trades.	Proportion.	Nav. of the Ocean.	Proportion.	Nav. of Canals, Lakes and Rivers.	Proportion.	Learned Prof. and Engineers.	Proportion.	TOTAL.	Proportion to Population.
	Persons.	Persons.	1 to		1 to		1 to		1 to		1 to		1 to		1 to	Persons.	1 to
Lowell, Mas	20,796	..	..	84	247.57	212	98.09	8,936	2.32	2	10,398.	3	6,932.	72	274.94	9,209	2.23
Boston	93,383	..	..	348	267.76	2,088	44.72	5,583	16.72	10,921	8.55	21	4,446.80	602	155.12	19,563	4.26
Providence, R. I.	23,171	..	..	142	163.17	929	24.83	3,948	5.86	422	54.90	90	257.45	165	140.43	5,696	4.06
Rochester, N. Y.	20,191	..	..	236	85.55	530	38.09	2,916	6.92	25	807.64	229	88.17	151	133.71	4,087	4.91
Albany	33,721	..	..	144	234.17	35	963.45	1,621	20.80	8	4,215.12	106	318.12	237	142.28	2,151	15.67
New York	312,710	63	4,963.65	2,773	112.76	11,365	27.51	43,390	7.20	2,786	112.24	716	436.74	2,929	106.76	64,022	4.72
Brooklyn	36,233	2	18,116.50	1,597	22.68	1,673	21.65	4,666	7.76	978	37.04	302	153.08	307	150.59	9,525	3.80
Philadelphia and suburbs	258,037	29	8,897.82	3,675	70.21	8,727	29.56	29,223	8.82	1,460	176.73	749	348.69	1,723	149.76	45,577	5.66
Pittsburg	21,115	1	21,115.	4	5,278.75	589	35.84	2,345	9.	9	2,346.11	248	85.14	133	158.75	3,329	6.34
Baltimore, Mid	102,313	1	102,313.	77	1,328.74	1,991	51.38	8,847	11.56	592	172.82	292	350.38	554	184.68	12,354	8.28
Washington, D.C.	23,364	..	..	26	898.64	103	226.83	886	26.37	45	519.20	25	934.56	83	281.49	1,168	20.00
Richmond, Va.	20,153	1	20,153.	5	4,030.60	692	29.12	3,792	5.31	12	1,679.41	..	..	134	150.39	4,636	4.34
Charleston, S. C.	29,261	..	..	153	191.24	676	43.28	1,025	28.54	292	100.20	30	975.36	226	129.47	2,402	12.18
New Orleans, La.	102,193	..	..	1,430	71.46	7,392	13.82	4,593	22.24	1,315	77.71	285	358.57	438	210.48	15,453	6.61
Cincinnati, O.	46,338	..	..	80	578.47	2,044	22.67	10,287	4.50	8	5,792.25	1,748	26.50	377	122.93	14,544	3.11
Louisville, Ky.	21,210	..	..	28	757.50	641	33.08	1,606	13.20	2	10,605.	468	43.46	142	149.36	2,907	7.29
Total	1,164,189	97	12,001.94	10,802	107.77	39,687	29.33	133,664	8.79	18,877	61.67	5,323	218.70	8,273	140.72	216,723	5.37
RECAPITULATION.																	
Total of States and Territories	17,063,353	15,210	1,121.81	3,719,951	4.58	117,607	145.08	791,749	21.55	56,021	304.58	33,076	515.88	65,255	261.48	4,798,869	3.55
Total of Sixteen Cities	1,164,189	97	12,001.94	10,802	107.77	39,687	29.33	133,664	8.79	18,877	61.67	5,323	218.70	8,273	140.72	216,723	5.37
Total, except the Sixteen Cities	15,899,164	15,113	1,052.01	3,709,149	4.28	77,920	204.04	658,085	24.15	37,144	428.04	27,753	572.88	56,982	279.02	4,582,146	3.46

In connection with tables I. and II. it is necessary to make an addition on account of the naval force of the United States, which is stated at 6100 in th census for 1840. The grand total of the whole population of the United States therefore, in 1840, was as follows:—

Populaption as per tables I. and II.	17,063,353
Persons employed in the naval service of the United States	6,100
Total Population of the United States	17,069,453

CHAPTER II.

DESCRIPTION AND STATISTICS OF EACH OF THE UNITED STATES OF AMERICA.

THE United States comprise all the varieties of fertile and sterile soils and formations; from that of the rocky granite ridges to that of the deepest and most extensive swamps,—from that of stiffest clays to the lightest sands.*

The American writers have usually classed the soils of the various regions in sections, but it is remarkable that Jefferson, in his judicious notes on Virginia, omits, certainly not from ignorance, any description of the soil; while the great Washington was not only a most thorough practical farmer, but a thorough observer of the various kinds of soils as far as then known within the territories of the United States.

General Washington, in a reply to a letter from Sir John Sinclair, who proposed removing as a practical farmer to cultivate the soil of America, describes the soils, &c., as follows:—

"The near view which you have of the revolution in France, and of the political state of things in Europe, especially those of Great Britain, has enabled you to form a judgment with so much more accuracy than I could do of the probable result of the perturbed state of the countries which compose that quarter of the globe, and of the principal actors in that theatre, that it would be presumptuous in me, at the distance of 3000 miles, to give an opinion relatively to either men or measures; and therefore I will proceed to the information required in your private letter of the 11th of September, which I will give from the best knowledge I possess, and with the candour you have a right to expect from me.

"The United States, as you well know, are very extensive, more than 1500 miles between the north-eastern and south-western extremities; all parts of which, from the Seaboard to the Apalachian mountains (which divide the eastern from the western waters), are entirely settled, though not as compactly as they are susceptible of; and settlements are progressing rapidly beyond them.

"Within so great a space, you are not to be told that there are a great variety of climates; and you will readily suppose, too, that there are all sorts of land, differently improved, and of various prices, according to the quality of the soil; its contiguity to, or remoteness from, navigation; the nature of the improvements, and other local circumstances. These, however, are only sufficient for the formation of a *general* opinion; for there are material deviations, as I shall mention hereafter.

* The authorities for the general description of each of the United States, which we have compiled in this work are, the returns made by the marshals of the several states, of the population, employments, trades, productions, &c., which were kindly transmitted us by the Honourable Daniel Webster. Various accounts of the resources of several states, viz.—"The Book of the United States,"—"The United States Gazetteer for 1844," a most valuable work, by Daniel Haskel, A.M., late President of the University of Vermont, and J. Calvin Smith, geographer, &c. The following articles from "Hunt's Mercantile Magazine," viz.,—1. Maryland, and its resources, by W. G. Lyford. 2. Michigan and its resources. 3. Resources of the United States, by James H. Lanman. 4. Missouri and its resources, by C. C. Whittisley. 5. Massachusetts, and its resources, by the Hon. Judge Hudson, member of congress. 6. Illinois, and its resources. 7. Commerce and resources of New Hampshire. Also various papers and reports presented to congress. Improvements in agriculture, &c., by the Hon. Henry L. Ellsworth, U.S., commissioner of patents. "Notes on the Western States," by Judge Hall. Professor Tucker's "Progress of Population and Wealth in the United States," and from numerous official returns, published by the legislatures of the respective states.

"In the New England states, and to Pennsylvania inclusively, landed property is more divided than it is in the states south of them.

"The farms are smaller; the buildings and other improvements generally better; and, of consequence, the population is greater: but then, the climate, especially to the eastward of Hudson's river, is cold; the winters long, consuming a great part of the summer's labour in support of their stock during the winter. Nevertheless, it is a country abounding in grass, and furnishes much fine beef, besides exporting many horses to the West Indies.

"A mildew or blight (I am speaking now of the New England states particularly) prevents them from raising wheat adequate to their own consumption, and of other grains they export little or none; fish being their staple. They live well notwithstanding, and are a happy people. Their numbers are not augmented by foreign emigrants; yet, from their circumscribed limits, compact situation, and natural population, they are filling the western parts of the state of New York, and the country on the Ohio, with their own surplusage.

"New Jersey is a small state, and all parts of it, except the south-western, are pleasant, healthy, and productive of all kinds of grain, &c. Being surrounded on two sides by New York, and on the other two by the Delaware River and the Atlantic, it has no land of its own to supply the surplus of its population; of course, their emigrations are principally towards the Ohio.

"Pennsylvania is a large state; and, from the policy of its founder, and of the government since, and especially from the celebrity of Philadelphia, has become the general receptacle of foreigners from all countries, and of all descriptions, many of whom soon take an active part in the politics of the state; and coming over full of prejudices against their own governments, some against all governments, you will be enabled, without any comment of mine, to draw your own inference of their conduct.

"Delaware is a very small state, the greater part of which lies low, and is supposed to be unhealthy. The eastern shore of Maryland is similar thereto. The lands in both, however, are good.

"But the western parts of the last-mentioned state, and of Virginia, quite to the line of North Carolina, above tide-water (and more especially above the Blue Mountains), are similar to those of Pennsylvania, between the Susquehanna and Potomac rivers, in soil, climate, and productions; and in my opinion will be considered, if it is not considered so already, as the garden of America; forasmuch as it lies between the two extremes of heat and cold, partaking in a degree of the advantages of both, without feeling much the inconveniences of either; and, with truth it may be said, is among the most fertile lands in America east of the Apalacian mountains.

"The uplands of North and South Carolina and Georgia are not dissimilar in soil; but as they approach the lower latitudes, are less congenial to wheat, and are supposed to be proportionably more unhealthy. Towards the seaboard of all the southern states (and further south, the more so) the country is low, sandy, and unhealthy; for which reason I shall say little concerning them; for, as I should not choose to be an inhabitant of them myself, I ought not to say any thing that would induce others to be so.

"This general description is furnished that you may be enabled to form an idea of the part of United States which would be most congenial to your inclination. To pronounce, with any degree of precision, what lands could be obtained in the parts I have enumerated, is next to impossible, for the reasons I have before assigned; but upon pretty good data it may be said, that those in Pennsylvania are higher than those in Maryland (and, I believe, in any other state), declining in price as you go southerly, until the rice swamps of South Carolina and Georgia are met with; and these are as much above the medium in price, as they are below it in health. I understand, however, that from thirty to forty dollars per acre (I fix on dollars because they apply equally to all the states, and because their relative value to sterling is well understood.) may be denominated the medium price in the vicinity of the Susquehanna, in the state of Pennsylvania; from twenty to thirty on the Potomac;* and less, as I have noticed before, as you proceed southerly. But, what may appear singular, and was alluded to in the former part of this letter, the lands in the parts of which I am now speaking, on and contiguous to tide-water (with local exceptions), are in lower estimation than those which are above and more remote from navigation. The causes, however, are apparent: 1, the land is better; 2, higher, and more healthy; 3, they are chiefly, if not altogether, in the occupation of farmers; and 4, from a combination of all these, purchasers are attracted, and of consequence the prices rise in proportion to the demand. The rise in the value of landed property in this country has been progressive ever since my attention has been turned to the subject, now more than forty years; but for the last three or four of that period, it has increased beyond all calculation; owing, in part, to the attachment to, and the confidence which the people are beginning to place in, their form of government, and to the prosperity of the country from a variety of concurring causes, none more than to the late high prices of its produce.

* Both in what is called the Valley; that is, lying between the Blue Mountain and North Mountain, which are the richest lands we have.

"From what I have said, you will have perceived that the present prices of land in Pennsylvania are higher than they are in Maryland and Virginia, although they are not of superior quality. Two reasons have already been assigned for this: first, that in the settled part of it the land is divided into smaller farms, and more improved; and secondly, being in a greater degree than any other the receptacle of emigrants, these receive their first impressions in Philadelphia, and rarely look beyond the limits of the state. But besides these, two other causes, not a little operative, may be added; namely, that until congress passed general laws relative to naturalisation and citizenship, foreigners found it easier to obtain the privileges annexed to them in this state than elsewhere; and because there are laws here for the gradual abolition of slavery, which neither of the two states above-mentioned have at present, but which nothing is more certain than that they must have, and at a period not remote.

"Notwithstanding these obstacles, and although I may incur the charge of partiality in hazarding such an opinion at *this time*, I do not hesitate to pronounce that the lands of the waters of the Potomac will in a few years be in greater demand, and in higher estimation, than in any other part of the United States. But as I ought not to advance this doctrine without assigning reasons for it, I will request you to examine a general map of the United States, and the following facts will strike you at the first view: that they lie in the most temperate latitude of the United States; that the main river runs in a *direct* course to the expanded part of the western country, and approximates nearer to the principal branches of the Ohio than any other eastern water, and of course must become a great, if not (under all circumstances) the best highway into that region: that the upper seaport of the Potomac is considerably nearer to a large portion of the state of Pennsylvania, than that portion is to Philadelphia; besides accommodating the settlers thereof with inland navigation for more than 200 miles; that the amazing extent of tide navigation afforded by the bay and rivers of Chesapeak, has scarcely a parallel. When to these are added, that a site at the junction of the inland and tide navigation of that river is chosen for the permanent seat of the general government, and is in rapid preparation for its reception; that the inland navigation of the river is nearly completed to the extent above-mentioned; and that its lateral branches are capable of great improvement, at a small expense, through the most fertile parts of Virginia in a southerly direction, and crossing Maryland and extending into Pennsylvania in a northerly one, through which (independent of what may come from the western country) an immensity of produce will be water-borne, thereby making the federal city the great emporium of the United States—I say, when these things are taken into consideration, I am under no apprehension of having the opinion I have given relative to the value of land on the Potomac controverted by impartial men.

"There are farms always, and everywhere for sale: if, therefore, events should induce you to cast an eye towards America, there need be no apprehension of your being accommodated to your liking; and if I could be made useful to you therein, you might command my services with the greatest freedom.

"Within full view of Mount Vernon, separated therefrom by water only, is one of the most beautiful seats on the river for sale; but of greater magnitude than you seem to have contemplated. It is called Belvoir, and did belong to George William Fairfax, Esq., who, were he living, would now be Baron of Cameron, as his younger brother in this country (he, George William, dying without issue) at present is, though he does not take upon himself the title. This seat was the residence of the above-named gentleman before he went to England, and was accommodated with very good buildings, which were burnt soon after he left them.

"There are near 2000 acres of land belonging to the tract, surrounded in a manner by water. The mansion-house stood on high and commanding ground. The soil is not of the first quality; but a considerable part of it lying level, may, with proper management, be profitably cultivated. There are some small tenements on the estate, but the greater part thereof is in wood. At present it belongs to Thomas Fairfax, son of Bryan Fairfax, the gentleman who will not, as I said before, take upon himself the title of Baron of Cameron. A year or two ago, the price he fixed on the land was, as I have been informed, 33⅓ dollars per acre: whether not getting that sum, or whether he is no longer disposed to sell it, I am unable with precision to say; for I have heard nothing concerning his intentions lately.

"With respect to the tenements I have offered to let, appertaining to my Mount Vernon estate, I can give no better description of them, and of their appurtenances, than what is contained in the printed advertisement herewith enclosed; but, that you may have a more distinct view of the farms, and their relative situation to the mansion-house, a sketch from actual survey is also inclosed; annexed to which I have given you, from memory, the relative situation and form of the seat at Belvoir.

"The terms on which I have authorised the superintendent of my concerns at Mount Vernon to lease the farms there, are also inclosed; which, with the other papers, and the general information herein detailed, will throw all the light I am enabled to give you upon the subject of your inquiry.

"To have such a tenant as Sir John Sinclair, however desirable it may be, is an honour I

dare not hope for; and to alienate any part of the fee-simple estate of Mount Vernon is a measure I am not inclined to, as all the farms are connected, and form parts of a whole.

"With very great esteem and respect, I have the honour to be, Sir,
"Your most obedient and obliged humble servant,

"Philadelphia, Dec. 11, 1796. G. WASHINGTON."

In order to avoid repetitions, we have compiled from various authorities, a descriptive and statistical account of each state; after which will be found a general summary of the productions, agriculture, trade, navigation, manufactures, finance, &c., of all the states united.

FIRST. THE NORTHERN ATLANTIC STATES—viz: 1. Maine; 2. New Hampshire; 3. Vermont; 4. Massachusetts; 5. Rhode Island; 6. Connecticut; 7. New York; 8. New Jersey; 9. Pennsylvania.

I. MAINE.

Maine is bounded north by Lower Canada; east by New Brunswick, from which it is separated by the St. Croix river, and a line due north from the monument, at the source of the St. Croix river, following the exploring line run and marked by the surveyors of the two governments in the years 1817 and 1818, to its intersection with the St. John's river, and to the middle of the channel thereof; thence up the middle of the main channel of the said river St. John, to the mouth of the river St. Francis; thence up the middle of the channel of the said river St. Francis, and through the lakes through which it flows to the outlet of the lake Pohenagamook; thence south-westerly, in a straight line to a point in the north-west branch of the river St. John, which point shall be ten miles distant from the main branch of the St. John, in a straight line, and in the nearest direction; but if the said point shall be found to be less than seven miles from the nearest point or crest of the highlands, that divide the rivers which empty themselves into the river St. Lawrence, from those which fall into the river St. John, to a point seven miles in a straight line from the said summit or crest; thence in a straight line in a course about south 8 deg. west, to the point where the parallel of lat. 46 deg. 25 min. north, intersects the south-west branch of the St. John; thence southerly by the said branch to the source thereof, in the islands at the Metjarmette portage; thence down along the said islands, which divide the waters which empty themselves into the St. Lawrence, from those which fall into the Atlantic Ocean, to the head of Hall's stream; thence down the middle of said stream till the line thus run at the 45 deg. of north latitude, and which has been known and understood to be the line of actual division between the states of New York and Vermont on the one side, and the British province of Lower Canada on the other; and from the said point of intersection west along said dividing line, as heretofore known and understood, to the Iroquois, or St. Lawrence river. Such are the terms of the late treaty, now ratified by both governments. This state lies between 43 deg. 5 min., and 47 deg. 20 min. north latitude, and between 66 deg. 50 min., and 70 deg. 55 min. west longitude It is computed to contain 30,000 square miles, or 19,200,000 acres. It was under the jurisdiction of Massachusetts until 1820, when it was made an independent state. The population was in 1840, 501,793. Of these 252,989 are free white males; 247,449 ditto females; free coloured males, 720; ditto females, 635. Employed in agriculture, 101,630; in commerce, 2921; manufactures, 21,879; navigating the ocean, 10,091; learned professions, 1889.

Augusta, at the head of sloop navigation, on the Kennebec river, 50 miles from its mouth, is the seat of government.

Maine is divided into 13 counties, which, with their population and capitals, are as follows:—York, 54,034, C. Alfred; Cumberland, 68,658, C. Portland; Lincoln, 63,517, C. Wiscasset; Hancock, 28,605, C. Ellsworth; Washington, 28,327, C. Machias; Kennebec, 55,823, C. Augusta; Oxford, 38,351, C. Paris; Somerset, 33,912, C. Norridgewock; Pe-

nobscot, 45,705, C. Bangor; Waldo, 41,509, C. Belfast; Piscataquis, 13,138, C. Dover; Franklin, 20 801, C. Farmington; Aroostook, 9413, C. Houlton. These counties contain about 498 townships, or settlements, some of which have but few inhabitants.

This state is hilly rather than mountainous. East of the White Mountains, in New Hampshire, an irregular chain of highlands extends eastwardly to the north of the sources of the Kennebec and Penobscot rivers, and passing south of the sources of the Aroostook river, terminates on the eastern boundary of the United States, at Mars Hill, near the river St. John. Katadin Mountain is the most elevated summit of the chain, and rises between the east and west branches of the Penobscot river. It is 5335 feet high. A chain of highlands extends in a north-west direction, from near the north-west source of the Connecticut river, dividing the waters which flow into the St. Lawrence, from those which flow into the Atlantic Ocean and the Bay of Fundy. This continuous and somewhat irregular chain is of an average height of about 1400 feet, and in many parts much higher. The new road from Hallowell to Quebec crosses this range, over an elevation of 2000 feet. The interior of Maine rises so rapidly from the sea-coast as to prevent the flow of the tide far up its navigable rivers.

The rest of Maine is hilly, though the hills are not generally very elevated. The country along the sea-coast, and inland from ten to twenty miles, consists of rocks, water, woods, and generally a poor soil, with some fertile spots. The best lands are between the Penobscot and Kennebec rivers. The mountainous region in the north-west has a poor soil. East of the Penobscot river the soil is rocky and sterile, excepting around the sources of the St. John's river and its tributary streams, and especially in the territory formerly in dispute.

The soil, where once properly cultivated, is adapted to the growth of Indian corn, or maize, rye, barley, oats, peas, hemp, flax, potatoes, turnips, and most kinds of kitchen vegetables. Wheat is also grown, but not in large quantities. The forests consist chiefly of white pine and spruce trees, in large quantities, suitable for masts, boards, and shingles; and also of maple, beech, white and gray oak, and yellow birch. The land between the Kennebec and Penobscot rivers is well adapted to the purposes of agriculture and grazing. With good cultivation land of average quality yields forty bushels of maize to the acre, from twenty to forty bushels of wheat, and from one to three tons of hay. Apple, pear, plum, and cherry trees flourish; the peach tree does not thrive.

Bounty paid on quantity of wheat raised in 1837; viz., on 1,019,906 bushels, 77,314 dollars; in 1838, bounty paid on 1,107,849 bushels of wheat, 87,352 dollars; bounty paid in 1838 on 1,630,996 bushels of Indian corn, 66,328 dollars.

LIVE-STOCK and Agricultural Products in 1840.

	Number.	Value—dollars.	
Live-Stock—Horses and mules	59,208	2,960,400	
Neat cattle	327,255	4,908,825	
Sheep	649,264	973,896	
Hogs	117,386	352,158	
25 per cent of		9,195,279	
Annual value		2,298,819	
Poultry, annual value		123,171	
Total annual value			2,421,980
	Bushels.	dollars.	
Wheat	848,166	1,061,207	
Oats	1,076,409	376,743	
Maize	950,528	712,896	
Other grain	544,645	435,716	
Potatoes	10,392,280	2,078,556	
			4,665,118

	lbs.	dollars.	
Wool	1,465,551	492,942	
Products of dairy		1,496,902	
,, orchards		149,381	
	tons.		
Hay	691,358	5,530,864	
Other products		1,099,083	
			8,769,172
Total annual value of agriculture . .		dollars	15,856,270

"Previously to the year 1807, when the wars in Europe gave to the United States a great share of the carrying trade of the world, commerce was so profitable, and the facilities for carrying it on in Maine were so great, that agriculture was greatly neglected for this superior source of wealth; but afterward, when an embargo, and non-intercourse, and war, crippled the resources of commerce, the inhabitants of Maine were driven from the seaboard on to the lands in the interior; and from that time the agricultural resources of the state have been more extensively developed. Much of the land is well adapted to grazing, and cattle and sheep are raised in great perfection. Sometimes the crop of Indian corn suffers from the shortness of the season. Among the fruits, apples, pears, plums, and melons succeed well.

"The facilities which Maine enjoys for commerce are very great. The rivers are extensively navigable, and numerous bays and inlets on the coast, protected as they often are by islands, furnish more good harbours than are found in any other state in the union. Ships are extensively built, not only for their own use, but for a foreign market. The fisheries furnish employment to many of the inhabitants, and are not only a source of wealth, but a nursery of seamen. Lime is exported, chiefly from Thomaston, to the amount of about 1,000,000 dollars annually. A fine building granite, chiefly from Hallowell, which is of a light colour, is also extensively exported. Maine, in point of shipping, is the third state in the union.

"The climate of Maine, though subject to great extremes of heat and cold, is generally favourable to health. The cold of winter, though severe, is steady, and is less injurious to the constitution than the sudden changes so frequent in many parts of the country. Near the ocean the heat of summer is greatly tempered by the sea breezes. The season of vegetation, at its greatest length, extends from April 21st to October 16th, though the vigour of vegetation does not continue more than three months and a half. On July 9th, 1838, the thermometer rose to 100 deg. above zero, and on January 26th, 1837, it sunk to 27 deg. below zero, which may be regarded as the extremes of temperature. Such extremes are of short continuance.

"Maine has a number of fine rivers. Among these is the Penobscot, 250 miles long, and navigable for large ships to Bangor, 52 miles from the ocean. The tide here rises from 20 to 25 feet, and is of itself sufficient to float large ships, and greatly facilitates the entrance and departure of vessels. The Kennebec has a course of about 250 miles, and is navigable for large ships to Bath, 12 miles from the ocean; and for vessels of 150 tons to Hallowell, 40 miles from the sea; and for sloops of 100 tons two miles farther, to Augusta; and for boats to Waterville, 18 miles above Augusta. The Androscoggin rises in New Hampshire, but runs chiefly in Maine, and unites with the Kennebec, 20 miles from the ocean. The Saco rises in the White Mountains in New Hampshire, but soon enters Maine, and, pursuing a south-eastwardly direction, discharges itself into Saco Bay. It is navigable for ships six miles to Saco falls. The Damariscotta is chiefly an arm of the sea, has a tide of ten feet, and is navigable for large vessels 18 miles, to Nobleboro. The Sheepscot is a small river, with a large bay at its mouth, which forms the harbour of Wiscasset, one of the finest in the state. All these, above the navigation for vessels, as well as many others, have numerous falls, and furnish many excellent mill seats. The Piscataqua river forms the boundary of Maine on the west, but runs chiefly in New Hampshire.

"Maine has numerous lakes and ponds in the interior. The largest lakes are Moosehead, which is 50 miles long, and from 10 to 15 broad; and Umbagog, which lies partly

in New Hampshire, and is 18 miles long and 10 broad. But so numerous are the smaller lakes and ponds, that it is computed that one-tenth of the surface of the state is covered with water.

"The coast of Maine abounds with islands, the largest of which is Mount Desert, in Frenchman's bay, and is 15 miles long and 12 broad. Long island, Deer island, and Fox islands, are on the west side of Penobscot bay. The principal bays are Penobscot, 30 miles long and 18 wide; Casco bay, extending 20 miles between Cape Elizabeth and Cape Small Point, containing many islands; and Passamaquoddy bay, lying between Maine and New Brunswick, six miles deep and 12 wide. The shores of Maine are bold and rocky, and have many inlets."—*United States' Gazetteer for* 1840.

The most commercial cities and towns are Portland, on Casco bay; Bangor, on the Penobscot; Hallowell, on the Kennebec; Thomaston, on the St. George river; Bath, on the Kennebec; Belfast, on a branch of Penobscot bay; and Wiscasset, on a bay at the mouth of the Sheepscot; also Augusta, Gardiner, Brunswick, Waldoborough, Frankfort, Prospect, Bucksport, Camden, Gorham, Wells, and Eastport.

Commercial Establishments.—There were in Maine, in 1840, 70 commercial and 14 commission houses engaged in foreign trade, employing a capital of 1,646,926 dollars; and 2220 retail dry goods and other stores, with a capital of 3,973,593 dollars; 2068 persons were employed in the lumber trade, with a capital of 305,850 dollars; 123 persons were employed in internal transportation, who, with 56 butchers, packers, &c., used a capital of 95,150 dollars; 3610 persons were engaged in the fisheries, with a capital of 526,967 dollars.—*Official Returns.*

Manufactures.—The value of home-made or manufactures in the farmers' or other houses, in 1840, was 804,397 dollars. There were 24 woollen manufactories, employing 532 persons, producing goods to the value of 412,366 dollars, and employing a capital of 316,105 dollars; 6 cotton manufactories, with 29,736 spindles, employing 1414 persons, producing goods to the value of 970,397 dollars, with a capital of 1,398,000 dollars; 16 furnaces produced 6122 tons of cast iron, and 1 forge for bar iron, employing 48 persons, and a capital of 185,950 dollars; 15 persons employed, produced 50,000 bushels of salt, with a capital of 25,000 dollars; 280 persons produced granite and marble to the value of 98,720 dollars; 6 paper manufactories employed 89 persons, producing to the value of 84,000 dollars, with a capital of 20,600 dollars; 37 persons manufactured tobacco to the value of 18,150 dollars, with a capital of 6050 dollars; hats and caps were made to the value of 74,174 dollars, and straw bonnets to the value of 8807 dollars, together employing 212 persons, and a capital of 28,050 dollars; 395 tanneries employed 754 persons, and a capital of 571,793 dollars; 530 other leather manufactories, as saddleries, &c., produced articles of the value of 443,846 dollars, and employed a capital of 191,717 dollars; 21 potteries employed 31 persons, and manufactured articles to the value of 20,850 dollars, with a capital of 11,353 dollars; 864 persons manufactured bricks and lime to the value of 261,586 dollars, with a capital of 300,822 dollars; 339 persons produced machinery to the value of 69,752 dollars; 119 persons produced hardware and cutlery to the value of 65,555 dollars; 4 rope walks, employing 34 persons, produced cordage to the value of 32,660 dollars, with a capital of 23,000 dollars; 779 persons produced waggons and carriages to the amount of 174,310 dollars, and employed a capital of 75,012 dollars; flouring, saw, and other mills, employed 3630 persons, producing manufactures to the amount of 3,161,592 dollars, with a capital of 2,900,565 dollars. Ships were built to the amount of 1,844,902 dollars; furniture was manufactured to the amount of 204,875 dollars, employing 1453 persons, and a capital of 668,558 dollars; 34 brick, and 1674 wooden houses were erected, employing 2482 persons, and cost 733,067 dollars; 34 printing offices, 14 binderies, 3 daily, 2 semi-weekly, 30 weekly newspapers, 5 periodicals, the whole employing 196 persons, and a capital of 68,200 dollars. The whole amount of capital employed in manufactures in the state, was, by official returns, 7,147,224 dollars.—*Official Returns.*

Education.—Among the institutions for education, are Bowdoin college, at Brunswick, named after the Honourable James Bowdoin, who founded it in 1794. It has been liberally endowed by Massachusetts, and by Maine, and is a flourishing institution. It has 11 masters, 165 students, and a library of 20,000 volumes. Waterville college, founded in 1820, is under the control of the Baptists. It has 6 masters, 65 students, and

a library of 7000 volumes. The Bangor theological seminary was established in 1816, is under the direction of the Congregationalists, for a classical and theological education, preparatory to the ministry. It has 3 masters, 43 students, and 7000 volumes in its library. The Methodists have an institution at Readfield, denominated the Maine Wesleyan seminary, founded in 1822. There were in the state, in 1840, 86 academies, with 8477 students, and 3385 primary and common schools, with 164,477 scholars. There were 3241 persons, over 20 years of age, who could neither read nor write.

Religious Denominations.—The three principal religious denominations in Maine, are the Baptists, the Methodists, and the Congregationalists. In 1836, their numbers were as follows:—Baptists, 222 churches, 145 ordained ministers, 15,000 communicants; Methodists, 115 travelling preachers, 15,493 communicants; Congregationalists, 161 churches, 119 ministers, 12,370 communicants. Besides the above, there are some Free-Will Baptists, Friends, Universalists, Unitarians, Roman Catholics, and Episcopalians.

Banks.—There were on the 1st of January, 1840, 48 banks in Maine, with a total capital of 4,671,500 dollars; and a circulation of 1,224,658 dollars. At the close of 1840 the state debt amounted to 1,687,367 dollars.—*Official Returns.*

In the state prison at Thomaston, the convicts are constantly employed in quarrying and hewing stone.

Public Works.—The Cumberland and Oxford canal was completed in 1829. This canal, which connects Portland with Sebago Pond, is 20½ miles long, and has 25 locks. By another lock in Saco river, it is extended through Brandy and Long ponds, making its whole length 50 miles, and its whole cost was about 250,000 dollars. Bangor and Orono railroad was completed in 1836, and connects the two places, being 12 miles long. The Portland, Saco, and Portsmouth railroad was incorporated in 1837, and communicates with the railroad from Boston to Portsmouth. A railroad has been projected from Portland to Bangor, a distance of 132 miles, to complete the great chain of railroads along the sea-coast. Several routes have been explored from the sea to Quebec, the nearest and least expensive of which is from Belfast.* A regular and quick communication is established between the several parts of Maine, and the countries to the south, by steamboats or railroads, and the progress of settlement and improvement has been rapid. The most fertile and best wooded part of this state, is comprised in the extensive district which was comprehended within the long disputed territory. It abounds in fertile soils, rivers, pine, and various other magnificent timber trees.

* The progress of all new countries is extremely interesting, the following picture (communicated to the press by a traveller), of proceeding from one place to another, some years ago in Maine, compared with the present facilities of moving by steam power, is curious:—

"In leaving Bangor in a steamboat, though only for a short trip, I am thereby reminded of the difference which has taken place in our city, and throughout the country, in the mode of travelling between the present time and only twenty years since. I say twenty years, because it is about twenty years since I left the parental home, and in the good sloop 'Betsy' took passage for Bangor, where we arrived in safety, after eight days' toil. The usual mode of travelling then, from Bangor, was by the lumber coasters; in which passengers, male and female, were stowed away in the few berths in the cabin, or *sprawled* around upon the uncarpeted floor. There was indeed, a semi-*packet*, with a few extra berths hung round, with a narrow and rather scanty red bombazette frill. But mean as these accommodations may now be considered, they afforded the best means of conveyance between Bangor and Massachusetts, and during the rainy seasons in the spring and fall—the only conveyance; for instead of three daily stages west, as now, the mail was carried once a week only, and then on horseback between Bangor and Augusta. During the winter, to be sure, Moses Burley conveyed the mail, and occasionally a passenger or two in a sleigh with a tandem team; and during the summer in a ricketty covered waggon! We remember them well! For they frequently required to be patched in their upper stories, and as I was the younger knight of the awl and thread, it became my duty to perform it! Then there was no small mail route to any of the towns above Bangor, and the old register in the monthly advertisement of the postmaster, of two fingers long, enumerated letters for the whole region round about. These reminiscences (?) have brought vividly to mind the appearance of the village as it then was. There were but five brick buildings erected, including the old distil house, that has since been removed to give place to the City Point Block. There were but eighteen stores—a few mechanics' shops—one bridge, and that the Kenduskeag, where toll was required—the court house, now city hall—a wooden gaol—three taverns, and a few dwellings. The largest religious

PUBLIC DEBT OF MAINE.

December 31, 1841.

			dollars.
Due in 1839, not called for and not known in whose hands it is			284 03
—— 1842	ditto	ditto	9,946 22
—— 1843	ditto	ditto	17,500 00
—— 1845	ditto	ditto	262,146 00
—— 1846	ditto	ditto	1,500 00
—— 1847	ditto	ditto	55,800 00
—— 1848	ditto	ditto	283,000 00
—— 1850	ditto	ditto	31,500 00
—— 1851	ditto	ditto	450,685 00
—— 1852	ditto	ditto	139,000 00
—— 1854	ditto	ditto	35,000 00
—— 1855	ditto	ditto	252,000 00
—— 1856	ditto	ditto	133,000 00
—— 1860	ditto	ditto	63,500 00
Total			1,734,861 47
Permanent school fund			17,526 92
Penobscot Indian fund			59,905 57
Balance due on annual school funds, not called for			2,299 34
Balance due on rolls of accounts, not called for			113 27
Balance due on wheat bounty, not called for			8 52
Total			1,814,715 09

Resources of the State.

Cash in the treasury	55,952 07
State taxes of 1840 and 1841	199,349 34
County taxes	1,605 90
Securities in the hands of land agent, and bills receivable	184,460 02
Claim on general government, for north-eastern boundary expenses	209,000 00
210 shares in Augusta, Maine, and mercantile banks	21,000 00
Total	671,367 33

Also, one-third of Massachusetts claim on general government.

From a statement made by J. Kingsbury, treasurer, January 10, 1842.

	dollars.
The money in the treasury on the 1st day of January, 1841, was	82,736 15
During the year, there has been received into the treasury, from all sources	345,356 05
	428,092 20
Within the year, there has been paid from the treasury	372,140 13
Leaving a balance in the treasury, December 31, 1841, of	55,952 07

The receipts for 1842, are estimated as follows; viz.,

Cash in the treasury, January 1, 1842	55,952 07
Land agency	100,000 00
Duty on commissions	3,000 00
Bank tax	30,000 00
Bank dividends	1,000 00
State taxes of 1840 and 1841	199,349 34
County taxes, or unincorporated places	1,605 90
	390,907 31
Also claim on the general government for north-eastern boundary expenses, will probably be received the present year	209,000 00

Principal Expenditures.

Council, senate, and house of representatives	50,488 00
Costs of criminal prosecutions	11,715 83
Roll of accounts, No. 23	25,757 99
School fund, No. 9	32,849 98
Insane hospital	3,000 00
Public debt	9,498 80
Salaries	24,968 91
Interest on debt	103,096 29

CONDITION OF THE BANKS, JUNE, 1843.

There are 37 banks in the state.

	dollars.
Capital stock	2,925,000 00
Bills in circulation	1,147,625 00
Net profit on hand	109,013 77
Due other banks	138,166 88
Deposits not on interest	633,098 11
Deposits bearing interest	90,715 63
Total due from banks	5,043,619 39

	dollars.
Gold, silver, &c.	158,591 93
Real estate	258,647 76
Bills of other banks	118,809 91
Due from other banks	560,956 44
Notes discounted, &c.	3,946,613 35
Total resources	5,043,619 39
Last semi-ann. dividend	86,730 00

The bank commissioners of Maine, in their annual report, say that a sum equal to the entire aggregate circulation of their bank passes through Boston, and is redeemed there five times every year. From this it appears that the average time which a bill issued from a Maine bank is in circulation, until it is again returned to the bank for redemption, is only about two months.

society, now comprising the societies under the pastoral charge of Mr. Pomroy and Mr. Maltby, assembled for religious worship in the court house, under the charge of that excellent man, the Rev. Mr. Loomis; the Baptist society held their occasional meetings in the hall of Leavitt's brick stores, now occupied by Pond and French; and the Methodist society occupied occasionally, an old wooden school house that stood on State-street. But enough of old times. The present, so far as Bangor is concerned, is too well known to require a word from me.

"The steamer, Portland, capable to my certain knowledge, of carrying about four hundred persons, and giving them a good breakfast, now pushes its way along,

'Against the wind, against the tide,'

on the bosom of the Penobscot, bearing her precious freight amid the most enchanting scenery, on one of the loveliest mornings that ever opened its eyes to light and bless our world."

COMMERCE AND NAVIGATION OF MAINE.

The trade and navigation of Maine is chiefly a fishing and coasting trade, and a trade in wood, fish, and a few other articles, to the southern states, and British colonies. The trade with Nova Scotia consists in bringing gypsum for manure from Nova Scotia, and some other articles from both provinces, exporting, in return, the produce of the United States. There is little or no intercourse between the ports of Maine and countries in Europe.

Previous to 1820, the trade and navigation of this state is included in the commercial accounts of Massachusetts.

SUMMARY.

FOREIGN Commerce of Maine from 1820 to 1842.

YEARS.	EXPORTS.			IMPORTS.	Registered Tonnage.
	Domestic.	Foreign.	TOTAL.		
	dollars.	dollars.	dollars.	dollars.	
1820	1,082,568	25,463	1,108,031	....	67,274.22
1821	993,923	46,925	1,040,848	980,294	60,835.03
1822	1,013,873	22,769	1,036,642	943,775	60,800.84
1823	865,046	30,455	895,501	891,644	63,440.39
1824	870,871	29,324	900,195	768,443	71,318.19
1825	964,664	66,463	1,031,127	1,169,940	80,468.64
1826	1,001,875	50,700	1,052,575	1,245,235	86,555.64
1827	1,033,035	37,099	1,070,134	1,333,390	84,347.86
1828	1,003,642	15,875	1,019,517	1,246,809	98,749.41
1829	729,106	8,726	737,832	742,781	84,319.75
1830	643,435	27,087	670,522	572,566	70,585.47
1831	799,748	5,825	805,573	941,407	69,753.35
1832	907,286	74,157	981,443	1,123,326	84,486.55
1833	989,187	30,644	1,019,831	1,380,308	88,118.32
1834	815,277	18,890	834,167	1,060,121	105,443.49
1835	1,044,951	14,416	1,059,367	883,389	101,912.93
1836	836,074	14,912	850,986	930,086	118,605.68
1837	947,276	8,676	955,952	801,404	90,750.04
1838	915,076	20,456	935,532	899,142	96,382.76
1839	878,434	17,051	895,485	982,724	
1840	1,009,910	8,359	1,018,269	628,762	
1841	1,078,633	12,932	1,091,565	700,961	
1842	1,043,172	7,351	1,050,523	606,864	
1843, for 9 months only	680,432	2,459	682,841	250,262	125,008.00
1844					

The registered, enrolled, and licensed ships, and smaller vessels, including coasters and fishing craft, belonging to Maine, in 1842, is given officially as follows :—

STATEMENT exhibiting a condensed View of the Tonnage of the several Districts of Maine, on the 30th of September, 1842, and 30th of June, 1843.

DISTRICTS.	Registered Tonnage.	Enrolled and Licensed Tonnage.	Total Tonnage of each District, 1842.	Total Tonnage of each District, 1843.
	Tons and 95ths.	Tons and 95ths.	Tons and 95ths.	Tons and 95ths.
Passamaquoddy, Maine	2,352.65	6,310.42	8,863.12	7,877.60
Machias, "	1,920.14	12,481.37	14,401.51	4,275.43
Frenchman's Bay, "	2,364.13	12,866.33	15,500.46	20,872.37
Penobscot, "	5,857.14	19,250.84	25.108.03	23,914.59
Belfast, "	8,366.45	24,809.66	33,176.16	33,823.01
Waldoborough, "	12,245.07	43,946.44	56,191.51	50,434.65
Wiscasset, "	4,112.37	8,876.87	12,989.29	13,457.43
Bath, "	33,782.32	14,857.38	48,639.70	57,401.41
Portland, "	39,142.71	15,389.07	54,531.78	56,172.73
Saco, "	1,220.17	2,133.26	3,353.43	3,600.88
Kennebunk, "	5,516.87	2,272.33	7,789.25	7,838.59
York, "	..	885.33	885.33	2,071.91

According to a statement in the *Portland Advertiser*, 1841, the quantity of lumber which came to market down the three principal rivers of the state during the year 1841, was as follows, viz.:

On the Penobscot,	100	millions of feet,
On the Kennebec,	40	,,
On the Androscoggin,	20	,,

making 160 millions of feet, which, at an average value of ten dollars per M., will yield 1,600,000 dollars. The quantity which was floated down the Saco, Union, Narraguagus, Machias, and St. Croix rivers, was calculated at 65,000,000 millions of feet, value 650,000 dollars, and makes the aggregate value of timber sold 2,250,000 dollars.

NAVIGABLE RIVERS, SEAPORTS, AND TOWNS OF MAINE, chiefly on the authority of the *United States' Gazetteer* for 1844, the *Book of the United States* for 1842, and from local descriptions.

RIVERS.

The PENOBSCOT is the largest river of Maine, and divides into two main branches. The larger, or western branch, rises in the western highlands, which divide Maine from Canada, and not far from the sources of the Chaudiere river, which flows into the St. Lawrence. It winds downwards to the east, until it falls into Chesumcook lake, out of which it flows south-east, through Pemadumcook and other lakes, and unites with the eastern branch. This branch, called the Seboois, rises in some small lakes near the head waters of the Aroostook river, and flows nearly south to its junction with the other branch, fifty-four miles above Bangor. The confluent stream then runs south-easterly until it receives Mattawamkeag river from the north-east, which is its principal tributary on the east. Its flood is then south-south-west, until it receives the Piscatiquis, its chief western tributary; it then flows south by west, until it falls into Penobscot bay. Its upper portions have many falls and rapids, excellent as mill sites. It is about 275 miles long from its source to the sea. It is navigable fifty miles from the ocean to Bangor, for large vessels, and for boats, to a considerable distance above that town. The tide rises at Bangor more than twenty feet, to which the same causes contribute, which effect the high tides of the Bay of Fundy—the form of the bay, and the lateral rise of the sea caused by the rapid force and breadth of the gulf stream. There are a number of islands in the river above Bangor, the principal of which is Oldtown, the residence of the Penobscot tribe of Indians, who own all the islands in the river as far as the Forks, several miles above Mattawamkeag river, several of which are considerable and fertile. They have a considerable annuity secured to them by the state. There are several flourishing towns on the Penobscot bay and river. On the east side are Castine, Bucksport, and Orrington. On the west side are Thomaston, Camden, Belfast, Prospect, Frankfort, Hamden, Bangor, and Orono. Penobscot bay is a spacious body of water, and extends from the ocean at Owl's Head to Belfast bay, about twenty miles. Across the mouth of the bay, from Owl's Head to Burnt Coat Island, is about thirty miles. It contains a number of fine islands, the principal of which are Deer Island, Fox Islands, Isle of Haut, Long Island, and some others. From a hill above Camden, and from other points, the view of this bay, with its islands and numerous vessels, is beautiful. The bay and river contain many good harbours, the principal of which are Castine, Belfast, Bucksport, Bangor, and others.

The KENNEBEC is, next to the Penobscot, the most important river in the state: its principal source is the outlet of Moosehead lake; twenty miles below, it receives the Dead river, which is a longer branch, and rises within five miles of the Chaudiere, which flows into the St. Lawrence. Its general course is south by east, with several long and occasionally sudden windings. Its course from its source to the sea is about 200 miles. Its largest tributary is the Androscoggin, which enters it from the west, eighteen miles from the ocean. It is navigable for large ships twelve miles to Bath, for sloops of 150 tons, forty miles to Hallowell, and for sloops, two miles farther to Augusta, to which the tide rises; and for boats to Waterville, eighteen miles above Augusta. It has important falls at Waterville, and at three other places above, affording great water power. There are bridges, at Augusta, at Canaan, and at Norridgewock. It is generally closed with ice four months in the year at Hallowell, but usually open at all seasons below Bath. The most important towns on the river are, Bath, Hallowell, Augusta, Waterville, and Norridgewock. It flows through a fertile country, and is the medium of an extensive trade.

The SACO rises in the White mountains, N. H., within a few rods of the source of Ammonoosuc river, flowing west to Connecticut river, and east through the celebrated mountain *Notch*, with a rapid, foaming current, and frequent cascades. It enters Maine at Fryburg, and winds

in a south-easterly direction, until it enters the Atlantic, between Saco and Biddeford. It has four principal falls in Maine, of seventy, twenty, thirty, and forty-two feet respectively, which afford immense water power. Pine timber grew extensively on its banks, furnishing supplies for numerous saw mills; but this useful wood is disappearing rapidly by the axe of the timber cutter, and the fires of the new settlers. The other rivers are the St. Croix, Union, Machias, Androscoggin, Memumack, and numerous lesser streams.

Passamaquoddy bay lies partly in the state of Maine, and partly in the British province of New Brunswick. Its entrance is about six miles wide from north to south, and its length is about twelve miles. Campobello Island divides the entrance into two passages. Deer Island and some smaller islands lie also within, and Grand Manan to the south, off the entrance of this bay. The bay is well sheltered, has everywhere a sufficient depth of water for the largest vessels, and is never closed by ice. Its waters abound with mackerel, cod, herring, and other fish. The rise of tide varies from twenty-five to thirty-three feet. The boundary of the United States passes on the west side of Campobello Island into the St. Croix river, which enters the north-west part of this bay.

From this bay to Portsmouth, near the boundary of New Hampshire, the coast of Maine presents bays, harbours, and inlets of the sea, rugged islands, and shores. Penobscot is the largest bay, and Mount Desert the largest island.

PRINCIPAL SEAPORTS AND TOWNS.

Augusta is situated on both sides of the Kennebec river, forty-three miles from the ocean, at the head of sloop navigation, 44 deg. 18 min. 43 sec. north latitude, 69 deg. 50 min. west longitude, 163 north-north-east of Boston, Massachusetts, and 595 north-east of Washington. Population of the township, 1810, 1805; 1820, 2475; 1830, 3980; 1840, 5314. First settled, 1771, incorporated, 1797. The township is eight by six miles. The two parts of the town, or, as it, with many others, is in the *United States' Gazetteer* called, village, are connected by a bridge across the Kennebec, 520 feet long, which cost 28,000 dollars. It is regularly laid out; the ground rises on each side of the river; it has many fine buildings, and the streets are ornamented by trees on each side. Its agriculture, commerce, and manufactures are flourishing. Its tonnage is over 3000. The state house is a white granite building on a commanding eminence, half a mile south from the village. The apartments for the senate, house of representatives, and state offices, are spacious and well constructed. Before it, is a park, ornamented with walks and trees. The United States arsenal is a large stone edifice on the east side of the river. The state insane hospital is a large granite edifice with wings, on the east side of the river, surrounded by seventy acres of ground, and cost 100,000 dollars. The Augusta high school is a large brick building, sixty-five by fifty feet, two stories high, with a doric portico, and cost 7000 dollars. There is a strong dam erected across the Kennebec, half a mile above the village, with locks to facilitate navigation, completed in 1837, at an expense of 300,000 dollars. Its sluices constitute great water power. In constructing the dam, 2,500,000 feet of timber, and 75,000 tons of stones and gravel were used. The lake formed by this dam extends sixteen miles, and covers 1200 acres. It has sixty-four warehouses and shops, called *stores*, capital 141,650 dollars; three tanneries, one distillery, four grist mills, four saw mills, two oil mills, capital in manufactures, 66,550 dollars; two academies, 150 students; twenty-six schools, 1129 scholars.—*Official Returns, U. S. Gaz.*

Bangor is situated at the head of the tide navigation, on the west side of the Penobscot river, sixty miles from the ocean. It is in 44 deg. 47 min. 50 sec. north latitude, and 68 deg. 47 min. west longitude, 230 miles north-east from Boston, Massachusetts; 663 miles from Washington. Population, 1790, 169; 1800, 277; 1810, 850; 1820, 1221; 1830, 2868; 1840, 8627. Kenduskeag, a stream 190 yards wide at its mouth, divides the city into two parts, which are connected by bridges. This stream has falls about one mile above the city,* which affords many mill seats. Close to, and above

* We shall follow in our description the names or terms used by the people and writers of the United States. Corporate towns are usually called *cities* in the United States, although places called villages, and others called corporate towns, are often more populous. Liverpool, in England, is, in a higher degree than many ancient cities, a corporate town, but no one gives it, nor hundreds of great corporate towns in England, Germany, France, and Italy, the bombastic term *city;* though the term itself has nothing objectionable in it, excepting its *ostentatious* application in the United States and British America. In olden times Boston was called a *town*. In modern, under a new corporate form, a *city*. We were some years ago charged with extreme ignorance by some American (colonial) paper, for saying incidentally, for the active timber trading "city of St. John," New Brunswick, the "town of St. John;" which city, by the bye, is not even the capital of the province. The Member of Parliament who would say *City of Liverpool*, or the Deputy who would say *City of Havre*, would both be laughed at, probably incur nicknames for the remainder of their lives. It is true that charters in America, incorporate some places as *towns*, and others as *cities;* but we can trace nothing in the latter, which could not, with equal utility and common sense, be included in the former.

the city, is a bridge across the Penobscot river, 1320 feet long, connecting it with Orrington, which cost 50,000 dollars. The harbour, which is at and below the mouth of the Kenduskeag, is capacious; the tide rises seventeen feet, and is sufficient to float large vessels. The principal article of trade is lumber, which comes down the river in large rafts. 1200 vessels, over 100 tons burden each, are employed in the lumber trade, besides a large number of vessels engaged in the coasting and foreign trade. The *city* occupies a pleasant situation, affording a full view of the river and surrounding country. The buildings, both public and private, are neat, many of them handsome. Steamboats regularly ply between this place and Portland and Boston, while the river is open, which is the case during about eight months in the year. Bangor has seven churches, one Congregational, one Episcopal, one Baptist, one Methodist, one Lutheran, one Universalist, and one Roman Catholic. It was incorporated as a town in 1791; as a city, in 1834. The Bangor Theological Seminary, originally called the "Maine Charity School," and first established at Hampden, six miles south, was opened in 1816. It proposes to give a classical and theological education for the ministry, in a shorter time than is ordinarily required in a collegiate and theological course, and is under the direction of the Congregationalists. It has three professors, forty-three students, 139 alumni, and 7000 volumes in its libraries. Bangor had, in 1840, eleven commercial and commission houses in foreign trade, capital, 98,500 dollars; 134 retail stores, capital, 318,500 dollars; value of lumber produced, 305,500 dollars; one tannery, two grist-mills, forty-two saw-mills, three printing offices, one daily, two weekly newspapers; capital in manufactures, 101,800 dollars; two academies, twenty-nine students, twenty-five schools, 1647 scholars. One of its manufactures is tarpaulin hats for fishermen and sailors, of which about 1800 per month are often made by men and women.—*Official Returns, U. S. Gaz.*

Portland is situated on a peninsula at the western extremity of Casco bay, in 43 deg. 39 min. north latitude, and 7 deg. 20 min. west longitude from Greenwich, and 6 deg. 45 min. east from Washington. It is 110 miles north-north-east from Boston, 545 north-east from Washington. The population in 1800 was 3677; in 1810, 7169; in 1820, 11,581; in 1830, 12,601; in 1840, 15,218. Engaged in commerce, 397; in manufactures and trades, 1032; navigating the ocean, 726; in the learned professions, &c., 101. It extends three miles from east to west, and has an average width of three-fourths of a mile. This *city* presents an imposing appearance from the sea: rising like an amphitheatre between two hills. It is regularly laid out, and handsomely built, and has several public buildings, among which are a court-house, a spacious city hall, a gaol, and sixteen churches. It has also a custom-house, six banks, a theatre, and an athenæum, containing a library of 4000 volumes. It has on a point at the entrance of the harbour, called Portland Head, a lighthouse, which is of stone, seventy-two feet high, built in 1790. On an eminence, on which Fort Sumner formerly stood, there is an observatory seventy feet high, which commands a view of the harbour and its islands. The harbour, which is among the best in the United States, is easy of entrance, spacious, and safe, being protected by islands at its entrance from the violence of storms. It is rarely obstructed by ice. It is defended on the opposite sides of the ship channel by Forts Preble and Scammel, on islands a mile and a half from the lighthouse. It is well situated for trade, having an extensive back country. There were, in 1840, forty commercial, and eight commission houses, with a capital of 658,500 dollars; 256 retail stores, with a capital of 574,450 dollars; two lumber yards, capital 4000 dollars; fisheries, capital 11,300 dollars; machinery produced, 3000 dollars; one furnace, capital 5000 dollars; two tanneries, capital 9000 dollars; two potteries, capital 4000 dollars; two ropewalks, capital, 18,000 dollars: nine printing offices, five binderies, two daily, seven weekly, three semi-weekly newspapers, and three periodicals, employing ninety-four persons, and a capital of 34,500 dollars. Total capital in manufactures, 215,350 dollars. Eleven academies and grammar schools, 1118 students, thirty-two common schools, 1976 scholars. The registered tonnage in 1840 was 56,135, and that of the coasting trade about 20,000 tons. The principal articles of export are lumber and fish, with beef, butter, &c. The natural facilities of communication which Portland enjoys have been increased by the Oxford canal, which extends from it twenty miles to Sebago pond.* and, by a lock in Songo river, is extended into Brady and Long ponds, thirty miles farther. The trade of the city is chiefly with the West Indies and Europe, and its coasting trade greatly, though not altogether, with Boston. To the latter there is a railroad. Portland was formerly a part of Falmouth, and 130 houses, constituting two-thirds of the village, were laid in ashes by the British in October, 1775. It was incorporated with its present name in 1786, and received a *city* charter in 1832.—*Official Returns, U. S. Gaz.*

Belfast is situated at the head of Belfast bay, on the west side of the Penobscot river, thirty miles from the sea. Incorporated in 1773. A small river, over which there is an extensive bridge, flows through the town. The harbour is safe and spacious, rarely obstructed by ice, and

* Small lakes, or lagunes, are usually called ponds in the United States and in British America. The English reader must not associate any thing so mean as a *horse pond* or *mill pond*, with an *American pond.*

sufficiently deep for vessels of the largest class. It is engaged in the foreign and coasting trade, in the fisheries, and in ship-building. Its principal exports are lumber and fish. Its registered tonnage in 1840 was 38,218. As the river above the town freezes, Belfast concentrates the principal winter trade of the Penobscot river. It had, in 1840, forty-two stores, capital 110,000 dollars; two fulling mills, four tanneries, two grist mills, five saw mills, one printing office, and one weekly newspaper. Capital in manufactures, 32,300 dollars. One academy, forty students, twenty-one schools, 1217 scholars. Population—1810, 1259; 1820, 2026; 1830, 3077; 1840, 4186.—*Official Returns.*

Castine, situated on a peninsula, on the east side of Penobscot bay, opposite Belfast, was first settled by the French in 1667, and by the English in 1760. It has a spacious, safe harbour, accessible at all seasons of the year, for ships of the largest burthen. It might easily be fortified, so as to make it a place of strength; the British had possession of it in the revolutionary and late war. It has a considerable trade in lumber, and shipping in the coasting trade and the fisheries. There were, 1840, in the town twenty-seven stores, capital 97,400 dollars; 10,200 dollars invested in the fisheries; two tanneries, and one grist mill. Capital in manufactures, 14,050 dollars; seven schools, 406 scholars. Population, 1188.—*Official Returns, U. S. Gaz.*

Gardiner is situated on the west side of Kennebec river. Cobbeseconte river enters the Kennebec near the town. With a continued succession of falls, it affords abundant water power. There were, in 1840, an Episcopal and a Methodist church, a bank, and a lyceum, thirty-four stores, capital 63,450 dollars; one fulling mill, one woollen factory, two paper factories, one printing office, one periodical, one weekly newspaper, six tanneries, one pottery, five grist mills, sixteen saw mills. Capital in manufactures, 87,050 dollars. One academy, seventy students, twenty-one schools, 2086 scholars. Population, 5042.—*Official Returns, U. S. Gaz.*

Hallowell is situated on the west side of Kennebec river. The principal streets are parallel with the river, and crossed by others which rise from the river to the height of 200 feet. The principal trading street is near the river, and contains several brick stores and warehouses. The houses are well built. Vessels of 150 tons, and drawing nine feet of water, load or discharge at the wharfs. Its shipping is engaged chiefly in the coasting trade. Steamboats ply between this place and Portland and Boston. Granite is quarried here, and extensively exported. It is of a light colour, and is easily wrought. The town extends on both sides of the river. It has four tanneries. Capital in manufactures, 13,500 dollars. One academy, thirty-six students, twenty-nine schools, 950 scholars. Population, 4654.—*Official Returns, U. S. Gaz.*

Machias, situated on the east side of the west branch of Machias river, near the falls, contains a court house, gaol, and numerous mills. Vessels of 250 tons ascend to the saw mills, and carry away the deals and lumber. It had, in 1840, ten stores, capital 38,250 dollars; two tanneries, two grist mills, twenty-three saw mills. Capital in manufactures, 132,939 dollars. Eleven schools, 382 scholars. Population, 1351. Tonnage of the district, 11,847.—*Official Returns, U. S. Gaz.*

Newport, near a large pond, into which several streams empty, and the outlet of which forms the source of Sebasticook river, had, in 1840, four stores, capital 4800 dollars; one tannery, one grist mill, one saw mill. Capital in manufactures, 11,330 dollars. Eight schools, 471 scholars. Population, 1138.—*Official Returns, U. S. Gaz.*

Penobscot is situated on the east side of the Penobscot river. An arm of its bay affords facilities for navigation. A large pond lies partly in its north-east part. It exports lumber. Incorporated in 1817. It had, in 1840, two stores, capital 1300 dollars; three grist mills, three saw mills. Capital in manufactures, 1930 dollars. Thirteen schools, 526 scholars. Population, 1474. —*Official Returns, U. S. Gaz.*

Saco is situated on the east side of Saco river, along which there is rich alluvial, or interval land. This village is situated at the falls, six miles from the mouth of the river, where it forms a cataract of forty-two feet, of great water power. The village contains a Congregational church, a bank, an academy, numerous mills, moved by water power, many handsome dwellings, and has considerable navigation and trade, particularly in lumber. Just below the falls there is a large pool, where vessels take in their cargoes. Along the shore there is a fine beach, four miles long, with a beautiful view of the ocean, and is resorted to for a pleasant drive in warm weather. There were, in 1840, thirty-eight stores, capital 68,050 dollars; three cotton factories, 17,760 spinners; three tanneries, two printing offices, two weekly newspapers, two grist mills, two saw mills. Capital in manufactures, 1,020,932 dollars; five academies, 246 students; twenty-one schools, 800 scholars; population, 4,408; tonnage, in 1840, 3358.—*Official Returns, U. S. Gaz.*

The capital stock of the York Manufacturing Company, at Saco, is 1,000,000 dollars. They have in operation three mills, one of which is 210 feet in length, forty-five in width, and five stories in height, including the basement and attic. The other two are 145 feet in length, and the same width and height as the first mentioned—containing, in the whole, 17,800 spindles, and 570 looms.

The number of females employed during the last year was, on an average	800
The number of males	200

Yards of cloth made per week	102,200
Bales of cotton used „	100
Tons Anthracite coal per year	900
Cords of wood per year	300
Tons potato starch, per year or more than 1200 lb. per week.	30
Gallons oil used per week	100

The average amount of the wages paid is 3000 dollars per week, or about 150,000 dollars per annum. The annual cost of raw cotton at the present prices is 250,000 dollars. The boards used in making boxes for packing the goods amount to more than 1000 feet per day.

The quantity of copperas and other dyestuffs, constitute the other principal outlay for raw materials used. The amount of tonnage employed for freight of bales, received or shipped, is equal to about 100 tons per week.

No person, male or female, is employed under fourteen years of age, and very few under sixteen. None are admitted until they have been properly instructed in reading and writing, and in order to show their proficiency, they are, in all cases, required to write their names before going into the mills. Writing schools are generally kept in the evening for the improvement of those who desire it.

It is a general regulation of the company that those in their employment, or living in their houses, who have not had the cow-pox, should be vaccinated, and a physician is employed for that purpose. An arrangement is also made with the physicians of the place, at the expense of the company, to attend, in case of sickness, upon all females in their employment, without charge to them for medical advice or attendance.—*Official Returns, Boston Advertiser, &c. &c.*

Thomaston is situated between Penobscot bay on the east, and St. George's river on the west. It contains an abundance of limestone, and lime is made to the amount of 300,000 casks annually. Large ships come up the St. George's river to this town, twelve miles from the ocean. The Maine state prison is situated on the bank of St. George's river, on which is found a blue granite, which the prisoners are extensively employed in cutting, and preparing for exportation. The buildings, which are spacious and commodious, have attached to them ten acres of ground. Major-General Henry Knox, of the revolutionary army, died here in 1807, and was buried in the middle of a thick cedar grove, on his own ground, near his dwelling. This town had, in 1849, ninety stores, capital 131,400 dollars; three lumber yards, capital 1050 dollars; two fulling mills, one pottery, two printing offices, two weekly newspapers, three grist mills, one saw mill. Capital in manufactures, 211,410 dollars; one college, fifteen students, three academies, 166 students, twenty-seven schools, 2423 scholars. Population, 6227.—*Official Returns, U. S. Gaz.*

York.—On the sea coast the surface of this post township is rocky and rough; the soil generally barren, but fertile near the valley. Watered by York river, which enters the Atlantic by a wide mouth, and Cape Neddock river. Agamenticus mount lies in its north-west part, a noted landmark for seamen, the summit of which presents an extensive prospect. Incorporated in 1653. The village on the north side of York river was formerly the capital of the county. It has a good harbour, which admits vessels of 250 tons, and is regularly laid out, with streets crossing each other at right angles. It has some shipping, employed chiefly in the fisheries. It was originally designed for a large city, but has not equalled the expectations of its early founders. On Cape Neddock, a rocky promontory, is a light-house. It had, in 1840, eleven stores, capital 7750 dollars; two fulling mills, one tannery, five grist mills, five saw mills. Capital in manufactures, 2975 dollars; 866 scholars in schools. Population, 3111.—*Official Returns, U. S. Gaz.*

Bridgeton is situated on Long Pond, from which there is a communication by boats to Portland, through the Oxford and Cumberland canal. The place is well situated for trade with the interior. It had, in 1840, nine stores, capital 11,800 dollars; three fulling mills, four tanneries, one pottery, five grist mills, seven saw mills. Capital in manufactures, 16,350 dollars. One academy, eighty students, eighteen schools, 769 scholars. Population, 1987.—*Official Returns, U. S. Gaz.*

Calais is situated at the head of the navigation on the St. Croix or Schoodic river, nearly opposite to St. Andrews, New Brunswick. It has an upper and a lower village, which are about two miles apart, and connected by a railroad. The falls in the river here afford abundant water power. Below the lower falls is a bridge, which crosses to the British side. The tide here rises twenty feet, and vessels of the largest class ascend to the lower village. It had, in 1840, three foreign commercial houses, capital, 370,000 dollars; thirty stores, capital, 81,005 dollars; six lumber yards, capital, 71,000 dollars; one grist mill, twenty saw mills. Capital in manufactures, 130,820 dollars. Ten schools, 1217 scholars. Population, 2934.—*Official Returns, U. S. Gaz.*

Eastport is situated on Moose Island, four miles long; which, with several smaller islands in Passamaquoddy bay, constitute the township. A bridge on the north-west connects it with Perry, and a ferry of three miles with Lubec. It has a capacious dock. The village contained in 1840, five churches, forty stores, a garrison, and about 2000 inhabitants, who are chiefly en-

gaged in the lumber trade and the fisheries. There are in the town forty-nine stores, capital, 186,250 dollars; one tannery. Capital in manufactures, 8900 dollars. One academy, thirty students, eleven schools, 560 scholars. Population, 2876.—*Official Returns, U. S. Gaz.*

FREEPORT, pleasantly situated at the head of Casco bay, has a small harbour, with some coasting trade and ship building. There were, in 1840, eleven stores, capital, 11,900 dollars; one tannery, two grist mills, one saw mill. Capital in manufactures, 3100 dollars. Eighteen schools, 806 scholars. Population, 2662.—*Official Returns. U. S. Gaz.*

NORRIDGEWOCK is situated on both sides of the Kennebec river. The surface of the adjoining lands is moderately hilly; soil, generally fertile, and adapted to the culture of grain. The village is situated on the north side of Kennebec river, across which there is a bridge, connecting it with a village on the south side. It contains a court house, gaol, a Congregational church, and a female academy. Its trade is extensive with the back country. There were, in 1840, seven stores, capital 18,500 dollars; one fulling mill, two tanneries, one weekly newspaper, one grist mill, one saw mill, one oil mill. Capital in manufactures, 13,725 dollars. One academy, twenty-five students, twenty schools, 835 scholars. Population, 1865.—*Official Returns, U. S. Gaz.*

PHIPPSBURG is situated at the mouth of the Kennebec, on a peninsula, between the Kennebec river on the east, and New Meadow bay on the west, with the Atlantic on the south. It has several vessels, employed chiefly in the fisheries. Ship building forms a considerable business. It had, in 1840, seven houses in trade, capital 2850 dollars; one grist mill, thirty three saw mills. Capital in manufactures, 143,417 dollars. Nine schools, 654 scholars. Population, 1657.—*Official Returns, U. S. Gaz.*

PROSPECT, situated on the west side, and at the mouth of the Penobscot river, was incorporated in 1794. It had, in 1840, fifteen stores, capital 41,700 dollars; one fulling mill, two tanneries, two grist mills, twelve saw mills. Capital in manufactures, 35,350 dollars. Twenty schools, 1416 scholars. Population 3492—*Official Returns.*

SIDNEY.—Kennebec river runs on its east border, and Snow's pond lies on its west border, which receives the waters of several other large ponds, and flows north through Waterville into Kennebec river. Incorporated in 1792. The soil is fertile, adapted to grain. It had, in 1840, two stores, capital 1450 dollars; one fulling mill, two tanneries, two grist mills, eight saw mills. Capital in manufactures, 35,893 dollars. Eighteen schools, 833 scholars. Population, 2190.—*Official Returns, U. S. Gaz.*

TURNER.—The Androscoggin river flows on its eastern border. The surface is pleasantly diversified: soil, generally fertile. Incorporated in 1786. It had, in 1840, ten stores, capital, 7500 dollars; two lumber yards, capital, 900 dollars; two fulling mills, one tannery, five grist mills, eight saw mills, one oil mill. Capital in manufactures, 21,655 dollars: one academy, eighty students, seventeen schools, 1067 scholars. Population, 2479.—*Official Returns, U. S. Gaz.*

VASSALBOROUGH.—The outlets of two large ponds, on its eastern border, afford water power. By means of the dam across the Kennebec river, at Augusta, and the lock at that place, vessels from the ocean ascend to this place. Incorporated in 1771. It had, in 1840, nine stores, capital, 9200 dollars; two fulling mills, one woollen factory, six tanneries, one paper factory, seven grist mills, seven saw mills. Capital in manufactures, 51,335. One academy, 100 students, twenty-two schools, 1164 scholars. Population, 2952.—*Official Returns, U. S. Gaz.*

WISCASSET has a port of entry, with a safe harbour at the mouth of the Sheepscot river, sufficient for vessels of the largest size, and seldom obstructed by ice. Its shipping are engaged in the foreign and coasting trade, and in the fisheries. Ship building is a leading business. The township has a court-house, several churches, a number of stores, a printing office issuing a weekly newspaper, and many large and handsome dwellings. It is one of the most important seaports of the state. There were, in 1840, five commercial houses, capital, 103,600 dollars; twenty-one stores, capital 27,800 dollars; one furnace, two tanneries, one pottery, two grist mills, one saw mill. Capital in manufactures, 71,150 dollars. Eight schools, 983 scholars. Population, 2314.—*Official Returns, U. S. Gaz.*

SCARBOROUGH.—Capital in manufactures, in 1840, 4260 dollars; fourteen schools, 854 scholars. Population, 2172.—*Official Returns.*

WATERVILLE is situated at Teconic falls on the Kennebec, which are eighteen feet in height, where there is a bridge across the river. It contains four churches, an academy, and various mills and manufactories. The Kennebec is navigable to this place from Augusta, for boats of forty tons. Emerson's stream, a tributary of the Kennebec, has a very high fall, and affords good water power, where there is a manufacturing village. Waterville College, under the direction of the Baptists in this township, was founded in 1820, has a president, and five professors or other instructors, 145 alumni, of whom thirty have been ministers of the gospel, sixty-five students, and 7000 volumes in its libraries. It has two edifices containing rooms for students, a chapel and a commons hall. There were, in 1840, thirty-nine stores, capital 129,800 dollars; two fulling mills, one college, ninety-four students, two academies, 262 students, nineteen schools, 1274 scholars. Population, 2971.—*Official Returns, U. S. Gaz.*

BRISTOL is situated in a township. It lies east of the Damariscotta river, and south upon

the Atlantic. Pemaquid river supplies it with water power. The township has good harbours, and considerable shipping, engaged chiefly in the coasting trade and the fisheries. The first settlement in Maine was commenced in 1625, and incorporated in 1765. It had, in 1840, seven stores, capital, 4900 dollars; one fulling mill, four tanneries, two grist mills, five saw mills; capital in manufactures, 17,300 dollars; nineteen schools, 1014 scholars. Population, 2945.—*Official Returns, U. S. Gaz.*

Brunswick is situated on the south side of the Androscoggin river, at the lower falls, where there is abundant water power. The river below is navigable for boats to Bath. A great quantity of lumber and deals comes down to Androscoggin. There are thirteen saw mills and a cotton factory at this place. A bridge connects it with Topsham.

Bowdoin college, a well-endowed institution, in this place, was founded in 1794. It has a president and ten professors or other instructors, 649 alumni, 165 students, and about 20,000 volumes. A medical school is attached to the institution, with four professors and seventy students. Its philosophical apparatus, and its cabinets of mineralogy and natural history are highly spoken of. The commencement of term is on the first Wednesday in September. The town had, in 1840, thirty stores, capital 34,150 dollars; one fulling mill, one woollen factory, one cotton factory, 4000 spinners, two tanneries, one pottery, one flouring mill, five grist mills, thirteen saw mills, one printing office, one periodical; capital in manufactures, 220,825 dollars; two academies, sixty-six students, thirty-two schools, 1065 scholars. Population, 4259.—*Official Returns. U. S. Gaz.*

West Brook, through which the river Presumpscot flows from west to east, contains the manufacturing village of Sacarappa, and another called Stroudwater, which has some vessels employed in the coasting-trade and the fisheries. The Cumberland and Oxford Canal passes through the township, in which there were, in 1840, twenty-four stores, capital, 13,850 dollars; two fulling mills, two furnaces, eight tanneries, ten grist mills, thirteen saw mills; capital in manufactures, 236,460 dollars; two academies, eighty students, fifteen schools, 1439 scholars. Population, 4116.—*Official Returns, U. S. Gaz.*

Buxton had, in 1840, twelve stores, capital, 6650 dollars; two fulling mills, six tanneries, one pottery, two grist mills, twelve saw mills; capital in manufactures, 24,138 dollars; fifteen schools, 1271 scholars. Population, 2688.—*Official Returns, U. S. Gaz.*

Ellsworth is a township watered by the Union river, with soil adapted to grain and to grazing. Its village is situated on both sides of Union river, where it is crossed by a bridge, at the head of tide navigation, and to which large vessels ascend. It contains a court-house, and other county buildings. There were, in 1840, fifteen stores, capital, 4300 dollars; five grist mills, nineteen saw mills; capital in manufactures, 4000 dollars; one academy, twelve students, nineteen schools, 670 scholars. Population, 2263.—*Official Returns, U. S. Gaz.*

Frankfort is a township with fertile and commercial advantages. The river Penobscot at this place remains open through the year. The principal village of this township is on Marsh bay. There were in all, in 1840, thirty-six stores, capital, 35,500 dollars; one commercial house, capital, 2000 dollars; eighteen lumber yards, capital 54,400 dollars; two fulling mills, three tanneries, five grist mills, fifteen saw mills; capital in manufactures, 70,495 dollars; twenty-three schools, 953 scholars. Population, 3603.—*Official Returns.*

Gorham, first settled in 1736. It has a well-endowed academy, and contained, in 1840, one tannery, one powder mill, three grist mills, four saw mills; capital in manufactures, 13,920 dollars; one academy, 309 students, twenty-three schools, 1160 scholars. Population, 3001.—*Official Returns.*

Biddeord town is connected with the town of Saco by a bridge. It extends to the sea, and has a revolving light off the mouth of the Saco river. It had, in 1840, fifteen stores, capital, 7500 dollars; one furnace, one fulling mill, two tanneries, one pottery, two grist mills, nine saw mills; capital in manufactures, 16,450 dollars; thirteen schools, 563 scholars. Population, 2574.

Bath.—This town had, in 1840, a population of 5741 inhabitants. It is situated on the Kennebec, twelve miles from the sea. The river at the town is seldom frozen over. Ship-building is extensively carried on. Registered tonnage, in 1840, 64,035. It has also an active coasting trade by sailing vessels and steam boats. It had, in 1840, three churches, two banks, seventy-five stores, capital 223,300 dollars; two furnaces, two tanneries, fifteen saw mills; value of ships built that year, 220,000 dollars: one printing office, one newspaper, five academies, 120 students, twenty schools, 1010 scholars.

South Berwick is situated on the Salmonfall river. In 1840 it had a population of 2314 inhabitants, one fulling mill, three woollen factories, one cotton factory, 6912 spindles, three tanneries, two grist mills, five saw mills, sixteen stores; capital 24,300 dollars; capital in manufactures, 223,400 dollars, one academy, seventy-three students, fourteen schools, 871 scholars.

Bucksport is a thriving town on the Penobscot river, with a good harbour. In 1840 it contained 3015 inhabitants, five foreign commercial houses, eighteen stores, one fulling mill, two tanneries, three grist mills, eight oil mills; capital in manufactures, 15,700 dollars. Exports lumber.

CAMDEN, on the Penobscot, had, in 1840, a population of 3005 inhabitants, eleven stores; capital in manufactures, 105,600 dollars, and several ship-building yards, with an active fishery and coasting trade.

KENNEBUNK is situated near the entrance of the river of the same name, and has a good harbour, shipping, coasting trade, and fisheries. In 1840, population, 2323 inhabitants, seventeen stores, one cotton factory, one printing office and newspaper, one grist mill, three saw mills, &c.

MINOT, on the Androscoggin, had, in 1840, a population of 3550 inhabitants, fifteen stores, two fulling mills, and one furnace.

NORTH YARMOUTH, situated on Casco bay, has a coasting trade and fisheries. It contained, in 1840, a population of 2824 inhabitants, four churches, one academy, eighteen schools, fifteen stores, two fulling mills, five tanneries, three potteries, three grist mills, and three saw mills.

POLAND, with a village of agricultural Shakers, is a township on the Little Androscoggin. Population, 2360.

There are several smaller towns and villages in Maine.

NAVIGATION AND TRADE OF THE PORTS OF MAINE.

The navigation of the ports of this state is confined nearly altogether to British, colonial, and United States' shipping; the former chiefly in the trade between this state and the British colonies. In 1843 there arrived in Portland 116 British vessels, chiefly schooners, and all with cargoes of gypsum, for manure, and some wood from Nova Scotia and New Brunswick. They returned with flour and some West India produce, and many in ballast. The tonnage of those vessels amounted to 7312 tons, crews 506. Invoice value of cargoes imported, only 1683*l.*; of cargoes exported, 1264*l.*

Five hundred and eighty-one British vessels arrived from Nova Scotia and New Brunswick, during the same year, within the customs district of Passamaquoddy bay, Maine; tonnage, 33,509 tons; crews, 2424. Invoice value of cargoes, 9726*l.* Cargoes consisted chiefly of gypsum, some timber, grindstones, and cargoes of coal; the latter from Picton. They sailed chiefly in ballast; a few carried to the British colonies, flour; and some wood to the West Indies. Value of exports, 9097*l.* 110 British vessels arrived at Portsmouth, Maine, with gypsum, coal, wood, and some Poblas from Nova Scotia and New Brunswick. Tonnage, 5182 tons; crews, 388. Invoice value of cargoes, 960*l.*; of cargoes exported, only 401*l.* 10 British vessels arrived at the port of Bath, with gypsum, value 149*l.*; tonnage, 663 tons, crews, 38. Three arrived at the port of Belfast, one only loaded. Value of cargo, gypsum, 16*l.*

The coasting trade, the fisheries, and carrying timber to the southern ports of the neighbouring states; and gypsum, grindstones, and coal from Nova Scotia and New Brunswick, constitute the chief carrying trade and employment of the vessels belonging to the state of Maine. The following table does not include the shore fisheries, or the coasting trade of the state.

GROSS RETURN of British and Foreign Trade, at the principal Ports within the Consulate of Maine and New Hampshire, during the Year ending December 31st, 1843.

PORTS.		ARRIVED.				DEPARTED.			
		Number of Vessels	Tonnage	Number of Crews.	Invoice value of Cargoes.	Number of Vessels	Tonnage	Number of Crews.	Invoice value of Cargoes.
					£ s. d.				£ s. d.
Portland	British	116	7,312	506	1,683 13 4	116	7,312	506	1,264 6 9
	Foreign	86	19,197	623	54,046 16 0	148	29,117	1229	77,492 18 6
Total		202	26,509	1,129	55,730 9 4	264	36,429	1735	78,757 5 3
Portsmouth	British	110	5,182	388	960 11 4	110	5,182	388	401 0 7
	Foreign	14	5,752	190	6,457 4 1	2	200	9	1,058 1 11
Total		124	10,934	578	7,417 15 5	112	5,382	397	1,459 2 6
Passamaquoddy	British	581	33,509	2,424	9,726 8 10	581	33,509	2424	9,097 17 1
	Foreign	73	11,105	487	5,464 11 6	78	13,602	580	42,247 2 6
Total		654	44,614	2,911	15,191 0 4	659	47,111	3004	51,344 19 7
Bath	British	10	663	38	149 19 1	10	663	38	100 9 0
	Foreign	42	11,300	428	14,080 1 0	98	17,233	760	40,582 17 0
Total		52	11,963	566	14,230 0 1	108	17,896	798	40,683 0 0
Belfast	British	3	163	12	15 19 6	3	163	12	11 5 0
	Foreign	29	4,827	212	8,455 0 0	91	15,979	711	30,243 12 0
Total		32	4,990	224	8,470 19 6	94	16,142	723	30,254 17 0
Penobscot	Foreign	4	1,016	37	467 2 0	11	1,520	57	3,977 7 6
Saco	Foreign	..	..	..	..	3	336	18	336 17 3
Kennebunk	Foreign	3	628	26	414 0 0	6	1,152	50	1,781 11 3
Waldborough	Foreign	13	2,570	88	678 5 11	5	879	35	658 2 6
Wiscassett	Foreign	3	517	24	701 15 1	7	952	48	2,037 0 0
Frenchman's Bay	Foreign	..	..	..	..	1	160	6	256 10 5
Machias	Foreign	2	265	13	Ballast	1	103	7	218 5 3

II. NEW HAMPSHIRE.

NEW HAMPSHIRE is bounded on the north by Lower Canada, on the east by Maine, on the south-east by the Atlantic, on the south by Massachusetts, and on the west by Vermont, and by the Connecticut river. It extends from 42 deg. 41 min. to 45 deg 11 min. north latitude, and from 70 deg. 40 min. to 72 deg. 28 min. west longitude. It is 160 miles long, and from 20 to 90 broad. Area 9280 square miles, or 5,939,200 acres. The population in 1790 was 141,885; in 1800, 138,858; in 1810, 214,460; in 1820, 244,161; in 1830, 269,328; in 1840, 284,574. Of these, 139,004 were free white males, 145,032 free white females, 248 free coloured males, 290 free coloured females. Engaged in agriculture, 77,949; in commerce, 1379; in manufactures and trades, 17,826; navigating the ocean, 455; navigating lakes and rivers, 198; learned professions, 1640.—*Official Returns to Congress for* 1840.

CONCORD is the seat of government, situated on the Merrimac river, sixty-three miles north-north-west from Boston, with which it has a boat communication, by means of the river and the Middlesex canal.

The state is divided into ten counties, which, with their population and capitals, were in 1840 as follows:—Rockingham, 45,771, C. Portsmouth and Exeter; Merrimac, 36,253, C. Concord; Hillsborough, 42,494, C. Amherst; Cheshire, 26,429, C. Keene; Sullivan, 20,340, C. Newport; Strafford, 23,166, C. Dover and Rochester; Belknap, 17,988 C. Guildford; Carroll, 19,973, C. Ossipee; Grafton, 42,311, C. Haverhill and Plymouth; Coos, 9849, C. Lancaster. These contain about 323 townships.—*Official Returns.*

New Hampshire extends only eighteen miles along the seacoast, and the shore is generally a sandy beach, bordered in front by salt marshes, and indented by creeks and coves, which form harbours for small craft. There are only two heights on the coast, Great and Little Boar's Heads, both in the town of Hampton. The country, for twenty or thirty miles from the sea, is generally

level or moderately undulated. Elevated hills and vales succeed; and toward the northern part the country becomes mountainous. The most elevated summits are the highest in the United States, east of the Rocky mountains. The principal chain rises between the Connecticut and Merrimac rivers, and passes north of the sources of the Merrimac. The highest points are Grand Monadnock, toward the south-west part of the state, 3254 feet above the level of the sea; Sunapee mountain, near Sunapee lake; and, farther north, Moosehillock, 4636 feet high; beyond which the White mountains rise to the height of 6428 feet, the most elevated summit being denominated Mount Washington. The Gap in the White mountains, called the Notch, is in some places not more than twenty-two feet wide, with lofty precipices on both sides, presenting wild and grand scenery. A road passes through this Gap, being the only pass over, or rather through, the mountains. By this road the products of the north part of New Hampshire, and the north-east part of Vermont, are carried to Portland; and so important is this communication considered by Maine, that its legislature has sometimes made grants for its improvement. One of the streams of the Saco river flows through the Gap.—*U. S. Gaz.*

The elevated lands of New Hampshire afford grazing, and the valleys and the banks and plains of the rivers, and especially the alluvians and plains of the Connecticut are fertile and remarkably productive. In the uncultivated part of the state the quality of the soil is ascertained by the various kinds of timber which grow upon it. Land upon which white oak grows is hard and stony; black and yellow birch, white ash, elm, and alder, grow on a deep, fertile, and moist soil, on which grass seeds and grain may be sown without ploughing; red oak grows best on heavy soils. Agriculture and pasturage have always been the chief pursuits of the people of New Hampshire. Apples and pears are the principal fruits. Each farm has usually an orchard. The principal productions are grass, wheat, rye, Indian corn; and beef, pork, mutton, and butter and cheese, are produced in great quantities. According to the census of 1840, the live stock consisted of 43,892 horses and mules, 275,562 neat cattle, 617,390 sheep, 121,671 swine. Value of poultry, 107,092 dollars. The agricultural products were, 422,124 bushels of wheat, 121,899 bushels of barley, 1,296,114 bushels of oats, 308,148 bushels of rye, 105,103 bushels of buckwheat, 1,162,572 bushels of Indian corn, 243,425 lbs. of hops, 6,206,606 bushels of potatoes, 496,107 tons of hay, 26½ tons of hemp and flax, 1,162,368 lbs. of maple sugar. The products of the dairy were 1,638,543 dollars; of the orchard, 239,973 dollars; of lumber, 433,217 dollars; the sheep yielded 1,260,517 lbs. of wool.

The Merrimac river is rendered navigable by dams, locks, and canals, from Concord until it meets the Middlesex canal. By this route the produce of the southern part of the state is conveyed to Boston. From the western part, much of the produce is carried by the Connecticut river to Hartford. From the upper counties the produce is exported to be sold at Portland. Portsmouth is the most commercial town in the state. The principal articles of export are lumber, fish, beef, pork, horses, neat cattle, sheep, flax-seed, pot and pearl ashes.

The climate of New Hampshire partakes of the extremes of heat and cold, but the air is generally salubrious.* In the month of November the rivers are generally frozen over, and the snow usually lies on the ground until April, and in the northern and mountainous parts until May.

The principal rivers are the Connecticut, navigable for boats to the fifteen mile falls, near Bath, 250 miles above Hartford, in Connecticut; the Merrimac, navigable for boats to Concord. The

* Many instances of longevity, above 100 years of age, are recorded in this state. Among others, was Henry Langstaff, who had been eighty-four years in New England, and who died 18th of July, 1705, "above 100 years of age." His death was occasioned by a fall. Rev. Mr. Pike, of Dover, says in his journal, that he was "a hale, strong, hearty man, and might have lived many years longer, but for the accident which occasioned his death."

William Perkins, of Newmarket, who died in 1732, at the age of 116, was a native of the West of England. Governor Burnet, when on his way to New Hampshire, visited him, and examined him closely concerning events of the civil war in England. His son died in 1757, aged 87; and a great grandson died in 1824, at the age of 91.

William Scory, of Londonderry, died in 1754, aged 110. He was vigorous and active to the close of life. When 104, he walked from Londonderry to Portsmouth, thirty-six miles, and back again by another route twenty-five miles farther, "in order to see how many children his grandchildren's grand-children had, for they had been married several years."—*Boston Weekly Post-Boy*, March 6, 1749.

Robert Metlin, of Wakefield, who died 5th February, 1787, aged 115, was a native of Scotland, lived many years at Portsmouth, where he carried on the business of a baker, and was noted as a pedestrian. He used to go on foot to Boston, then about sixty miles, performing the distance usually in a single day, where, after purchasing his flour, and putting it on board a coaster, he would walk home on the following day. He was 80 years old when he last performed this feat. The journey was thought, in those days, a good day's work for a horse.

John Lovewell, of Dunstable, lived to be about 100 years of age. He was a man of such

Saco, the Androscoggin, and the Piscataqua, rise in, and run through part of this state. The other rivers are the Upper and Lower Ammonoosuc, Sugar, Ashuelot, Contoocook, Maragallaway, and Nashua. By means of the Piscataqua, a navigation for small craft is opened to Newmarket, Durham, and Exeter.

The lakes are numerous; but few of them are large. Lake Winnipiseogee, near the centre of the state, is twenty-three miles long, and from two to ten broad; which, with Umbagog, which lies partly in Maine, Ossipee, Sunapee, Squam, and Newfound, are the principal.

The harbour of Portsmouth is one of the best in America. It has forty feet depth of water at low tide, and is easily accessible for the largest ships. The principal towns are Dover, Concord, Portsmouth, Nashua, Keene, Exeter, Manchester, Peterborough, Walpole, Claremont, Gilmanton, Meredith, Hanover, and Haverhill.—*U. S. Gaz.*

There were in 1840, in New Hampshire, eighteen commercial, and six commission houses engaged in foreign trade, with a capital of 1,330,600 dollars; 1075 retail dry goods and other stores, employing a capital of 2,602,422 dollars; 117 persons engaged in internal transportation, who, with thirty-eight butchers, packers, &c., employed a capital of 54,120 dollars: 626 persons employed in the lumber trade, with a capital of 29,000 dollars; 399 persons employed in the fisheries, with a capital of 59,680 dollars.

There were, in 1840, home-made, or goods made in the houses of families, manufactured to the value of 538,303 dollars. There were sixty-six woollen manufactories, and 152 fulling mills, employing 893 persons, producing goods to the value of 795,784 dollars, with a capital of 740,345 dollars; fifty-eight cotton manufactories, with 195,173 spindles, employing 6991 persons, producing goods to the value of 4,142,304 dollars, and employing a capital of 5,523,200 dollars; fifteen furnaces produced 1320 tons of cast iron, and two forges of 125 tons of bar iron, together employing 121 persons, and a capital of 98,200 dollars; one smelting-house, employing two persons, produced 1000 lbs. of lead; thirteen paper manufactories produced articles to the value of 150,600 dollars; and other paper manufactories to the value of 1500 dollars, the whole employing 111 persons, with a capital of 104,300 dollars; hats and caps were manufactured to the value of 190,526 dollars, and straw bonnets to the value of 9379 dollars, together employing 2048 persons, and a capital of 48,852 dollars; seventeen persons manufactured tobacco to the value of 10,500 dollars, with a capital of 2100 dollars; 251 tanneries employed 776 persons, and a capital of 386,402 dollars; 2131 other manufactories of leather, as saddleries, &c., produced articles to the value of 712,151 dollars, and employed a capital of 230,649 dollars; five distilleries produced 51,244 gallons, one brewery 3000 gallons, together employing seven persons, and a capital of 15,998 dollars; three glass houses employed eighty-five persons, producing to the value of 47,000 dollars, with a capital of 44,000 dollars; fourteen potteries employed twenty-nine persons, producing 19,100 dollars, with a capital of 6840 dollars; twenty persons manufactured soap to the amount of 10,900 lbs., and tallow candles to the amount of 28,845 lbs., and spermaceti or wax candles to the amount of 50,000 lbs., with a capital of 13,550 dollars; 191 persons produced machinery to the value of 106,814 dollars; forty-seven persons produced musical instruments to the amount of 26,750 dollars, with a capital of 14,050 dollars; 197 persons manufactured hardware and cutlery to the amount of 124,460 dollars; fifty-five persons manufactured granite and marble to the amount of 21,918 dollars; 236 persons manufactured bricks and lime to the amount of 63,166 dollars; 450 persons produced carriages and waggons to the amount of 232,240 dollars, employing a capital of 114,762 dollars; seven powder mills, employing eleven persons, produced 185,000 lbs. of gunpowder, with a capital of 58,000 dollars; mills of various kinds employed 1296 persons, and produced articles to the value of 758,260 dollars, with a capital of 1,149,193 dollars; ships were built to the amount of 78,000 dollars; the manufacture of furniture employed 233 persons, producing articles worth 105,827 dollars, and employing a capital of

venerable appearance, that the Indians regarded him with reverence, and never offered to molest him.

Samuel Welch, of Bow, who died the 5th of April, 1823, in the 113th year of his age, was born at Kingston, 1st September, 1710, and is supposed to have been the oldest native of New Hampshire, of European descent, who ever died in the state.

The oldest female in New Hampshire, Hannah Belknap, died in 1784, at the age of 107, lacking one month. When 105, she rode from Atkinson to Plaistow, on horseback, on a "pillion," behind her son, Obadiah Belknap. Her husband died at the age of 95.

Though more females live to an advanced age than males, yet fewer females in this country have attained extreme old age than males. Of the 163 persons who have lived in New Hampshire to the age of 100 years and upwards, 101 were females. Of those, one was nearly 107, three were 106, five were 105, four were 104, six were 103, nine were 102, twenty-four were 101, and the remainder 100, or in their hundredth year. Of the males, one was 117, one 116, one 115, one 112, six 105, four 103, four 102, eight 101, and the remainder 100, or in their hundredth year.

59,984 dollars. There were built ninety brick and 434 wood-houses, employing 935 persons, valued at 470,715 dollars. There were thirty-six printing offices, twenty-two binderies, twenty-seven weekly newspapers, six periodicals, the whole employing 256 persons, and a capital of 110,850 dollars. The whole amount of capital employed in manufactures was 9,252,448 dollars. —*Official Returns.*

The principal institution for education in the state, is Dartmouth College, Hanover, founded in 1770. There is attached to it a medical department. The Gilmanton theological seminary, at Gilmanton, was founded in 1835. In these institutions, there were in 1840, 433 students. There were in the state 68 academies, with 5799 students; and 2127 common and primary schools, with 82,632 scholars. In the state, there were 942 white persons, over twenty years of age, who could neither read nor write.

The principal religious denominations are the Congregationalists, Baptists, and Methodists. In 1836, the Congregationalists had 159 churches, 142 ministers, and 18,982 communicants; the Baptists had 90 churches, 64 ordained ministers, and 6505 communicants. The Free-will Baptists had 100 congregations, and 81 ministers. The Methodists had 75 ministers. Besides these, there are Presbyterians, Unitarians, Universalists, Episcopalians, some Roman Catholics, and two societies of Shakers.

The public works of this state are chiefly those for the improvement of the Merrimac river, by dams, locks, and short canals. They are, Bow falls, three miles below Concord, three quarters of a mile long; Hookset falls, one-eighth of a mile; Amoskeag falls, one mile; Union falls, nine miles; and Sewell's falls, a quarter of a mile. The Eastern railroad extends from Massachusetts' line to Portsmouth, 15¾ miles; the Nashua and Lowell railroad, from Nashua, New Hampshire, to Lowell, Massachusetts, incorporated in 1836. The Boston and Maine railroad extends from Massachusetts line to Exeter, fourteen miles.*—*U. S. Gaz.*

Mr. J. B. Moon, in his interesting account of the commerce and resources of New Hampshire, says, "That this state has but one seaport, and that is situated in the south-easterly corner of the state, isolated in a considerable degree from a larger portion of the natural trade of the interior, which finds its way down the valleys of the Merrimac to Massachusetts, or of the Connecticut to Hartford. Neither is New Hampshire, by nature, an agricultural state. The elements of her early prosperity were found in the extensive forests of timber which once covered the state; and after those disappeared, in the unsurpassed water-power which exists in every county of the state. Doctor Franklin, some years before the revolution, remarked, that the great water-power possessed by this then colony, must in the end form the source of its prosperity. The establishment of the large manufacturing towns of Dover, Nashua, Newmarket, &c., and of the new manufacturing town at Amoskeag, which is growing up to be in the end the rival of its elder sister, Lowell, attest the wisdom of his observation.

"*Wherever manufactures spring up into life, there better markets are created for the farming community; and agriculture, which before drooped, revives, and its beneficial results are multiplied.* The hardy soil of New Hampshire has been improved and cultivated by as industrious a community, perhaps, as ever lived, until the products of that state, notwithstanding the disadvantages alluded to, have risen to a relative amount and value scarcely inferior to those of any other state. It should be borne in mind in examining the results of the products in the accounts of 1840, here given, that the whole area of this state embraces but a little more than 6,000,000 of acres, including the lakes and ponds, and those vast piles of mountains which have, not inappropriately, given it the name of the *granite* state.

"Returns of the polls and rateable estate in New Hampshire are made under the requisition of the state, once in four years, for the purpose of equalising the proportion of taxes among the different towns. The returns made to the legislature in November, 1840, exhibit the following aggregates:—

* *Travelling in the Last Century.—The Boston Evening Post* of April 6, 1761, contains the following paragraph, giving notice of the great improvements which had been made, by a spirit of enterprise which always distinguished our ancestors, in the mode of travelling between Portsmouth and Boston:—

"We learn from Portsmouth, New Hampshire, that for the encouragement of trade from that place to this town, a large stage-chaise, with two good horses, well equipped, will be ready by Monday week next, to set out from thence to this place, to perform once a week; to lodge at Ipswich the first night; from thence through Salem and Medford to Charlestown ferry; to tarry at Charlestown till Thursday morning, so as to return to Portsmouth the next day, and set out again the Monday following—that it will be contrived to carry four persons, the price to be 13s. 6d. sterling."

It thus appears, that a week was occupied by this *fast vehicle*, drawn by "two good horses," in going to Boston and returning. A man is now, 1844, able to visit the city from Portsmouth before breakfast, transact his business, and return to dinner!

The number of rateable polls, or persons liable to be taxed, and entitled to vote		57,145	
Estimated value of real estate, taxable		54,685,026	dollars*.
Number of horses, four years old,	39,442	1,646,909	
" " two "	3,591	100,122	
" oxen,	44,492	1,581,602	
" cows,	87,913	848,951	
" other neat stock,	69,228	1,003,815	
" sheep,	517,536	1,049,326	
Value of stock in trade		2,975,799	dollars.
" bank stock and money		7,285,248	
" other stocks		164,865	
Number of carriages		218,289	

" The growth of the manufacturing villages may be seen by the following data. In 1820, the population of Dover was 2871; it is now 6458. Dunstable (now Nashua) then numbered a population of 1142; now 6054. Somersworth, in 1820, had 841 inhabitants, where there are now 3283; Newmarket, 1083, where there are now 2746; and in Manchester (Amoskeag,) where, in 1830, there were only 887 inhabitants, there are now 3235. *In the same proportion that the growth of manufactures has been fostered, has the value of all the surrounding country been increased. The farmer has found a better market for his surplus productions and better prices. His lands have trebled in value, and he has become independent and wealthy from these causes.* He finds a ready demand for any thing he may have to sell, in his own neighbourhood, often at his own doors. The enlightened legislators of New Hampshire have foreseen the advantages of protecting the interests of the manufacturer, as identified with that of the agriculturist; and will, no doubt, continue to extend all proper encouragement to that branch of industry, as the best means of ensuring the permanent wealth and prosperity of the state.

" In estimating the natural resources of New Hampshire, its deposits of iron and copper, and immense quantities of granite suited to the purposes of building, claim consideration. A geological survey, under the authority of the state, is now in progress, conducted by one of the most skilful geologists of New England. His examinations have already brought to light the existence of several extensive beds of iron, and a valuable one of limestone, not hitherto known, which will prove sources of great profit to the state. Iron exists in many parts of the state. The ore which has hitherto been chiefly worked is at Franconia and Lisbon, in the northerly part of the state, and is considered one of the richest in the United States, yielding from 60 to 75 per cent. Ores of copper are found also at Franconia, Warren, Eaton, and other places, which want only a judicious investment of capital and labour to develope their treasures. The zinc ore mines of Warren, in this state, are described as abundant and rich. A very rich mine of tin ore has been discovered by the state geologist, in the town of Jackson, near the foot of the White Mountains, which promises to yield from 30 to 60 per cent in pure worked ore. This is the first workable tin mine that has been discovered in the United States. In the town of Eaton, there are also extensive deposits of ores of zinc and lead, mixed in some of the strata with veins of silver, which are worth being wrought.

" There is no state which possesses greater quantities of granite suited to the purposes of architecture, than New Hampshire.† At various points on the very margins, or near the banks of the

* Under the direct tax appraisals made by authority of the United States in 1798, 1813, and 1815, the valuation of real estate in New Hampshire was as follows:—

Value of lands, houses, &c., in 1798—23,175,046-93 dollars; in 1813—36,957,825 dollars; in 1815, 38,745,974 dollars.

The total number of dwelling-houses in New Hampshire in 1798, was 11,142.

† The largest stones found in the ruins of Balbec measured seventy-two feet long by eight feet square. A visit to the Quincy Granite Quarries would enlighten some upon this subject. I have a few days ago returned from a ramble in that part of the country. I called upon Mr. Willard, architect, of Boston, and engineer of these extensive quarries, which belong to the Exchange Company of New York; he kindly showed me the works—here the materials for the erection of the exchange are obtained: at the time I was on the spot, Mr. Willard was getting out two blocks of granite, each measuring eighty-two feet long by eight feet square; the same might have been obtained sixteen feet square if it had been necessary. These immense blocks, with the apparatus used, they appear to handle with as much ease as a stick of cord wood. The columns for the new custom-house at Boston are much larger than those above mentioned. Mr. Willard pointed out a spot where a stone of 600 tons might be got without any difficulty. The men were also employed in getting out an entrance for a burial-ground in Tremont-street, in the Egyptian style, of massive blocks, with some neat carving —*Public Ledger.*

Merrimac and Connecticut, are found immense and apparently exhaustless ranges of this stone. It is of the best texture and colour, and some of the quarries are quite free from those oxydes or other mineral properties, which, on exposure to the atmosphere, mar the beauty of much of the New England granite. There is a single ledge of granite, remarkable for its extent and the quality of the stone, situated in Concord, the capital of the state, and within 200 rods of the Merrimac, which is navigable hence to Boston by way of the Middlesex canal. This ledge presents a surface of massive primitive granite, of more than 4000 square rods. The rift of the stone is very perfect, smooth, and regular, and splits are easily made to the depth of twelve to twenty feet, and of almost any required length. The face of this great ledge, which parts to the south-east, rises at an angle of about forty-five degrees from a plane of the horizon, to the height of about 350 feet—and the entire mass, from all that appears, and its quality has been tested at all points, is of the very best description of building-stone. This is mentioned merely as a sample of the building material which abounds in New Hampshire.

"*Finances.*—This state has no public debt, and, as a government, has no fixed revenues. It has no income derived from any railroad or canal, or any corporation whatever, excepting a tax of one-half per cent per annum on the capital stock of banks, which is appropriated for the support of free schools. The state has no revenue from lands, or auctions, or duties of any description, if we may except a small fee on civil commissions, all of which goes into the treasury, after deducting the salary (500 dollars) of the secretary of state. The government is supported by a direct tax levied upon the people, generally of about 60,000 dollars a year, which covers all the expenses of the government, civil, judicial, and miscellaneous. There are few states in the union where the laws are more promptly and fairly administered, or where there is, on the part of the government, a more zealous care for the interests, and profound regard for the will of the people, than in New Hampshire."

COMMERCE AND NAVIGATION OF NEW HAMPSHIRE.

The early trade of New Hampshire, as well as of the other New England states, consisted chiefly in catching, curing, and exporting fish, chiefly to Spain; the exporting of furs, purchased at the trucking houses posted on the banks of the Merrimac and other rivers, and lastly in exporting timber, especially masts, after the year 1660. For a century after that period, New Hampshire supplied most of the white pine masts for the navy. Live oak and other kinds of oak, white and red oak staves, hoops, shingles, and clapboards, manufactured by the farmers during winter, were exchanged for manufactured goods. For a long time, the taxes were paid for in wood and provisions, the prices being fixed by official authority. The prices, in 1680, were white pine merchantable boards, the 1000 feet. White oak pine staves, 3*l.* the thousand; red oak hogshead staves, 25*s.* the thousand; Indian corn, 3*s.* per bushel; wheat, 5*s.*; malt, 4*s.*; silver being then valued at 6*s.* 8*d.* per ounce.

The quality of the New Hampshire timber is extolled. Mr. J. B. Moon, in a recent article, which we have already quoted, on the commerce and resources of New Hampshire, states:—

"The timber used in the construction of the Constitution frigate, the famous 'Old Ironsides,' was taken from the woods of Allenstown, on the border of the Merrimac, fifty miles from the shipyard. So of the Independence, 74; the Congress, and several other vessels of war. Ships of war were also built at Portsmouth, in early times, viz.: the Faulkland, of 54 guns, in 1690; the Bedford galley, 32 guns, in 1696; the America, of 40 guns, in 1749; the Raleigh, 32 guns, in 1776; the Ranger, 18 guns, in 1777; and a ship of 74 guns, called the America, was launched at Portsmouth, November 5, 1782, and presented to the King of France, by the congress of the United States.

"Ship-building has always been a considerable branch of business at Portsmouth. Prior to the revolution, European traders came thither to build ships, which they could do much cheaper than at home, by reason of the large profit on the goods which they brought out with them. The

merchants of Portsmouth also built numerous ships, of 200 and 300 tons, for the West India trade. Most of these were freighted with lumber, fish, live-stock, &c., and having proceeded to the islands, the cargoes were exchanged for sugars, which were taken to England in the same ships, and there sold for merchandise for the colonies. Other vessels, laden with spars and timber, proceeded directly for the British ports, and were sold, with their cargoes, for the same purpose, The coasting trade to the southern ports was an exchange of West India productions for corn, rice, flour, and naval stores, portions of which were re-exported to Newfoundland and Nova Scotia.

"The foreign trade, properly so considered, of New Hampshire, before the revolution, was very inconsiderable. Two or three vessels in a year would go to the free ports of the French and Dutch West Indies, with cargoes of lumber, fish-oil, and provisions, and bring home molasses to be distilled in the *only* distillery in New Hampshire. One vessel a year, perhaps, would go to the Azores, or the Canaries, with pipe staves, fish, and provisions, and return with a cargo of wine, the balance of which was paid in cash or bills; and sometimes a ship, which had been to England, would get a freight to Lisbon, or Cadiz, and return laden with salt and fruit. The foreign entrances and clearances at the port of Portsmouth, for the nine years preceding 1773, were as follows:—

YEARS.	Entries.	Clearances.	YEARS.	Entries.	Clearances.
1764	112	150	1769	128	151
1765	115	199	1770	114	142
1766	113	136	1771	104	135
1767	112	170	1772	108	136
1768	124	183			

"During the period of the war, not only this branch of trade, but the domestic and lumber trade, were suspended; and the people were thrown back upon the resources of agriculture. And it is worth mentioning, as a fact illustrating the fertility of the soil and the industry of the people, that they not only produced sufficient to sustain themselves in a period of war, under all the burdens it imposed, but *exported* large quantities of corn; while, before the revolution, considerable quantities were *imported* for necessary consumption.

Corn Imported into Portsmouth.

Years.	Bushels.
1765	6,498
1769	4,097
1770	16,587
1772	4,096

Corn Exported from Portsmouth.

Years.	Bushels.
1776	2510
1777	1915
1778	5306
1779	3097
1780	6711
1781	5587

"There are records existing which go to show that in addition to the exports above-mentioned, nearly half as much more was smuggled from New Hampshire during the revolution, chiefly into Nova Scotia—the country which, according to Lord Sheffield's calculation, was to supply the West Indies with provisions!

"As early as 1668, the government of Massachusetts (which then included New Hampshire,) passed an order, reserving for public use all white pine trees measuring twenty-four inches in diameter at three feet from the ground. In the reign of William III., a surveyor of the woods was appointed by the crown; and an order was sent to the Earl of Bellemont to cause acts to be passed for the preservation of white pine trees in New Hampshire, Massachusetts, and New York. Under Queen Anne, the people were forbidden to cut any such trees without leave of the surveyor, who was ordered to mark all such as were fit for the use of the navy, and keep a register of them. A perpetual struggle was kept up between the people and the surveyors; fines were exacted; mast trees were purposely destroyed; and the subject was perpetually dwelt upon by the royal governors in their despatches home.

"In the province of New Hampshire, were great numbers of pitch pine trees, unfit for masts, but capable of yielding tar and turpentine. A company of merchants of Portsmouth, in 1718, undertook to monopolise the manufacture, and they employed a great many labourers; but after many thousand trees had been prepared for use, such was the hatred of monopoly among the backwoodsmen, that a greater portion of the trees were secretly destroyed by unknown hands. A law was then passed making tar at 20s. per barrel, receivable in payment of public taxes, which encouraged the manufacture for a time. But another law being soon afterwards passed laying a penalty on the injuring of trees for drawing turpentine, only provoked a wanton spirit of resistance; the trees were destroyed; and the manufacture, which for a time was a source of considerable profit to the colony, was soon afterwards discontinued altogether.

"In the answers to the queries of the Lords of Trade and Plantations, prepared in 1730, the following account of the trade, &c., of New Hampshire is given.

"*Ans.* 4. The trade of the province is lumber and fish. The number of shipping belonging to the province are five, consisting of about 500 tons; and there are about 300 or 400 tons of other shipping that trade here (annually) not belonging to the province. The seafaring men are about forty. The trade is much the same as it has been for some years past.

"5. The province makes use of all sorts of British manufactures, amounting to about 5000*l.* sterling, annually, in value, which are had principally from Boston.

"6. The trade of this province to other plantations, is to the Carribbee islands, whither we send lumber and fish, and receive for it rum, sugar, molasses, and cotton; and as to the trade from hence to Europe, it is to Spain or Portugal, from whence our vessels bring home salt.

"The natural produce of the country is timber (of various kinds, viz., principally oak, pine, hemlock, ash, beech, and birch) and fish, and they are the only commodities of the place. The timber is generally manufactured into beams, planks, knees, boards, clapboards, shingles, and staves, and sometimes into house frames; and the value of those commodities annually exported from hence to Europe and the West India islands, is about 1000*l.* sterling. Besides what is above-mentioned, the coasting sloops from Boston, carry from hence thither, in fish and timber, about 5000*l.* per annum.

"At this period (1730) the population of the province of New Hampshire was about 10,000; and a large portion of their trade then passed through Massachusetts, as has been the case down to the present day.

"It will be seen from the preceding remarks, that comparatively little is known of the statistics of the New England colonies prior to the revolution. No general account was kept of the articles of produce, or of the state of agriculture, manufactures, and commerce. People were thinly scattered over a wide space of country, and mainly occupied in subduing the forests and procuring the means of subsistence. The custom-house records were rarely if ever published, and many of them were lost. The returns published in London, in some respects imperfect, present the only view of the exports and imports of New England which can be found prior to 1750. These returns do not designate the commerce of the separate colonies, all the New England settlements being included in one general return. The proportion, however, which New Hampshire bore, prior to the revolution, in the commerce of the country, was greater than it has been at any subsequent period, excepting, perhaps, the periods of the non-intercourse, embargo, and war."

VALUE of Exports and Imports of the New England Colonies at different periods.

YEARS.	Exports.	Imports.	YEARS.	Exports.	Imports.
	£	£		£	£
1697	26,282	68,468	1750	48,455	343,659
1698	31,254	93,517	1760	37,802	599,647
1699	26,660	127,279	1771	150,381	1,420,119
1700	41,486	91,916	1772	126,265	824,830
1710	31,112	106,338	1773	124,624	527,055
1720	49,206	128,769	1774	112,248	562,476
1730	54,701	208,196	1775	116,588	71,625
1740	72,389	171,081	1776	762	55,050

After the close of the revolutionary war, the commerce of New Hampshire gradually increased until the period when the acts of non-intercourse, embargo, and other steps preceding the war of 1812, took place. During the war a large number of vessels were laid up, some were lost, others sold or broken up, and their registers surrendered On the conclusion of peace the tonnage of the port again went up to its former amount; the fishing business was resumed, and the carrying and coasting trade increased. For a few years past the navigation of Portsmouth has increased, and the trade coastwise and to Europe has nearly doubled.

The American tonnage employed in the fisheries is almost exclusively owned in New England, and principally in Massachusetts; the proportion held by that state, in a series of twenty years, having been rather more than four to one, as compared to the whole population; but the proportion of tonnage employed in these pursuits, held by the citizens of Portsmouth, the only port in New Hampshire, when compared with that of Boston, the principal mart of Massachusetts, is very nearly equal; that for Portsmouth being about four 12-95 tons to each inhabitant, and that of Boston being only about four 58-95.

For some years considerable attention has been given to the mackerel fishery, and also to the whale fishery, by a company formed for that purpose. The quantity of dried and smoked fish produced in 1839, was 28,257 quintals: and of whale and other fish oils, 45,234 gallons.

Ship building, though less extensively pursued than in some former years, is carried on to some extent at Portsmouth. The following table exhibits the number, class, and tonnage, of those built within the last few years.

YEARS.	Ships.	Brigs.	Schooners.	Total Number.	Total Tonnage.
1829	3	11	....	14	1,690 94
1830	2	3	....	5	1,117 56
1833	3	3	3	9	2,023 17
1834	5	1	3	9	2,896 75
1836	5	2	....	7	2,730 58
1837	3	....	1	4	1,865 65
1838	5	1	3	9	3,286 10
1839	5	....	2	7	2,786 51

The value of the ships and vessels built in 1839, is estimated at 78,000 dollars.

FOREIGN Commerce of New Hampshire, from 1791 to 1838.

YEARS.	EXPORTS.			IMPORTS.	Duties on Foreign Merchandise Imported.	Drawbacks pd. on Foreign Merchandise Exported.	Registered Tonnage.
	Domestic.	Foreign.	TOTAL.				
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	
1791	....	....	142,859	....	55,770	344	10,496 00
1792	....	....	181,413	....	45,499	383	11,073 00
1793	....	....	198,204	....	51,759	183	12,521 25
1794	....	....	153,860	....	51,803	4,482	12,952 25
1795	....	....	229,427	....	59,782	8,097	13,463 46
1796	....	....	378,161	....	96,007	33,877	15,579 46
1797	....	....	275,840	....	41,912	8,827	15,970 50
1798	....	....	361,453	....	104,900	9,618	16,589 48
1799	....	....	361,789	....	119,537	11,170	19,875 14
1800	....	....	431,836	....	163,198	7,044	14,120 18
1801	....	....	555,055	....	165,614	16,845	18,379 10
1802	....	....	565,394	....	154,088	26,462	18,799 59
1803	443,527	51,093	494,620	....	165,332	25,517	18,718 59
1804	453,394	262,697	716,091	....	210,411	85,071	18,167 28
1805	389,595	218,813	608,408	....	170,765	43,553	19,719 36
1806	411,379	383,884	795,263	....	222,599	86,345	20,606 29
1807	365,950	314,072	680,022	....	177,551	60,968	22,367 64
1808	122,294	2,765	125,059	....	61,232	23,290	20,101 51
1809	201,063	85,532	286,505	....	55,893	7,800	23,010 47
1810	225,623	9,027	234,650	....	61,464	2,484	24,534 00
1811	315,054	53,809	368,863	....	77,304	8,397	25,969 85
1812	192,372	9,129	203,401	....	131,690	1,827	19,693 69
1813	29,996	....	29,996	....	43,383	1,148	17,630 33
1814	37,118	269	37,387	....	150,514	258	16,735 35
1815	101,203	8,579	109,782	....	85,641	2,469	25,539 48
1816	119,486	20,807	140,293	....	75,576	7,740	24,589 40
1817	170,599	26,825	197,424	....	84,590	7,660	17,279 79
1818	114,233	16,415	130,648	....	103,031	7,168	16,784 65
1819	152,847	5,072	157,919	....	92,190	3,751	18,651 86
1820	233,082	17,718	240,800	....	108,299	3,994	17,284 81
1821	180,129	80,636	260,765	350,021	84,480	10,146	17,467 46
1822	188,882	10,817	199,699	330,052	149,363	4,713	17,110 80
1823	182,945	54,760	237,705	571,770	133,571	11,055	16,790 93
1824	178,508	6,875	185,383	245,513	104,135	7,942	17,889 53
1825	181,840	16,840	198,680	331,244	138,914	18,371	18 184 44
1826	150,682	16,393	167,075	348 609	140,774	14,485	20,103 93
1827	155,580	21,818	177 398	302,211	117,039	13,000	
1828	115,947	8,486	124,433	299 849	134,483	10,873	19,722 02
1829	98,204	7,476	105,740	179,889	113,091	13,916	13,451 29
1830	93,499	2,685	96,184	130,528	57,579	6,002	9,753 03
1831	109,456	1,766	111,222	140,205	61,107	899	8,790 36
1832	115,582	....	115,582	115,171	48,369	5,230	10,435 83
1833	145,355	9,903	155,258	167,754	62,455	1,824	12,444 84
1834	79,656	1,214	80,870	118,695	37,861	534	14,737 76
1835	75,076	6,605	81,681	71,514	37,845	998	14,099 23
1836	15,015	505	15,520	64,354	18,025	145	12,526 56
1837	26,000	8,641	34,641	81,834	....	....	16,064 69
1838	56,103	18,567	74,670	169,985	....	....	16,850 11
1839	74,914	7,030	81,944	51,407			
1840	20,761	218	20,979	114,647			
1841	10,261	87	10,348	73,701			
1842	28,419	128	28,547	60,481	....	....	13,918 61
1843	44,659	115	44,774	8,289			

PRINCIPAL TOWNS IN NEW HAMPSHIRE.

CONCORD lies on both sides of the Merrimac river, in 43 deg. 12 min. 29 sec. north latitude, 71 deg. 29 min. west longitude, 65 miles north-north-west of Boston, Massachusetts, 146 south-west of Augusta, Maine, 97 south-east of Montpellier, Vermont, 153 north-east of Albany, New York, 481 from Washington. There are two bridges across the Merrimac. The village, containing 200 houses, is on the west side of the river, and extends nearly two miles between the

bridges. There are also two other small villages in the township. Through Concord river, which is made navigable for boats, by dams, locks, and canals, and the Middlesex canal, and a railroad recently finished, a communication is formed with Boston, where its trade centres. There are five churches, and a court-house, gaol, &c. The state house is built of hewn granite. It is 126 feet by 49, with a projection in the centre of four feet on each front; it cost 80,000 dollars. The state prison is a solid structure of granite, 70 feet by 36, surrounded by a high stone wall. The falls in the Merrimac, and the locks at this place, afford great water power. There were in 1840 thirty-six stores, capital 149,900 dollars; hardware and cutlery produced, value 40,810 dollars; one fulling mill, one woollen factory, capital 12,000 dollars; three tanneries, capital 5000 dollars; two potteries, four grist mills, thirteen saw mills, one paper factory, ten printing offices, five binderies, six weekly newspapers, one periodical, capital 48,950 dollars. Capital in manufactures, 197,000 dollars. One academy, 180 students, twenty-eight schools, 1180 scholars. Population, 4897.

Dover is situated on the west side of the Piscataqua river, in 43 deg. 13 min. north latitude, 70 deg. 54 min. west longitude, 12 miles north-west-by-north of Portsmouth, 39 east of Concord, 50 south-west of Portland, 60 north of Boston, 495 from Washington. Population, 1820, 2871; 1830, 5449; 1840, 6458. It is watered by the Cocheco and Black rivers, tributaries of the Piscataqua. It is the oldest town in the state, the first settlement having been made in 1623, on a beautiful peninsula, between the Black and Piscataqua rivers, for the purposes of fishing. The pretty village of Dover is built around the lower falls of Cocheco, where the water descends suddenly 32½ feet, affording abundant water power, and the river never rises so as to endanger the mills on it. These falls are at the head of tide water, twelve miles from the ocean, admitting ordinary river craft up to the mills, and larger vessels within a quarter of a mile. This town has a court house, gaol, a bank, several churches, and several manufactures, and owns shipping and small craft. It is one of the most flourishing places in the state. There were, in 1840, sixty stores, capital 248,581 dollars; one fulling mill, one woollen factory, capital 20,000 dollars; four cotton factories, 28,666 spindles, one dyeing and printing establishment, with a capital of 1,056,000 dollars; three furnaces, two tanneries, one distillery, capital 10,888 dollars; four grist mills, three saw mills, three printing offices, three weekly newspapers, and one periodical. Total capital in manufactures, 1,166,644 dollars. Three academies, ninety-eight students, twenty-seven schools, 1193 scholars.—*Official Returns, U. S. Gaz.*

Hanover is situated on the Connecticut river, over which is a bridge, connecting it with Norwich, Vermont. The surface is pleasantly diversified, and the soil is fertile Moose mountain, an elevated ridge, crosses the east part of the town from north to south. The village is pleasantly situated on a plain, half a mile east of the river, and has a considerable number of neat buildings, mostly ranged round a square of about twelve acres. It contains a Congregational church, several stores, and the buildings of Dartmouth College, an old and highly respectable institution. It was founded in 1770, and contains, including the Medical Institution, a president, fifteen professors or other instructors, has had 2052 alumni, has 340 students, and 16,500 volumes in its libraries. The commencement is on the last Thursday in July. The Medical Institution was instituted in 1797, when there were but three others existing in the United States, has six professors, seventy-two students, and has had 577 graduates. The annual course of lectures commences on the first or second Thursday in August. There are three buildings of the institution: the centre or principal one of wood, 150 feet by 50, for under-graduates; a medical building, 75 feet by 31, north of it, and a chapel, &c., a corresponding building, south. There are in the town ten stores, capital 30,200 dollars; one tannery, one fulling mill, two grist mills, eight saw mills, two printing offices, one weekly newspaper, one periodical. Capital in manufactures, 28,850 dollars. One college, 404 students, sixteen schools, 512 scholars. Population, 2613.—*Official Returns, U. S. Gaz.*

Haverhill is situated on the east side of the Connecticut river. Incorporated in 1764. Watered by Hazen's and Oliverian brooks, which flow into the Connecticut river. The principal village, called Haverhill Corner, is pleasantly situated on the south side of Oliverian brook, near its entrance into the Connecticut river. It contains a court house, gaol, banking house, an academy, a Congregational church, a printing office, and about sixty dwellings, many of them handsome. There were, in 1840, in the town six stores, capital 2300 dollars; two tanneries, one printing office, one weekly paper, four grist mills, nine saw mills. Capital in manufactures, 40,075 dollars. Nine schools, 532 scholars. Population, 2784.—*Official Returns, U. S. Gaz.*

Manchester.—Merrimac river runs on its west border, and affords an extensive water power. Massabesic pond, a large body of water, lies on its east border. The canal around Amoskeag falls, in the Merrimac, is in this town. The soil is light and sandy, but fertile on the river. Incorporated in 1751. A flourishing manufacturing village is rising up at the falls. There were, in 1840, in the town, thirty-one stores, capital 66,945 dollars; three lumber yards, capital 18,000 dollars; one fulling mill, one woollen factory, one brewery, two printing offices, three weekly newspapers, four grist mills, five saw mills. Capital in manufactures, 569,512 dollars. Eight schools, 950 scholars. Population, 3235.—*Official Returns, U. S. Gaz.*

Meredith.—Winnipiseogee lake bounds it on the east, and in the north part is a large pond connected with it, two miles long and one wide. Great bay projects into its south part. Over the

outlet of Winnipiseogee lake is a bridge. Here is a neat village, which contains a court house, an academy, a Congregational church, a bank, several mills and manufactories, and about fifty dwellings. The township had, in 1840, twenty stores, capital 49,200 dollars; three tanneries, one grist mill, three saw mills, twenty schools, 787 scholars. Population, 3351.—*Official Returns, U. S. Gaz.*

Nashua is situated on the west side of the Merrimac river. It is level on the east and uneven on the west. The soil is fertile. Watered by the Nashua river. The village is situated on the north side of the Nashua river, near its entrance into the Merrimac, and contains eight churches, fifty stores, and several dwellings. The river falls sixty-five feet in two miles, and produces an extensive water power, and here are large cotton factories. There were, in 1840, in the town, fifty stores, capital 129,706 dollars; five cotton factories, 34,348 spindles, one tannery, one pottery, two printing offices, two weekly newspapers, three saw mills. Capital in manufactures, 1,294,500 dollars. One academy, 214 students, thirty-six schools, 1476 scholars. Population, 6054.—*Official Returns, U. S. Gaz.*

Portsmouth is situated in 43 deg. 5 min. north latitude, and 70 deg. 45 min. west longitude, from Greenwich, and 6 deg. 23 min. east longitude from Washington. It is 14 miles east-north-east from Exeter, 24 north from Newburyport, 45 east-south-east from Concord, 54 south-south-west from Portland, 54 north from Boston, and 493 from Washington. The population in 1810 was 6934; in 1820, 7327; in 1830, 8082; in 1840, 7887. It is the largest town and the only sea-port in the state, situated on a peninsula on the south side of the Piscataqua river, three miles from the ocean. The situation is pleasant and healthy, the land rising gradually from the harbour. It is well built, and many of the houses are large and handsome. The public buildings and institutions are, chiefly, eight churches, a court house, a gaol, an academy, an athenæum, with a library, collections in natural history, &c., an almshouse, and a state lunatic asylum. It has an excellent harbour, with forty feet of water in the channel at low tide, and protected by its islands and headlands from all winds. The Piscataqua, opposite the town, is from one-half to three-fourths of a mile wide; and the tide, which rises ten feet, flows with so rapid a current as to keep the harbour free from ice. The main channel is on the east side of Great island, or Newcastle, and is defended by Fort Constitution, on Great island, and Fort M'Clary, in Kittery, opposite. There are also Fort Sullivan and Fort Washington on two other islands, which are not garrisoned in time of peace. There is also an entrance on the south side of Great island, called Little Harbour, but the water is shallow. There is a lighthouse on Great island. This island contains 458 acres, and constitutes the township of Newcastle, and it is connected to Portsmouth by a bridge, erected in 1821. Portsmouth is also connected to Kittery by two bridges, one of which is 1750, and the other 480 feet in length.—*U. S. Gaz.*

There is a national dockyard on Navy Island, and several mercantile shipping yards. Portsmouth carries on the fisheries and foreign as well as coasting trade. The registered tonnage of the port in 1843, amounted to 13,918 tons; and the licensed, or fishing and coasting, 8790 tons; total, 22,079 tons, being a decrease since 1840, of 5297 tons. Notwithstanding the known wealth of the town, the population has, it will be observed, diminished. This is accounted for, from enterprise removing from it to a more extended field for employment. In 1840, there were in Portsmouth eighteen foreign commercial, and six commercial houses; capital employed, 1,251,500 dollars; 137 retail stores, capital, 278,500 dollars; capital employed in all manufactures, 187,000 dollars; six lumber yards, four furnaces, one woollen factory, one fulling, two flour, two grist mills, one rope walk, three printing offices, three book binderies, two weekly newspapers, three academies, 188 students, sixteen schools, 2222 scholars.—*Official Returns.*

Goffstown is situated sixteen miles south of Concord, on the Piscataqua. In 1840, population 2376, with eight stores, two fulling mills, one woollen, and three cotton factories, three tanneries, three grist mills, and nine saw mills; capital employed in manufactures, 119,515 dollars. —*Official Returns.*

Hohkenton, on the Contoocook, had, in 1840, 2455 inhabitants, eight stores, one fulling mill, one tannery, four grist, and eleven saw mills; capital employed in manufactures, 21,300 dollars.

Keene, situated on a plain on the east side and near Ashuetol river, contained, in 1840, a court house, church, twenty-five stores, one furnace, one fulling mill, one woollen factory, two glass factories, two tanneries, one bindery work, two printing offices, two weekly papers, and three periodical works, three grist, one oil, and seven saw mills; capital employed in manufactures, 98,262 dollars; two academies, 261 students, thirteen schools, 695 scholars.

Somersworth township contains Great Falls Village, to within a mile of which vessels of 250 tons ascend from the sea. In 1840 it contained four churches, with 2500 inhabitants. The whole township contained thirty stores, two grist mills, twelve fulling mills, one woollen factory, four cotton factories, with 40,121 spindles; capital employed in manufactures, 996,250 dollars.

Peterborough.—The surface of this township is uneven; soil fertile, and excellent near the streams. Drained by Contoocook river and its branches, which afford good water power. Chartered in 1738. It has six stores, capital 21,800 dollars; two fulling mills, two woollen factories,

five cotton factories, 6044 spindles, one furnace, two tanneries, one paper factory, six grist mills, seven saw mills. Capital employed in manufactures, 309,225 dollars. One academy, ninety students, thirteen schools, 671 scholars. Population, 2163.—*Official Returns.*

Exeter.—The soil of this township is moderately good, and well cultivated. The village is situated on Exeter river, a branch of the Piscataqua, at the head of tide water. The falls here afford great water power. It contains a court house, gaol, bank, three churches—two Congregational and one Baptist—and a well endowed academy. The river is navigable to this place for vessels of 500 tons burden. The township, in 1840, contained thirty stores, capital 67,240 dollars; four tanneries, one powder mill, three potteries, one paper factory, four printing offices, two binderies, three weekly newspapers, four academies, 275 students, twelve schools, 610 scholars. Population, 2925.—*Official Returns.*

Rochester —Salmon Falls river, which bounds this township on the north-east, and Cocheco river, which drains it, afford water power. The surface is uneven, and much of the soil is fertile. Incorporated in 1722. There is a considerable village at the falls on Cocheco river. It had, in 1840, eleven stores, capital 23,300 dollars; four fulling mills, three woollen factories, two tanneries, two grist mills, four saw mills, two oil mills. Capital employed in manufactures, 76,450 dollars. Seventeen schools, 788 scholars. Population, 2431.—*Official Returns.*

III. VERMONT.

Vermont is bounded on the north by Lower Canada; on the east by New Hampshire; on the south by Massachusetts; and on the west by New York; from which it is chiefly separated by Lake Champlain. It lies between 42 deg. 44 min., and 45 deg. north latitude, and between 71 deg. 38 min., and 73 deg. 26 min. west longitude. It is 157 miles long from north to south, and 90 miles broad on the northern boundary, and 40 on the southern, and contains 10,212 square miles, 6,535,680 acres. The population in 1790, was 85,589; in 1800, 154,465; in 1810, 217,895; in 1820, 235,764, in 1830, 280,679; in 1840, 291,948. Of these, 146,378 are white males; 144,840 are white females; 364 coloured males; 366 coloured females. Employed in agriculture, 73,150; in commerce, 1303; in manufactures and trades, 13,174; navigating the ocean, rivers, &c., 187; learned professions, &c., 1563.—*Official Returns, U. S. Gaz.*

The state is divided into fourteen counties, which, with their population in 1840, and their capitals, were as follows:—Addison, 23,583, C. Middlebury; Bennington, 16,872, C. Bennington and Manchester; Caledonia, 21,891, C. Danville; Chittenden, 22,977, C. Burlington; Essex, 4226, C. Guildhall; Franklin, 24,531, C. St. Alban's; Grand Isle, 3883, C. North Hero; Lamoille, 10,475, C. Hydepark; Orange, 27,873, C. Chelsea; Orleans, 13,634, C. Irasburg; Rutland, 30,699, C. Rutland; Washington, 23,506, C. Montpellier; Windham, 27,442, C. Newfane; Windsor, 40,356, C. Windsor and Woodstock.—*Official Returns.*

Vermont is a hilly or mountainous country. To the distance of from five to ten miles east of Lake Champlain the country is moderately uneven, and generally very fertile. The soil is generally deep, rich, moist, of a dark colour, loamy, and seldom parched with drought.

On the border of the streams it is alluvial and most productive, although some of the uplands are almost of equal fertility, Wheat is extensively cultivated, particularly on the west side of the mountains. Barley, rye, oats, peas, flax, and potatoes, flourish in all parts of the state. Indian corn thrives, and apples are abundantly produced; much of the mountain territory afford excellent grazing, and great numbers of cattle are annually driven from the state for sale.

A chain of mountains, called the Green mountains, from which the state takes its name, runs almost the whole length of the state, being in the south part from ten to fifteen miles wide, with some intervening valleys. Near the centre of the state the range divides into two parts; the western continues north, and, though broken, has the highest summits; while the eastern passes in a north-east direction, in an unbroken chain. It is a curious fact that this immense barrier has a passage through it, without even any high hills. The southern branch of Onion river, which flows into Lake Champlain, has its source very near to if not in the same swamp with the head of White river, which flows into the Connecticut. The road passes along these streams from Burlington through Montpellier to Hartford, Vermont, without any considerable elevations or depressions, and is called the valley road, presenting much grand and beautiful scenery. It passes near the base of Camel's Rump, one of the highest peaks of the Green mountains. Before the mountain divides, Killington Peak, 3675 feet above the level of the sea, is the highest summit, but there are two higher summits after it divides, which are in the western range. These are Camel's Rump, on the south side of Onion river, which is 4188 feet high, and Mansfield mountain, the highest of all, on the north side of Onion river, which is 4279 feet high. The land in the part of the state east of the mountain ridge, is more hilly than that on the western side. The natural growth of the soil, on the east of the mountains, is birch, beech, maple, ash, elm, and butternut; and on the west the growth of hard wood is intermixed with pine and other evergreens.—*U. S. Gaz.*

In 1840, there were in this state, 62,402 horses and mules; 384,341 neat cattle; 1,681,819 sheep; 203,800 swine; poultry to the value of 131,578 dollars. There were produced 495,800 bushels of wheat; 54,781 bushels of barley; 2,222,584 bushels of oats; 230,993 bushels of rye; 228,416 bushels of buckwheat; 8,869,751 bushels of potatoes; 1,119,678 bushels of Indian corn: 836,739 tons of hay; 29 tons of hemp and flax; 4286 pounds of silk cocoons; 3,699,235 pounds of wool; 4,647,934 pounds of sugar; 48,137 pounds of hops; 4660 of wax. The products of the dairy amounted in value to 2,008,737 dollars; of the orchard, to 213,944 dollars; of lumber, to 349,939 dollars; 718 tons of pot and pearl ashes were made.—*Official Returns.*

The exports consist of pot and pearl ashes, beef, pork, butter, cheese, flax, live cattle, grain, &c. The export trade east of the highlands, is chiefly to Boston and Hartford; and of the country west the produce is exported south to New York, and north to Montreal: to the latter it has a ready access through Lake Champlain, and to the former by the Champlain canal to the Hudson river.

The climate is healthy, though the winters are severely cold. The snow generally lies on the ground from December to March, and is often from two to six feet deep on the mountains. The temperature in winter is several degrees colder on the eastern than on the western side of the islands. Lake Champlain is generally frozen over until about the 1st of February.

The principal rivers flow into Lake Champlain. They are the Otter Creek, 85 miles long, and navigable for sloops six miles to Vergennes. Onion river is 80 miles long, and runs into the lake four miles north of Burlington. Lamoille is 70 miles long, and Missisque about the same length. Small boats ascend these streams to their lower cascades, of which there are several, which furnish abundant water power for mills. The principal rivers on the east side of the highlands, which flow into the Connecticut, are Deerfield, White, Black, and Pasumsic streams.

The area of Lake Champlain, about two-thirds of which is within Vermont, is estimated at about 600 square miles. Lake Memphremagog, which lies partly in Vermont and partly in Canada, is forty miles long, and seven or eight broad. Lake Bombazine and Salisbury Pond are considerable bodies of water. The islands of Lake Champlain are numerous, and some of them are large, fertile, and inhabited. The harbours on Lake Champlain, are St. Alban's, Burlington, and Vergennes—*U. S. Gaz.*

Burlington is the largest and most commercial town in the state. The other principal towns are Middlebury, St. Alban's, Rutland, and Bennington, on the west, Montpellier in the centre, and Windsor, Woodstock, Danville, and Newbury, on the east side of the highlands.

Trade and Manufactures.—There were in Vermont, in 1840, 747 retail stores, groceries, &c., which employed a capital of 2,964,060 dollars. There was employed in the lumber trade, a capital of 45,506 dollars. The home-made or domestic manufactures amounted in value to 674,548 dollars. There were 95 woollen manufactories, and 239 fulling mills, which employed 1450 persons, and produced fabrics to the value of 1,331,953 dollars, with a capital employed of 1,406,950 dollars; seven cotton manufactories with 7254 spindles, which manufactured fabrics to the value of 113,000 dollars, and a capital employed of 118,100 dollars; 26 furnaces which produced 6743 tons of cast iron, and 14 forges which produced 655 tons of bar iron, employing 788 persons, and a capital of 664,150 dollars; hats and caps were manufactured to the value of 62,432 dollars, and straw bonnets to the value of 2819 dollars, employing 126 persons, and a capital of 32,875 dollars; 17 paper manufactories produced paper to the value of 179,720 dollars; all other manufactories of paper yield the value of 35,000 dollars; all the paper mills employ 195 persons, and a capital of 216,500 dollars; two glass houses employed 70 persons, producing articles to the value of 55,000 dollars, with a capital of 35,000 dollars; eight potteries produced articles to the value of 23,000 dollars, with a capital of 10,350 dollars; 261 tanneries employed 509 persons, with a capital of 403,093 dollars; 399 other leather manufactories manufactured articles to the value of 361,468 dollars, with a capital of 168,090 dollars; granite and marble were manufactured to the value of 62,515 dollars; bricks and lime were made to the value of 402,218 dollars; two distilleries and one brewery employed five persons, and a capital of 8850 dollars; 87 persons produced machinery to the value of 101,354 dollars; 33 perons produced hardware and cutlery to the value of 16,650 dollars; 437 persons produced carriages and waggons to the value of 162,097 dollars, with a capital of 101,570 dollars; 190 persons manufactured furniture to the value of 83,275 dollars, with a capital of 49,850 dollars; 72 stone or brick houses, and 468 wooden houses, were built by 912 persons, at the cost of 344,896 dollars; 42 persons manufactured 1158 small arms; the value of vessels built were to the amount of 72,000 dollars; 29 printing offices, 14 binding works, two daily newspapers, 26 weekly newspapers, two semi-weekly newspapers, and three periodicals, employed 156 persons, and a capital of 194,200 dollars. The total value of capital employed in manufacture in the state was 4,326,440 dollars.—*Official Returns for* 1840.

Education.—The university of Vermont, in Burlington, was founded in 1791; Middlebury college, in 1800; and Norwich university in 1834. In these institutions, there were in 1840, 233 students. There were in the state 46 academies, with 4113 students; and 2402 primary and common schools, with 82,817 scholars; and 2270 persons over twenty years of age who could neither read nor write.—*Official Returns.*

Religion.—The principal religious denominations are the Congregationalists, the Baptists,

and the Methodists. In 1836, the Congregationalists had 186 places of worship, 114 ministers, 20,575 communicants; the Baptists, 125 places of worship, 78 ministers, and 10,525 communicants; the Methodists had 75 itinerant preachers; the Episcopalians, one bishop and eighteen ministers. Besides which are Universalists, and a few Unitarians and Roman Catholics.

There is a Penitentiary at Windsor.

Vermont has no state debt.

BANKS.—In September, 1839, there were 19 banks, with an aggregate capital of 1,325,530 dollars, and a circulation of 1,966,812 dollars.—*Official Returns.*

NAVIGATION.—The vessels belonging to Vermont, are those which ply on Lake Champlain, and are licensed or enrolled at the port of Burlington. The tonnage, in 1843, amounted to 2762 tons. There is an active trade carried forward, chiefly by American citizens, on Lake Champlain—and the steam-boats are splendid vessels; a great portion of the produce of the western parts of Vermont is carried down the lake, and the River Chambly, to the St. Lawrence, for the Canadian market.

COMMERCE of Vermont, from 1791 to 1843, inclusive.

YEARS.	EXPORTS.			IMPORTS.	Duties on foreign merchandise imported.	Registered tonnage.
	Domestic.	Foreign.	TOTAL.			
	dollars.	dollars.	dollars.	dollars.	dollars.	
1791						
1792	....	....	....	....	1,039	
1793	....	....	....	....	586	
1794	....	....	....	....	1,959	
1795	....	....	....	....	1,226	
1796	....	....	....	....	2,081	
1797	....	....	....	....	1,251	
1798	....	....	....	....	2,438	
1799	....	....	20,480	....	4,432	
1800	....	....	57,041	....	3,644	187
1801	....	....	57,267	....	2,151	179
1802	....	....	31,479	....	1,463	
1803	89,510	27,940	117,450	....	2,892	
1804	135,930	55,795	191,725	....	2,752	223
1805	101,997	67,405	169,402	....	2,415	301
1806	91,732	102,043	193,775	....	2,599	301
1807	148,469	55,816	204,285	....	2,198	301
1808	83,103	25,669	108,772	....	1,082	301
1809	125,881	49,901	175,782	....	12,939	476
1810	406,138	26,493	432,631	....	11,244	494
1811	538,306	32,798	571,104	....	7,664	551
1812	131,403	7,244	138,647	....	114,355	551
1813	....	....	....	....	1,403	
1814	....	....	....	....	106,315	
1815	161,002	....	161,002	....	233,365	
1816	892,594	....	892,594	....	13,571	
1817	913,201	....	913,201	....	26,867	
1818	240,069	....	240,069	....	11,030	
1819	585,596	....	585,596	....	13,754	
1820	395,869	....	395,869	....	16,188	
1821	263,330	....	263,330	15,987	8,757	
1822	249,216	8,478	257,694	60,807	8,960	
1823	236,140	....	236,140	62,242	10,776	
1824	208,258	....	208,258	161,854	7,745	1274
1825	396,166	....	396,166	109,021	6,713	
1826	884,202	....	884,202	228,650	3,141	
1827	1,259,441	....	1,259,441	144,078	3,179	
1828	239,610	....	239,610	177,539	9,029	
1829	808,079	....	808,079	205,392	7,849	1832
1830	658,256	....	658,256	140,059	7,654	
1831	925,127	....	925,127	166,206	10,845	877
1832	349,820	....	349,820	314,672	7,495	969
1833	377,399	....	377,399	523,260	8,215	
1834	334,372	....	334,372	322,806	4,042	
1835	328,151	....	328,151	217,853	10,195	
1836	188,165	....	188,165	456,846	15,694	
1837	138,693	....	138,693	342,449		
1838	132,650	....	132,650	258,417		
1839	193,886	....	193,886	413,513		
1840	305,150	....	....	404,617		
1841	264,005	13.982	277,987	246,739		
1842	550,293	7,216	557,509	209,868		
*1843	141,834	28,137	169,971	38,000		
1844						

* For the final nine months only. The financial and commercial year for 1843–4 to commence afterwards on the 1st of July each year, instead of on the 1st of October; in pursuance of an Act of Congress passed the 26th of August, 1842.

PRINCIPAL TOWNS IN VERMONT.*

MONTPELLIER, the capital of Washington county, and of the state of Vermont, is situated on an alluvial plain, at the junction of the north and south branches of the Winooski river, surrounded by elevated hills, in 44 deg. 16 min. north latitude, and 71 deg. 33 min. west longitude. Population, in 1830, 1792; 1840, 3725. The surface is uneven. The principal village is situated in the south-west part of the township, and about ten miles north-east of the centre of the state. It became the capital of the state in 1805. The Winooski, or Onion river and its branches afford good water power. The township was chartered in 1780, and first settled in 1786, on the present site of the village. The road through the Green mountains, which passes through this place, is not obstructed by high hills, and Montpellier is a great thoroughfare. The village contains a court-house, gaol, an academy, four churches—two Congregational, one Methodist, and one Universalist—and 1700 inhabitants. Among the public buildings is the state-house, a granite building, 150 feet long; the centre, including the portico, 100 feet deep; and the wings, seventy-two feet deep. The front in the centre has a fine Doric portico of six columns, six feet in diameter at the base, and thirty-six feet high. The edifice is surmounted by a dome, 100 feet high at the top, from the ground. In the interior are convenient state offices, and spacious rooms for the senate and house of representatives. There are in the township twenty-two stores, capital, 127,900 dollars; one furnace, one fulling mill, one tannery, three grist mills, five saw mills, one paper mill, six printing offices, one bindery, two daily and six weekly newspapers, and one periodical. Capital in manufactures, 82,775 dollars, one academy, 101 students, twenty schools, 975 scholars.

BURLINGTON is situated in 44 deg. 27 min. north latitude, and 73 deg. 10 min. west longitude. Population, 1830, 3525; 1840, 4271. This charming village is situated on a bay on the east side of Lake Champlain. Toward the south part of the village the shore is low, but towards the north it rises to a high bluff, on the level top of which barracks were situated during the last war, and on the slope of which was a battery. From the south part of the village, the ground rises, by a gradual slope, for the distance of a mile, to its eastern boundary, which is 250 feet above the level of the lake. The streets extend from east to west to the lake shore, and are crossed by others at right angles, dividing the whole into regular squares. Near the centre is a handsome public square on which the court-house is situated. The place contains many handsome houses, generally surrounded by shrubbery, with gardens in the rear; and many large and commodious stores and warehouses. It has a fertile and extensive back country, and is the largest and most commercial place in the state. A steamboat from Whitehall to St. John's stops daily at this place. There are three substantial wharfs, and on Juniper island, which contains about eleven acres of ground, and four miles from the shore, is a lighthouse. The United States have also erected a breakwater here, as a protection against westerly winds. The lake is here ten miles across, with several islands in view; and a more beautiful sheet of water cannot well be conceived. The view from the cupola of the college, as respects natural scenery, is second to none in the United States. In addition to the beautiful village, the meanderings of the Onion river, the broad water view of the lake with its islands, its vessels, and its steamboats, it has in front, on the opposite shore of the lake, in the state of New York, the grand Adirondack mountains, nearly or quite as high as the White mountains; and on the east, in full view, the Green mountains, with their two highest peaks, Camel's Rump, and Mansfield mountain. This mountain scenery elevates the beautiful into the sublime, and contributes to form an assemblage of objects which never becomes tame by familiarity.

The buildings of the university of Vermont, four in number, are on high ground at the east side of the village. This institution was founded in 1791, and received as an endowment from the state about 30,000 acres of land, located in the various towns granted by the state of Vermont. It has a president and five professors, or other instructors, 241 alumni, 110 students, and 9200 volumes in its libraries. The commencement is on the first Wednesday in August. It has a medical department attached to it, and is flourishing.

Here is a court-house, a gaol, two banking houses, six churches, for Congregationalists, Episcopalians, Unitarians, Methodists, and Roman Catholics, some of which are elegant buildings, an academy, and a female seminary, which are fine edifices.

About a mile and a half north-east of the court-house is a manufacturing village, on the falls of the Onion river, denominated Winooski city. Beside rapids, the river here has a perpendicular fall of about twenty feet, and affords a great water power. This village is situated partly in Burlington, and partly in Colchester, and connected by a fine covered bridge across the Onion river. The mills and manufactories of this place are already considerable.

The township contains some good land, and some less fertile. The first had a natural growth of hard wood, and the latter of pine. The first permanent settlement was made in 1783. It has forty-nine stores, capital, 352,830 dollars; one tannery, one rope factory, one brewery, one

* Condensed from the *United States' Gazetteer* and *Official Returns of* 1840.

glass factory, one pottery, one grist mill, three saw mills, three printing offices, two weekly newspapers. Capital in manufactures, 84,408 dollars; one academy, 104 students, seventeen schools, 835 scholars.—*Official Returns, U. S. Gaz.*

Bennington is in 42 deg. 42 min. north latitude, and 73 deg. west longitude. Population, 1790, 2400; 1830, 3419; 1840, 3429. It was chartered in 1749 by Benning Wentworth, then the royal governor of New Hampshire, from whom it was named and settled in 1761. It is drained by branches of Hoosick river, which afford good water power. The soil is fertile, and marble, iron ore, and yellow ochre are found. The principal village is on elevated ground, and has a court house, a Congregational church, and an academy. A little to the east is a manufacturing village. It has fourteen stores, capital 55,670 dollars; three fulling mills, two cotton factories, 1608 spindles, three furnaces, four tanneries, one pottery, one paper factory, three grist mills, two saw mills, one oil mill, one printing office, one weekly newspaper. Capital in manufactures, 111,700 dollars. Two academies, 150 students, twelve schools, 419 scholars. Population, 3429.—*Official Returns, U. S. Gaz.*

Woodstock.—The surface of this township is picturesquely diversified, and drained by Otta Queechee river and its branches, and by Beaver brook, all of which afford water power. It contains two villages. The north or main village is one of the largest in the county, built around a public green. It contained, in 1840, a court-house, gaol, five churches—one Congregational, one Episcopal, one Methodist, one Christian, and one Universalist—the Vermont Medical College, twenty stores, two printing offices, 325 dwellings, and 1400 inhabitants. The south village is five miles south of the court house, and contains one church, two stores, and a number of mechanic shops. There were, in 1840, in the township twelve stores, capital 58,500 dollars; one fulling mill, two woollen factories, three tanneries, two printing offices, two weekly newspapers, three grist mills, five saw mills. Capital in manufactures, 127,505 dollars. One academy, twenty-five students, sixteen schools, 1042 scholars. Population, 3315.—*Official Returns, U. S. Gaz.*

Windsor.—The surface of this township is uneven, the soil fertile. Connecticut river bounds it on the east. Drained by Mill river, which affords water power. The village is situated on the west side of Connecticut river. Between the village and the river is a rich meadow, one-fourth of a mile wide. It contains three churches, a court house for United States' courts, a seminary for young gentlemen and ladies, a bank, a state prison, nine stores, one grist mill, one saw mill, a printing office, issuing a weekly newspaper, and many houses, ornamented with trees and shrubbery. Mill river has a fall of sixty feet in one-third of a mile, and affords good water power. Brownsville village, in the west part of the township, contains a Methodist church and two stores; and Sheddsville, in the same part, has a church common to the Freewill Baptists and Universalists. The township contained, in 1840, 2428 sheep. On the south border of the town is Ascutney mountain, 3320 feet above tidewater. There are in the town nine stores, capital 40,500 dollars; three fulling mills, two woollen factories, one furnace, three tanneries, one printing office, two periodicals, two weekly newspapers, five grist mills, eight saw mills. Capital in manufactures, 35,490 dollars. Eighteen schools. Population, 2744.—*Official Returns, U. S. Gaz*

St. Albans is bounded on the west by Lake Champlain, with a surface moderately uneven, and the soil a fertile loam, well cultivated. The village is situated three miles east of the lake, on elevated ground, and contains a court house and gaol, on a handsome public square, thirty by twenty-five rods, three churches—one Congregational, one Episcopal, and one Methodist—a bank, an academy, a printing office, publishing a weekly newspaper, and about 100 dwellings. It has a good landing-place on St. Albans bay, with a wharf and several storehouses. The business of the place, with a fertile back country, is extensive. There were, in 1840, in the town twenty stores, capital, 80,000 dollars; two tanneries, two printing offices, two binderies, two weekly newspapers, four saw mills; capital in manufactures, 20,500 dollars; one academy, eighty students, fourteen schools, 315 scholars. Population, 2702.

The other principal towns or townships are:

Danville, with a population of 2633 inhabitants.

Middlebury, with a population in 1840 of 3162 inhabitants, a college, two academies, and twelve schools; sixteen stores, two woollen factories, one cotton factory, two tanneries, one furnace, two printing offices. Capital in manufactures, 172,700 dollars.

Newbury, with a population, in 1840, of 2578 inhabitants.

Vergennes *City*, incorporated as such in 1788. It is situated seven miles up Otter creek, or rather a branch of Lake Champlain, as vessels of 300 tons can ascend to the *city*. In 1840 it contained 1013 inhabitants, three churches, thirteen stores, two fulling mills, one woollen factory, three tanneries, and iron works.

Battleborough, with a population of 2624 inhabitants, situated on the west branch of the Connecticut river, and is renowned for its "Typographic Company," established in 1836, with a capital of 150,000 dollars, which manufactures paper, and print and publish works upon a most extensive scale. The township had, in 1840, twenty stores, and a capital of 237,600 dollars in its paper and other factories.

Rockingham, with, in 1840, a population of 2330. Capital, in woollen and other manufactures, 119,937 dollars.

Rutland.—The surface of this township is uneven; soil, various, from a strong loam to a light sand, but generally fertile. Drained by Otter creek and its branches, which afford water power, and by a branch of Castleton river. The principal village, on an elevated situation, contains a court house, gaol, a bank, one Congregational and one Episcopal church, twelve stores, a printing office, issuing a weekly newspaper, and about 100 dwellings, many of them handsome. In the west part of the township is another village, containing a Congregational church, and about thirty dwellings. The Baptists and Methodists also have churches. Chartered in 1761. There were, in 1840, in the township eleven stores, capital, 28,700 dollars; one tannery, one printing office, one bindery, one weekly newspaper; capital in manufactures, 23,450 dollars; sixteen schools, 963 scholars. Population, 2708.—*Official Returns, U. S. Gaz.*

IV. MASSACHUSETTS.

Massachusetts is bounded on the north by Vermont and New Hampshire; on the east by the Atlantic; on the south by the Atlantic, Rhode Island, and Connecticut; and on the west by New York. This state lies between 40 deg. 23 min. and 43 deg. 52 min. north latitude, and 60 deg. 50 min. and 73 deg. 10 min. west longitude. It is 190 miles long and ninety broad. Its area is about 7500 square miles, or 4,800,000 acres. The population in 1790 was 333,727; in 1800, 422,845; in 1810, 472,040; in 1820, 523,287; in 1830, 610,408; in 1840, 737,699.—*Official Returns for* 1840.

The climate of this state is favourable to health, and about one in seven of the inhabitants live to seventy years of age. The extremes of temperature are from 20 degrees below to 100 degrees above zero; but such extremes are rare and of short continuance.

Massachusetts is divided into fourteen counties, viz., Suffolk, population, 95,773, C. Boston; Essex, population, 94,437, C. Salem, Crewbury Port, and Ipswich; Middlesex, population, 106,611, C. Cambridge and Concord; Worcester, population, 95,313, C. Worcester, 30,897, C. Northampton; Hampden, 37,366, C. Springfield; Franklin, 28,812, C. Greenfield; Berkshire, 41,745, C. Lenox; Bristol, 60,164, C. New Bedford and Taunton; Plymouth, 47,373, C. Plymouth; Barnstable, 32,548, C. Barnstable; Dukes, 3958, C. Edgartown; Nantucket, 9012, C. Nantucket; Norfolk, 53,140, C. Dedham.—*Official Returns for* 1840.

The mountain or hilly ranges of Vermont and New Hampshire branch into parts of Massachusetts, crossing the western part of the state into Connecticut. East of these highlands, the lands are hilly and sterile, except in the southern districts, where the soil is level and sandy. On the sea-coast the land is sterile and rocky, particularly in the south-east. The lands in the valleys of the Connecticut and Housatonic rivers are alluvial and fertile. Agriculture has been carefully and skilfully attended to in this state. No extensive or alluvial tracts occur in Massachusetts; although limited spots occur on the banks of most of the streams, and, with the adjoining elevated woodlands and pastures have, by skilful industry, been brought under profitable cultivation, and form the best farms in the state. There are numerous uncultivated swamps. The greater part of the soil of Massachusetts is diluvial and ungenerous. By clearing away the stones and rocks, and by the extensive application of manure, many of the originally sterile districts have been converted into productive farms.

The principal rivers are the Connecticut, which winds for about fifty miles in this state. Deerfield and Westfield rivers enter it from the west, and Miller's and Chickapee rivers from the east. The Housatonic rises in Berkshire county, in the western part of the state, and flows into the state of Connecticut. The Merrimac has a course of fifty miles in the north-east part of the state, and falls into the ocean at Newburyport. It is navigable for large vessels, fifteen miles up to Haverhill.

Massachusetts bay extends from Cape Ann on the north, forty miles, to Cape Cod on the south, and includes Boston and Cape Cod bays. Buzzard's bay, on the south shore of the state, is thirty miles in length. Boston harbour is one of the finest in the world, easy of entrance, safe and capacious, and easily and well defended. New Bedford, on Buzzard's bay, has a fine harbour. The other principal maritime towns are Salem, Newburyport, Gloucester, and Nantucket. The other principal towns are Lowell, Plymouth, Worcester, Springfield, Pittsfield, and Northampton.

There are several important islands off the south shore of Massachusetts. The largest is Nantucket, fifteen miles long and eleven broad. It constitutes a county of its own name. Martha's Vineyard, to the west of Nantucket, is twenty miles long, and from two to ten broad. This, with Elizabeth's Islands, in Buzzard's bay, and some other small islands, constitutes Duke's county.

Education.—Massachusetts has three colleges and two theological seminaries. Harvard Uni-

versity, at Cambridge, is the oldest and best endowed institution of the kind in the United States, having been founded in 1638, eighteen years after the first tree was felled, and the first log house was erected in the wilderness by the Pilgrim Fathers of New England. Williams College, at Williamstown, in the north-east corner of the state, was founded in 1793, and is a flourishing institution. Amherst College was founded in 1821, and has had an unexampled growth, ranking with the first colleges in New England. The Theological Seminary, at Andover, is the best endowed, and one of the most flourishing institutions of the kind in the United States, and is under the direction of the Congregationalists. The Baptists, also, have a flourishing theological institution at Newton. All these institutions had, in 1840, 769 students. There were in the state, 251 academies and grammar schools, with 16,746 students; 3362 primary and common schools, with 160,257 scholars. There were 4448 persons over twenty years of age who could neither read nor write. These, as is the case in most of the states, are principally made up of foreign immigrants.

By the last school abstract laid before the legislature, in 1843, the following facts appear:—

Number of common schools		3,198
" persons between the age of four and sixteen		185,058
Whole number of scholars who attend school in summer		133,448
" " " winter		159,056
Sum expended for common schools	dollars 579,190	
" tuition in academies and private schools	309,007	
	dollars 888,197	

The sum of 888,197 dollars for the education of children and youth, is independent of what is required to maintain students in the colleges. Massachusetts has also, exclusive of the above, a small school fund of 472,676 dollars, but which is increasing, and the interest is annually distributed among the school districts. There are also supported principally by the state, two Nrmal schools, designed to qualify teachers for common schools. One is exclusively for females, the other for both sexes. These schools were established as experiments, no institutions of the same kind having been tried in this country; and have satisfied all reasonable expectations. Teachers educated in these institutions have generally been found more efficient than such as are educated elsewhere; and hopes are entertained that the good example set by Massachusetts may be followed by other states of the union.

State Institutions.—The Lunatic hospital at Worcester, was built by the state at an expense exceeding 100,000 dollars, and accommodates about 250 patients; but it has been found insufficient to accommodate all who apply. The state has accordingly authorised the erection of an additional building, sufficient to acommodate 150 more persons. This institution is maintained at an annual expense to the state of from 5000 to 12,000 dollars. The institution for the blind is maintained by the state, at an expense of from 8000 to 10,000 dollars annually, and the state contributes to the education of the deaf and dumb from 3000 to 5000 dollars annually; lesser grants of 2000 dollars a year to the Eye and Ear infirmary, and from 1000 to 2000 dollars as pensions or gratuities to old and wounded soldiers, or their widows. There are many other benevolent institutions.

Religion.—The principal religious denominations are the Congregationalists, the Baptists, the Methodists, the Episcopalians, and the Universalists. In 1836, the Orthodox Congregationalists had about 350 churches, 320 ministers, and 50,000 communicants. The Unitarians had about 120 ministers; the Bapists had 129 churches, 160 ministers, and 20,200 communicants. The Episcopalians had one bishop and thirty-seven ministers; the Universalists had 100 congregations and forty-four ministers. Besides these, there are a few Presbyterians, Christians, Roman Catholics, and Friends, and some others.

Commercial Establishments.—There were in 1840, 241 commercial and 123 commission houses engaged in foreign trade, employing a capital of 13,881,517 dollars; and 3625 retail dry-goods and other stores, with a capital of 12,705,038 dollars! the lumber trade employed 3432 persons, and a capital of 1,022,360 dollars; internal transportation employed 799 persons, and with 480 butchers, packers, &c., employed a capital of 407,850 dollars; the fisheries employed 16,000 persons, and a capital 11,725,850 dollars.

By a return made to the legislature in 1840, for the purpose of rating the state valuation, it appears that 158,000 acres of the territory of Massachusetts were covered with water; 90,000 acres occupied by roads; 730,000 acres were woodland; 956,000 unimproved, and 360,000 acres unimprovable—while only 260,000 acres were under tillage, and 440,000 acres as meadows, or upland meadows; the remainder being either improved as pasturage, or fresh swamps or salt-marsh meadows. It appears by the census returns, that the number engaged in agriculture is 87,837; being in proportion 1 to 8.39 of the population, which is less than any other state in the union. When we consider that the soil of Massachusetts is comparatively sterile, and that only 11.91 per cent of her population are employed in agriculture, while in the whole population of the United States engaged in agriculture amount to 21.74 in the 100 of the whole population, it cannot be expected that the agricultural products of this state will, even with its improved cul-

tivation, be equal to the average of all the states. The live stock and products of agriculture were, by the returns of 1840, as follows:—

Number of horses	61,500	Number of pounds of wool	942,000
Ditto neat cattle	283,000	Ditto, ditto, cocoons	21,300
Ditto sheep	378,000	Ditto, ditto, sugar	549,000
Ditto swine	143,000	Ditto, ditto, hops	255,000
Ditto bushels of wheat	210,000	Ditto tons of broom-corn	600
Ditto, ditto, Indian corn	2,203,000		dollars.
Ditto, ditto, barley	156,000	Value of poultry	178,000
Ditto, ditto, rye	563,000	Ditto the products of the dairy	2,374,000
Ditto, ditto, buckwheat	102,000	Ditto, ditto, orchards	390,000
Ditto, ditto, potatoes	4,850,000	Ditto, ditto, market-gardeners	384,000
Ditto tons of hay	683,000	Ditto, ditto, nurseries and florists	112,000

"Massachusetts," observes the Hon. Mr. Hudson, member of congress from the state, "has no great staple, like the cotton of the south, or the wheat of the middle and western states. What she raises, she consumes at home; and she procures large supplies of some of these articles from her sister states, as we shall show hereafter. But, although Massachusetts is not distinguished for her agricultural products, the attention paid to agriculture has increased within a few years. The agricultural societies which have been established in the different counties, and which have enjoyed, to a small extent, the patronage of the government, have exerted a salutary influence. Several papers devoted to this subject are published within the commonwealth, and are well sustained. Within a few years, an agricultural and a geological survey of the state have been made by gentlemen well qualified for those purposes, who were appointed by the government, to which they made their reports. These reports, having for their object a development of the agricultural resources of the state, were published by the order of the legislature, and distributed in all parts of the commonwealth; and have contributed, with other causes, to give to the agriculture of the state a more scientific character. New systems of husbandry have been introduced—swamps, formerly useless, have been reclaimed—the nature of soils, and the kind of manure best adapted to each, are beginning to be better understood—an improved race of animals has been introduced or reared up, and great improvements have been made in most of the implements of husbandry; from all which, we infer that the cultivation of the soil in this ancient commonwealth will keep pace with the improvements of the age."

Among other measures passed by the legislature of the state, that of granting premiums for growing wheat, appear to us a great fallacy. We, on principle, object to bounties of every description, as no branch of industry has ever thriven by such artificial support, against permanent natural obstacles. Suppose we grant bounties, in England, for growing pine apples and grapes, will these delicious fruits afterwards become acclimated, so as to ripen in the same perfection in the open air?—*Official Returns, U. S. Gaz., and various American authorities.*

MANUFACTURES OF MASSACHUSETTS.

The first colonists of New England were compelled by necessity to turn their attention to some species of household manufacture, such as shoes and hats. As early as 1700, the people of Massachusetts having commenced manufacturing in their families coarse woollens for their own wear, and a mixed article of flax and wool, called *linsey-woolsey*, principally for women's wear. These articles were dyed with maple, walnut, butternut, and other kinds of bark, moss, and vegetables. Some attempts were made to manufacture other necessary articles; but the condition of the country, and the exclusive policy of the mother country, prevented any considerable progress being made in manufactures before the revolution.

The first cotton manufactory in the United States, was established by a company at Beverley, in Massachusetts, in 1788. On the following year, this company was incorporated. A periodical of the day, describing this factory, says, "that an experiment was made with a complete set of machines for carding and spinning cotton, which answered the warmest expectations of the proprietors. The spinning-jenny spins sixty threads at a time, and with the carding-machine forty pounds of cotton can be well carded in a day. The warping-machine, and the other tools and machinery, are complete, performing their various operations to great advantage, and promise much benefit to the public, and emolument to the patriotic adventurers." But this company soon abandoned the business as a corporate body, and it was carried on by individuals, who subsequently erected a mill for the purpose of spinning cotton by water; but the undertaking was not successful.

Soon after the establishment of the factory at Beverley, a more successful effort was made by Mr. Samuel Slater, who is called "the father of American manufactures," at Pawtucket. Cotton cloth was first made in the country, at this factory, by water-power machinery. The Newburyport woollen manufactory was incorporated in 1794, and the calico-printing manufactory, at the same place, in

1796. They do not appear to have succeeded. In 1800, the Salem Iron Factory Company was chartered, with power to hold landed and personal estate to the value of 330,000 dollars. In 1802, the Danvers and Beverley Iron Company was incorporated, with a like capital of 330,000 dollars. In 1805, the Amesbury Nail Factory Company was chartered, with a capital of 450,000 dollars. In 1809, two companies were formed for the manufacture of glass. Previously to the end of 1815, there were about fifty companies incorporated; chiefly for the manufacture of cotton, or of cotton and wool. These cotton mills were chiefly employed in manufacturing cotton-twist, which was afterwards woven by handloom weavers. The cotton and wool factories did little more than weave sattinets, a common cloth made of cotton and wool.

In 1812, the Waltham Manufacturing Company, with a capital of 450,000 dollars, began working. It was the only establishment of any note at the close of the war, in 1815, and it has continued to prosper.

It was not until about 1812, that woollen manufactures were established, to any important extent, in Massachusetts. The restrictive measures which preceded the late war with Great Britain, and that war, created those woollen factories. They did not grow up naturally; and when peace came on, most of the proprietors were ruined. From 1815 to 1828, the woollen manufactures of this state did not, though persevered in, flourish; nor can they be said to be now, in any important degree, prosperous. They were all undertaken with the idea of being protected by a heavy tariff on foreign woollens.

Massachusetts is pre-eminent among all the states in the manufacture of boots and shoes, soap and candles, hardware and cutlery, refined sugar, paper, powder, and fire-arms; and ranks after New York and Pennsylvania in the manufacture of machinery, drugs, paints, and dyes, and household furniture; after Kentucky, in cordage; after New York, in musical instruments, hats, caps, and bonnets; after Connecticut, in silk; and is the third state in the manufacture of glass, leather, flax, and salt. In capital employed in manufactures of all kinds, Massachusetts owns nearly one-sixth of the whole manufacturing capital of the country, New York being the only state with a larger capital employed. Several of the principal manufacturing establishments in Maine and New Hampshire are owned, to a considerable degree, by capitalists in Massachusetts.—*Official Returns, &c.*

A STATEMENT of the Manufactured Products of Massachusetts in 1837, taken from the Statistics published by order of the Legislature.

ARTICLES MANUFACTURED.	Value.	Hands employed.	Capital invested.
	dollars.		dollars.
Anchors, chain-cables, &c.	114,125	36	80,500
Axes, scythes, snaiths, &c.	325,956	387	196,938
Beer, bellows, blacking, boats, wherries, &c.	152,321	273	55,300
Bonnets (straw, and palm-leaf, hats	1,902,803		
Books, stationery, pocket-books, and school apparatus	1,048,140	1,023	909,800
Boots and shoes	14,642,520	39,068	
Brass and copper	1,469,354	297	635,800
Britannia and block tin	66,300	59	7,000
Brushes, brooms, and baskets.	289,512	350	103,095
Buttons of all kinds	246,000	358	147,200
Candles (sperm and tallow) and soap	1,620,730	266	697,300
Candlesticks, playing cards, chocolate, chair-stuff, and coffee-mills	66,914	81	29,840
Cards, (wool)	254,420	139	148,340
Carriages, waggons, sleighs and harnesses, &c.	679,442	945	278,790
Casks and hoops	202,832	194	81,250
Chairs and cabinet ware	1,262,121	2,011	
Clothing, neck-stocks, and suspenders	2,013,316	3,939	780,159
Combs	268,500	444	
Cordage and twine	481,441	439	285,375
Cotton goods (cloths)	13,056,659	19,754	14,369,716
Cotton batting, thread, warp, wicking, &c.	169,221	151	78,000
Cotton-printing	4,183,121	1,660	1,539,000
Cutlery	186,200	193	92,033
Drugs, medicines, and dye-stuffs	371,019	97	98,995
Fishery, (whale, cod, and mackerel)	7,592,290	20,126	12,484,078
Fur caps, and other manufactures of fur	73,000	100	55,000
Gas	100,000	40	375,000
Glass	831,076	647	759,400
Glue	34,625	18	19,700
Gold and silver leaf	43,000	36	11,200
Gunpowder	246,357	77	160,800
Hats	698,086	867	
India rubber	18,000	13	10,000
Iron castings, bar and rod, &c.	1,058,670	1,311	1,516,025
Jewellery, silver, and silver-plate	325,500	207	161,550
Lead manufactures	201,400	43	6,400
Leather, including morocco	3,254,416	1,798	2,033,423
Looking-glasses	165,500	58	61,600
Lumber, shingles, and staves	167,778	121	27,750
Machinery of various kinds	1,235,390	1,399	1,146,775
Muskets, rifles, pistols, swords, &c.	288,800	394	65,943
Nails, brads, and tacks	2,527,095	1,095	1,974,000
Oil, (refined whale and other oils)	2,030,321	145	1,133,500
Organs and piano-fortes	324,200	239	172,000
Paper	1,544,230	1,173	1,167,700
Ploughs	54 561	73	
Saddles, trunks, and whips	351,575	758	109,825
Salt	246,059	708	801,753
Shovels, spades, forks, and hoes	264,709	284	225,523
Silk	56,150	125	137,000
Spectacles, starch, stone, and earthenware	35,560	47	20,974
Spirits	1,238,789		
Stone, (granite, marble, slate, and soap-stone)	680,782	1,177	209,950
Stoves and stove-pipes	31,000	13	11,815
Sugar (refined)	976,454	92	303,653
Snuff and cigars	184,601	396	33,300
Tinware	394,322	377	
Tools (carpenters', joiners', and shoemakers')	258,531	297	110,807
Types and stereotypes	157,000	215	140,000
Umbrellas	104,500	136	56,000
Upholstery, including bed-binding, curtains, hair, and paper-hangings	55,483	86	13,160
Vessels built annually	1,370,650	2,834	
Varnish and bees' wax	52,600	8	9,000
Window-sashes, blinds, and doors	74,166	93	8,350
Wire	84,770	53	44,200
Wooden ware, including boxes, rakes, shoe-pegs, yokes, helves, &c.	174,692	313	26,950
Woollen goods	10,399,807	7,097	5,770,750
Engravings, essences, hosiery, lamp-black, mechanical instruments, mustard, razor-strops, lather-boxes, pumps, blocks, &c.	63,460	117	19,078
Total ..... dollars	85,742,927	117,352	52,008,865

The value of capital though not enumerated, is estimated at about 3,000,000 dollars.

According to the returns made to congress for 1840, the manufactories and the value of their fabrics, are given as follows:—

The value of family and home-made manufactures in 1840 was 231,942 dollars; there were 207 fulling-mills, and 144 woollen manufactories, employing 5076 persons, producing goods to the amount of 7,082,898 dollars, and employing a capital of 4,179,850 dollars; 278 cotton manufactories, with 665,095 spindles, employing 20,928 persons, producing articles to the value of 16,553,423 dollars, and employing a capital of 17,414,099 dollars; forty-eight furnaces produced 9332 tons of cast iron, sixty-seven forges, rolling mills, &c., produced 6004 tons of bar iron, the whole employing 1097 persons, and a capital of 1,232,875 dollars; eighty-two paper manufactories, employing 967 persons, produced articles to the value of 1,659,930 dollars, and other paper manufactures to the value of 56,700 dollars, and the whole employed a capital of 1,082,800 dollars; 463 persons produced salt to the amount of 376,596 bushels, with a capital of 502,980 dollars; hats and caps were manufactured to the value of 918,438 dollars, and straw bonnets to the value of 821,646 dollars, the whole employing 6656 persons, and a capital of 602,292 dollars; 355 tanneries employed 2446 persons, and a capital of 1,024,699 dollars; paints and drugs were produced to the value of 405,725 dollars, and turpentine and varnish to the value of 25,820 dollars; 1532 saddleries, and other leather manufactories, produced articles to the value of 10,553,826 dollars, and employed a capital of 3,318,544 dollars; four glass houses, employing 372 persons, produced articles to the value of 471,000 dollars, with a capital of 277,000 dollars; twenty potteries, employing seventy-one persons, produced articles to the value of 44,450 dollars, with a capital of 27,975 dollars; two sugar refineries produced articles to the value of 1,025,000 dollars; chocolate was manufactured to the value of 31,500 dollars; and confectionery to the value of 137,300 dollars; fourteen powder mills employed sixty-nine persons, and produced 2,315,215 pounds of gunpowder, with a capital of 255,000 dollars; 913 persons produced machinery to the value of 926,975 dollars; 1109 persons produced hardware and cutlery to the value of 1,881,163 dollars; thirty-seven distilleries produced 5,177,910 gallons, and seven breweries produced 429,800 gallons, employing 154 persons, and a capital of 963,100 dollars; 397 persons produced fifty cannon and 22,652 small-arms; 1402 persons produced carriages and waggons to the value of 803,999 dollars, with a capital of 334,660 dollars; 274 persons wrought granite and marble to the value of 217,180 dollars; and 758 persons manufactured bricks and lime to the value of 310,796 dollars; mills of various kinds employed 1808 persons, and manufactured to the value of 1,771,185 dollars, with a capital of 1,440,152 dollars; ships were built to the value of 1,349,994 dollars; fifty-one rope walks employed 672 persons, producing articles to the value of 852,200 dollars, with a capital of 550,100 dollars; furniture employed 2424 persons, producing the value of 1,090,008 dollars; 246 persons manufactured musical instruments to the value of 243,760 dollars, with a capital of 555,100 dollars; 324 brick and 2249 wooden houses employed 2947 persons, and cost 2,767,134 dollars. There were 104 printing offices, seventy-two binderies, ten daily newspapers sixty-seven weekly, and fourteen semi-weekly, and fourteen periodicals, the whole employing 922 persons, and a capital of 416,200 dollars. The whole amount of capital employed in manufactures was 41,774,446 dollars.—*Official Returns to Congress*, 1840.

COMMERCE OF MASSACHUSETTS.

Massachusetts, in the extent of her foreign commerce, stands the second state in the union, and is the first in the amount of her registered shipping tonnage. There were imported into Massachusetts, during the commercial year, 1841, foreign goods, wares, and merchandise to the value of 20,318,000 dollars, being nearly one-sixth of the whole value brought into the country, and about twice as much as was imported into any other state, with the exception of New York, whose importations amounted to 75,713,000 dollars. The importations into New York are more than three times as great as into Massachusetts; but it appears, that the importations into New York during that year were about 74 per cent on foreign account, while the importations into Boston were only about 17 per cent on foreign account—making a difference of 57 per cent in favour of Boston. This fact would bring the American commerce of New York down to nearly the standard of that of Massachusetts. A considerable share of the commerce of New York is on Massachusetts account; while very little, if any, of the Massachusetts commerce, is on New York account. A considerable share of the trade of New York, is carried on by Massachusetts ships, navigated by Massachusetts seamen: especially in the East India trade, as appears by the following statement:—

The number of vessels which arrived in New York from Canton and Manilla was,

In 1839.....	21,	of which	7	belonged to	Massachusetts,
1840.....	29	„	14	„	„
1841.....	15	„	4	„	„
1842.....	26	„	11	„	„
Total	91		36		

In the import trade from Calcutta about twenty ships are employed. The whole number of arrivals were—

In 1840.....	18,	of which	15	arrived in	Massachusetts.
1841.....	20	"	17	"	"
1842.....	26	"	21	"	"

During the same years several cargoes arrived at New Orleans from Calcutta, on Massachusetts account.

"From fifty to seventy cargoes enter the United States annually from Russia, a large share of which are on Massachusetts account. In 1839, the number of American vessels which arrived at St. Petersburg was fifty-two, of which thirty-seven were on Massachusetts account. The whole number of arrivals in the United States from St. Petersburgh and Riga the same year was fifty-three, of which twenty-six came into Massachusetts, and twenty-three into New York. Of the twenty-three which came into New York, ten were Massachusetts vessels, and a portion of these cargoes were on Massachusetts account. In 1840 there were sixty-four American vessels which arrived at St. Petersburg, of which forty-nine were on Massachusetts account. In the same year the arrivals in the United States from Russia were sixty-five, of which thirty-two came into Massachusetts, and twelve into New York; of which twelve, five were Massachusetts vessels, and a portion of their cargoes was on Massachusetts account. The great supply of foreign sugars into St. Petersburg for the Russian empire is chiefly from Cuba; of this supply nearly one-half is carried in Massachusetts vessels, and a considerable portion on Massachusetts account. The United States are supplied with pepper almost entirely by Massachusetts ships; and a large portion of the exports from Sumatra to Europe is carried in Massachusetts vessels, and on Massachusetts account.

"The annual document from the secretary of the treasury, detailing the commerce and navigation of the country, shows only the imports into the different states, without designating on whose account the importation is made; and it will be seen at once that such tables do not show the exact commerce of each state. One state may be situated inland, as Indiana, for example, and hence be represented as having no commerce; and another state, as Louisiana, which happens to be the outlet of the great Mississippi Valley, may be so situated as to have the credit for much that is owned and shipped by the people of other states. The facts we have already presented, clearly demonstrate that these tables do not do full justice to the state of Massachusetts. Her vessels, which enter at New York and clear from the same port, are set down to the credit of New York, though the vessel be owned in Massachusetts, the crews are from Massachusetts, and the cargo is on Massachusetts account. It will also be seen, by the facts above presented, that a large share of the distant, and in some respects the most important commerce, is carried on by the Massachusetts merchants. A cargo which is the result of a long voyage, is in one respect, more important to the country than any other. A cargo from the West Indies, worth 100,000 dollars at the port where it is entered, might require for its purchase 95,000 dollars of specie or our domestic products; and so the cargo would be a drain upon the country to that amount. But a cargo from the East Indies, worth 100,000 dollars at the port where it is entered, may draw from the country but 90,000 dollars. Massachusetts commerce, as we have seen, is, to a great extent, with the most remote nations, and hence more productive of the interests of the country than any other.

"We have already seen that the importations into Massachusetts, during the last commercial year amounted to 20,318,000 dollars—her exports during the same year were 11,487,000 dollars, being nearly one-tenth of the whole export of the country, and more than was exported from any state except New York and Louisiana: and it is worthy of remark that both of these states, from their local situation, export a larger amount of the products of other states than Massachusetts. The amount of tonnage owned in Massachusetts, as compared with other states, shows at once that she performs a large share of their carrying. The entire registered and licensed tonnage of Massachusetts, as compared with several of the great states, is as follows:—

	tons.		tons.
Massachusetts.....	545,900	Pennsylvania	118,900
New York	474,700	Louisiana.....	145,700

"Here it will be seen that Massachusetts owns 71,200 tons of shipping more than New York: 427,000 more than Pennsylvania; 400,200 more than Louisiana; and about one-fourth of the aggregate tonnage of the United States. As Louisiana exports about three times as much as Massachusetts, and owns but about one-fourth as much shipping, it would seem to follow, with a good degree of certainty, that much of the carrying trade of Louisiana was performed by Massachusetts; and every person acquainted with the subject, knows that Massachusetts vessels are largely engaged in the cotton, flour, pork, bacon, and lard trade of New Orleans.

"The number of vessels which entered in Massachusetts in 1841, was 2119—being twice as many as entered in any other state, except New York, and more than one-sixth of the aggregate shipping which entered in the United States. The number of ships built in Massachusetts in the same year, was 112, with an aggregate tonnage of 28,653, being a larger amount of tonnage than that produced by any other state, and nearly one-fourth of the aggregate of the whole United States, as will be seen by a comparison of Massachusetts with some of the principal ship-building states:—

	tons.		tons.
Massachusetts	28,653	Ohio	7,178
Maine.....	26,874	Pennsylvania.....	6,970
New York.....	17,438	The United States	118,893
Maryland.	10,737		

"From a comparison of the ships built in the several states, with the ships owned in the states respectively, it will be seen that Massachusetts not only owns more shipping than any other state, but

that her territory is, to a considerable extent, the ship-yard, and her labourers the shipwrights, of several of the commercial states. In seamen, Massachusetts is still more prolific. By the returns of registered seamen, made to the secretary of state annually, it appears that Massachusetts furnishes more than twice as many as any other state, and more than one-third of the whole number furnished by the whole country. By the returns for 1841, the only one on which we can, at this time, lay our hands, it appears that the registered seamen stand as follows :—

Massachusetts	4031	Maryland	383
New York	1815	Louisiana	338
Maine	1026	All other states	1764
Pennsylvania	706		

"From this view of her commerce, it will be seen that Massachusetts is second only to New York, if indeed she does not rival that great state. The opening of the Western railroad, which connects Boston with Albany and the great west, and the establishing of the line of packets between Boston and Liverpool, must inevitably increase greatly the commercial importance of Massachusetts."—*Massachusetts and her Resources.* By the Hon. Charles Hudson, Member of Congress from the State.

In 1842, the quantity of ice shipped for distant ports, at the wharfs in Boston and Charlestown, on board 140 vessels, was upwards of 30,000 tons ; all of which, with the exception of about 6000 tons, was brought from Fresh Pond, Roxbury. And it is stated, that if greater facilities for transporting it were offered by a railroad, the quantity would be increased. The Lowell railroad has, therefore, obtained a grant from the legislature, for an extension of the road to the Pond.

COMMERCE of Massachusetts, from 1789 to 1844.

YEARS.	EXPORTS.			Imports.	Duties on Foreign Merchandise imported.	Drawbacks on Foreign Merchandise.	Registered Tonnage.
	Domestic.	Foreign.	TOTAL.				
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	tons.
1791	....	....	2,519,651	....	1,025,974	19,130	94,662 00
1792	....	....	2,888,104	....	810,696	12,010	112,644 00
1793	....	....	3,755,347	....	1,125,784	37,138	135,599 68
1794	....	....	5,292,441	....	1,465,439	327,594	143,783 61
1795	....	....	7,117,907	....	1,998,464	457,425	171,748 12
1796	....	....	9,949,345	....	2,354,150	814,374	186,199 59
1797	....	....	7,502,047	....	2,169,005	636,722	187,447 47
1798	....	....	8,639,252	....	2,133,144	800,094	178,798 41
1799	....	....	11,421,591	....	2,837,002	1,019,030	191,067 31
1800	....	....	11,326,876	....	3,165,182	1,008,234	213,197 28
1801	....	....	14,870,556	....	4,442,577	1,347,475	241,319 05
1802	....	....	13,492,632	....	3,428,245	1,712,580	209,704 40
1803	5,399,020	3,369,546	8,768,566	....	3,410,617	757,667	222,024 81
1804	6,305,122	10,591,256	16,894,378	....	5,401,415	1,572,074	250,638 47
1805	5,697,031	13,738,606	19,435,657	....	5,967,330	2,449,041	285,689 32
1806	6,621,696	14,577,547	21,199,243	....	6,209,725	2,479,026	306,075 87
1807	6,185,748	13,926,377	20,112,125	....	6,371,425	2,580,623	310,309 60
1808	1,508,632	3,619,690	5,128,322	....	2,294,717	895,243	266,519 91
1809	6,022,729	6,119,564	12,142,293	....	2,637,502	1,158,105	324,690 08
1810	5,761,771	7,251,277	13,013,048	....	3,951,671	1,150,488	352,806 82
1811	6,042,645	5,192,820	11,235,465	....	2,772,074	916,490	273,245 89
1812	3,935,229	2,648,109	6,583,338	....	3,173,930	451,682	266,976 20
1813	1,513,069	294,854	1,807,923	....	2,090,723	106,268	237,649 33
1814	1,078,077	55,722	1,133,799	....	1,492,580	24,599	225,774 05
1815	3,547,463	1,732,620	5,280,083	....	5,944,211	271,675	299,298 85
1816	5,008,974	5,127,465	10,136,439	....	5,947,343	1,034,222	274,049 63
1817	5,908,416	6,019,581	11,927,997	....	4,217,695	1,127,408	243,310 86
1818	5,698,646	6,299,510	11,998,156	....	4,916,317	4,188,087	*172,886 14
1819	4,873,992	6,525,921	11,399,913	....	4,741,022	1,192,842	176,269 93
1820	3,861,435	7,147,487	11,008,922	....	4,143,261	1,470,135	130,251 14
1821	3,698,517	8,846,174	12,484,691	14,826,732	4,701,645	1,282,844	196,975 45
1822	4,072,166	8,526,359	12,598,525	18,337,320	5,200,710	970,948	197,512 16
1823	3,944,985	9,738,254	13,683,239	17,607,160	4,527,616	1,398,935	165,393 15
1824	4,038,072	6,395,356	10,434,328	15,378,758	4,844,948	1,359,404	172,817 66
1825	4,262,104	7,170,883	11,432,987	15,845,141	5,761,649	1,224,124	173,344 71
1826	3,888,138	6,210,724	10,098,862	17,063,482	4,648,585	1,640,136	183,177 20
1827	3,820,349	6,604,034	10,424,383	13,370,564	4,809,693	1,233,308	225,111 40
1828	4,096,025	4,929,760	9,025,785	15,070,444	5,277,678	952,126	247,369 92
1829	3,949,751	4,305,186	8,254,937	12,520,744	5,139,090	1,161,869	227,067 92
1830	3,599,952	3,613,242	7,213,194	10,453,544	4,465,902	1,244,919	215,463 18
1831	4,027,201	3,706,562	7,733,763	14,269,056	6,057,447	955,536	225,226 15
1832	4,656,635	7,337,133	11,993,768	18,118,900	6,179,495	1,188,299	254,508 58
1833	5,150,584	4,532,538	9,683,122	19,940,911	4,223,852	1,169,669	276,723 86
1834	4,572,746	5,476,074	10,148,820	17,672,129	3,017,278	555,794	307,490 22
1835	5,564,499	4,479,291	10,043,790	19,800,373	3,866,539	587,091	331,173 47
1836	5,113,196	5,267,150	10,380,346	25,681,462	4,743,625	589,975	316,998 50
1837	4,781,901	4,856,289	9,728,190	69,975,667	....	....	288,346 47
1838	6,158,529	2,946,333	9,104,862	13,300,925	....	....	296,110 84
1839	5,526,443	3,479,630	9,276,085	19,385,223			
1840	6,268,158	3,918,103	10,186,263	16,513,858			
1841	7,397,692	4,089,651	11,487,343	20,318,003			
1842	6,719,115	3,087,995	9,807,110	17,986,438			
1843	4,430,681	1,974,326	6,485,307	16,789,452			
1844							

* For the first nine months only.

FISHERIES OF MASSACHUSETTS.

The whale fishery commenced in Massachusetts as early as 1672. In 1840, it appears that there were 588 vessels engaged in the whale fishery, of which 425 belonged to Massachusetts. By the last annual return of the commerce and navigation of the United States, the amount of tonnage employed in the cod fishery was 66,551 tons; of which 29,529 tons, being about the same as the state of Maine, and about four times as much as all the rest of the union, belonged to Massachusetts. Massachusetts had about 10,000 tons of shipping engaged in the mackerel fishery, while that employed in the fisheries by all the other states of the union amounted to only 1200 tons. The tonnage, in 1840, employed in the whale fishery, by all the United States, was 157,405 tons; and of this Massachusetts employed 120,474, or being more than three-fourths of the whole.

The capital which Massachusetts invested in the fisheries, amounted to 11,725,850 dollars; employing 16,000 sailors and fishermen in this hardy enterprise. To show the relative importance of this branch of industry, the produce of the fisheries of Massachusetts, and of some of the principal states, was as follows; viz.,

Quintals of Smoked or Dried Fish.

United States	773,947	New Hampshire	28,257
Massachusetts	389,715	Rhode Island	4,034
Maine	279,156		

Barrels of Pickled Fish.

United States	472,359	Maryland	71,293
Massachusetts	124,755	Maine	54,071
North Carolina	73,350		

Gallons of Spermaceti Oil.

United States	4,764,708	New York	400,251
Massachusetts	3,630,972	Connecticut	183,207
Rhode Island	487,268		

Gallons of Whale and other Fish Oil.

United States	7,538,778	New York	1,269,541
Massachusetts	3,364,725	Rhode Island	633,860
Connecticut	1,909,047		

Value of Whalebone, &c.

	dollars.		dollars.
United States	1,153,234	Connecticut	157,572
Massachusetts	442,974	New Jersey	74,000
New York	344,665		

Hands employed.

United States	36,584	Maine	3,610
Massachusetts	16,000	Connecticut	2,215
Maryland	7,814		

Capital invested.

	dollars.		dollars.
United States	16,429,620	Rhode Island	1,077,157
Massachusetts	11,725,850	New York	949,250
Connecticut	1,301,640		

Of dry fish, Massachusetts cured as much as all the rest of the United States; of pickled fish, more than one-quarter of the whole amount; of spermaceti oil, more than three-quarters; of whale and other oils, nearly one-half; of whalebone, more than one-third; and of capital, nearly two-thirds of the whole capital invested in the fisheries by the United States. In addition to all the fish consumed in the state, a large surplus is exported, amounting, in 1840, to more than 3,000,000 dollars; being in value greater than that of any other article exported from the United States, except cotton, tobacco, and flour. It has been estimated that those employed in the whale fisheries, consume annually, 54,000 barrels of beef and pork, being equal to one-half of the average export of these articles for the last ten years. They also consume a large quantity of flour, corn, butter, cheese, rice, &c. &c. The oil and whalebone brought into the country, in 1841, has been estimated in value at 7,360,000 dollars. Whatever may be the value of all the fisheries of the United States, one-half of the amount may be placed to the account of Massachusetts.

A TABLE, exhibiting the Number of Barrels of Mackerel inspected in the Commonwealth of Massachusetts in each year, from 1831 to 1843, inclusive.

PORTS.	1840.				1843				Total each Year.	
	No. One.	No. Two.	No. Three.	TOTAL.	No. One.	No. Two.	No. Three.	TOTAL.		
	barrels.	barrels.	barrels.		barrels.	barrels.	barrels.	barrels.		barrels.
Boston	2,987	1,619	3,087	..	5,078	2,149	2,119	9,346	1843	64,451
Gloucester	5,567	1,888	1,104	..	10,489	2,987	2,852	16,328	1842	75,543
Newburyport	2,903	1,109	1,797	..	2,771	1,187	1,403	5,361	1841	55,537
Hingham	2,222	1,164	3,744	..	2,314	1,017	2,597	5,928	1840	50,992
Cohassett	824	1,092	3,103	..	2,306	1,116	3,039	6,461	1839	73,018
Dennis	907	605	1,497	..	940	471	962	2,373	1838	108,538
Truro	1,018	696	1,074	..	1,542	721	1,112	3,375	1837	138,157
Barnstable	367	410	1,137	..	665	246	510	1,421	1836	176,931
Wellfleet	983	1,069	1,860	..	3,043	1,343	1,220	5,606	1835	194,450
Scituate	285	229	548	..	322	127	100	549	1834	252,884
Chatham	116	27	7	..	268	99	82	449	1833	212,946
Plymouth	172	97	61	..	153	87	176	416	1832	212,452
Yarmouth	493	441	444	..	1,040	399	957	2,396	1831	383,559
Provincetown	584	793	709	..	1,131	901	1,085	3,117		
Salem	46	2								
Duebury	..	..	..	..	13	9	25	47		
Beverly	2	3	..	..	9	2		11		
Harwich	3	22	45	..						
Total	19,479	11,296	20,217	50,992				64,451		

QUARRIES AND MINERALS OF MASSACHUSETTS.

Massachusetts is not, as far as discovered, rich in minerals. *Iron* is found in various parts of the state, and is manufactured to a small extent, employing a capital of about 1,232,800 dollars, and about 1000 hands. The produce is about 9300 tons of cast iron, and 6000 tons of bar iron, annually. *Granite*, of excellent quality for building, abounds in Quincy and its vicinity, and is extensively quarried, and shipped to nearly every Atlantic port in a greater or less degree. The Astor House in New York, the front of the Tremont House in Boston, and Bunker Hill Monument, are built of this stone. Granite, suitable for building, is also found in large quantities at Gloucester, Fall River, Fitchburg, and many other places, in great abundance. *Gneiss*, nearly answering the same purpose, is found in many parts of the state. *Serpentine*, suitable for ornamental architecture, exists in Middlefield, Westfield, Newbury, and in several other places, but it has not been wrought to any extent.

Limestone is found in various places, and is particularly abundant in the county of Berkshire. Berkshire is renowned for the fine marble which it produces, denominated primitive marble. Its prevailing colour is white, and this is the variety most extensively wrought. Some of the varieties admit of a very fine polish. From the pure white the colour changes, by imperceptible gradations, to gray and dove colour. More or less is quarried in almost every town in Berkshire, except on the eastern side. It is most extensively wrought in West Stockbridge, Lanesborough, Ashfield, Sheffield, New Marlborough, and Adams. The City Hall in New York was built chiefly of this marble. The marble for the Girard College, in Philadelphia, is also obtained from the quarries in Berkshire.

Soapstone, remarkable for its softness and power to resist heat, is found in abundance in various parts of the state, but is not extensively wrought. *Argillaceous*, or *roof slate*, is found in different sections of the state, but the quality is not remarkably good, nor is it much used for roofs. *Potter's clay*, used for common pottery, tiles, and bricks, abounds; and *porcelain clay* has been found in several places. *Peat* is used for fuel in many towns in the eastern portion of the state; and what adds to its importance is, it is generally situated where wood is scarce. *Anthracite coal* has been discovered at Worcester and Mansfield; but the mine at Worcester has not been thoroughly explored, and at Mansfield the vein is supposed to be too thin to justify the expense of mining.

PUBLIC WORKS AND INTERNAL IMPROVEMENTS.

The common public roads, some good and many very bad, are among the earlier as well as among the more recent public works. The first canal and the first railroad in the United States, were constructed and opened in Massachusetts. Middlesex canal, from the Merrimac river

to Boston harbour, and the Quincy railroad, from the Neponset river to the Quincy quarries, were constructed before any other works of the kind in the United States. The Western railroad extends from Worcester, forty-four miles by railroad from Boston, to Greenbush, on the Hudson, opposite to Albany. It crosses the high lands of Worcester county, and the summit between Boston and Connecticut river, at an elevation of 907 feet above tide water, and the Green Mountain range in Washington, the summit between the Connecticut and the Hudson, at an elevation of 1459 feet above tide water. The greatest inclination is eighty-three feet per mile. The length of the railroad within the state is 118 miles; but as the road from the line of the state to Albany was built by this company, and as they have a long lease of it, and the pre-emption of purchase, it may be considered as belonging to Massachusetts. Its length in New York is thirty-eight miles: being 156 miles. At Worcester this road connects with the Boston and Worcester road, which is forty-four miles in length; so that the Western road opens a direct communication by railroad from Boston to Albany, making a continuous line of 200 miles of road.

There are several other railroads, situated partly in the state and partly in the adjoining states, as the Norwich and Worcester, the Nashua and Lowell, and the Boston and Maine, which were built mostly by Massachusetts capital, aided by Massachusetts scrip. But we shall give the length, cost, &c., of that part of the road situated in Massachusetts, except in the case of the Western, for reasons already stated. The following table will give a general view of the different roads:—

CORPORATE NAME.	Length in Miles.	Cost of Road and Appurtenances.	Cost of Road per Mile, including Appurtenances.	1842			Distance run by Trains.	1843		
				Receipts for past Year.	Expenditures for past Year.	Nett Profits during past Year.		Expenditure during the Year.	Receipts during the Year.	Excess of Receipts & Expenditures.
		dollars.	dollars	dollars.	dollars.	dollars.		dollars.	dollars.	dollars.
Western	156	7,566,792	48,505	512,688	206,619	246,069	397,295	573,885	303,972	269,909
Boston and Worcester	44	2,764,395	62,827	364,284	164,510	199,774	241,319	404,141	200,641	197,500
Boston and Providence	41	1,892,831	46,166	236,464	112,825	123,639	132,229	233,388	125,374	208,014
Boston and Lowell	26	1,978,286	76,087	278,311	131,013	147,298	143,607	277,315	109,367	167,948
Norwich and Worcester	20	646,334	32,316	46,318	40,465	5,653	48,306	54,112	45,821	8,291
Nashua and Lowell	9	215,930	23,992	84,330	58,870	25,460	28,306	50,445	23,995	26,450
Eastern	39	1,865,000	47,820	215,328	113,200	102,128	147,124	279,562	104,640	174,922
Boston and Maine	21	550,000	26,142	....	....	....	....	64,998	39,700	25,298
N. Bedford and Taunton	20	426,122	21,306	55,776	22,355	33,421	40,734	50,672	22,281	27,391
Taunton Branch	11	250,000	22,727	77,171	57,778	19,393	21,904	74,251	51,396	22,855
Berkshire	21	205,000	....	....	....	....	...	....	leased at 17,500	
Charlestown Branch	7	223,145	32,877	45,385	48,427	loss 3,042	11,433			
Total	415	18,583,835	....	....	....	....	1,212,397	1,379,676 miles run in 1843		

The Boston and Lowell and the Boston and Worcester roads have each double tracks, the rest single. The Berkshire road rail being a plate instead of an edge rail, the cost of construction appears small. The Boston and Worcester, Boston and Providence, and Eastern roads have each a branch of a few miles, the cost and income of which are included in the sums stated. The Charlestown branch was constructed mainly for the transportation of ice, but the winter of 1841-2 being unusually open, that business almost entirely failed. Besides these railroads, there is the Quincy railroad, of a few miles in length, used for the transportation of granite from the quarries to water carriage; and the West Stockbridge, about two and a half miles in length, being an extension of the Hudson and Berkshire road. The Fitchburg railroad, now in the course of construction, which, with the Charlestown branch, will continue the railroad about forty-five miles towards Vermont. These roads are all the property of private companies, except the Western, in which the state owns one-third of the stock. The state, however, has loaned its stock as scrip, to several of these corporations, and taken a mortgage as security. The railroads in Massachusetts are all well constructed.

The Berkshire road was built, in part, by contract, and has been leased to the Housatonic Company. The Charlestown Branch corporation have entered into a contract with the Fitchburg corporation, which is now constructing a railroad to Fitchburg. A charter is about being granted to extend this road to Brattleborough, Vermont, and thence through that state to Lake Champlain.

Two bills are before the legislature of Massachusetts for the incorporation of railroad companies. The route of one is from Athol, through Greenfield, to Brattleborough.

TABLE, showing the Lengths of Railways radiating from, and in connexion with, the City of Boston.

	Miles.
From Boston, *viâ* Albany, to Buffalo	518
„ „ Portsmouth, to Portland, Maine	104
„ „ Lowell, Nashua, and Concord	62
„ to Providence, Rhode Island	41
From Providence to Stonington	47
Branch from Andover to Haverhill	25½
Dedham Branch	2
Taunton Branch, and extension to New Bedford	35
Bedford and Fall River	13
Norwich and Worcester	58½
New Haven to Hartford, 36, and extension to Springfield 24 miles, not completed	60
West Stockbridge to Bridgeport	98
West Stockbridge to Hudson	33
Troy and Schenectady	22
Troy to Ballston	20
Schenectady and Saratoga	21½
Lockport, Niagara Falls, and Buffalo	43
Total number of Miles	1203½

REVENUE, EXPENDITURE, PUBLIC CREDIT, AND DEBT, OF MASSACHUSETTS.

The government and citizens of Massachusetts have at all times maintained the public credit of the state, and honourably and faithfully fulfilled its engagements. Massachusetts may be said to have no state debt. A trifling obligation exists of about 170,000 dollars, which arose from extraordinary expenditures, incurred by the state during the last ten or eleven years: such as revising her statutes, building a new state prison, and a state lunatic hospital; but the ordinary revenue of the state will soon pay it.

"Massachusetts has loaned her credit, in the form of scrip, to the Norwich and Worcester, Eastern, and Boston and Maine railroad companies, to the amount of 1,050,000 dollars, and as security has a mortgage upon each of these roads, with their appurtenances, which have cost the companies more than 3,350,000 dollars. If these companies should fail to redeem the scrip when it shall fall due, the commonwealth would come in possession of a property worth at least three times as much as it would have cost her. There surely can be nothing in this which can impair her credit, or create alarm.

"Besides this, the state has lent 4,000,000 dollars of scrip to the Western railroad corporation, and as security has taken a mortgage on the road and all the property of the corporation, which cost, as we have seen already, 7,566,000 dollars. And besides, the statute granting the scrip requires that all which is realised in its sale above its par value, together with 1 per cent on the amount of the scrip, shall, by the corporation, be set apart annually for a sinking fund, with which to redeem or to aid in the redemption of the scrip, when it becomes due. That fund already amounts to more than 200,000 dollars; and as it must go on increasing from year to year, it will, in 1870, when the scrip is redeemable, be nearly sufficient of itself to discharge the debt the corporation owes to the state. With this fund in its own keeping, and a mortgage upon a property costing nearly twice as much as the amount of the scrip loaned, the state is perfectly secure.

"The state is also indebted to the amount of 600,000 dollars for scrip issued to pay the assessments on its own shares of the stock of the Western railroad, and to purchase Charles' River bridge. So far as the scrip to purchase Charles' River bridge is concerned, the state can remunerate itself in the space of two years, at any time, by tolls upon that bridge and Warren bridge; and to redeem the scrip issued to pay her assessments on her railroad stock, she has the income of one-third of the road, and more than two millions of acres of land in the state of Maine.

"Direct taxation has become almost an *obsolete* idea in Massachusetts. Such has been the prosperous state of her finances, that for the last twenty years she has imposed upon

the people only three small state taxes, the aggregate amount of which is less than one-sixth of the sum she imposed upon herself in 1782, when her resources were nothing compared with what they are at present. Nor have we alluded to the sums due and appropriated by the general government, growing out of the late treaty, and the sales of the public lands; for Massachusetts has resources of her own amply sufficient to meet all her liabilities. Let her impose, annually, a tax equal in amount to the average tax paid from the adoption of her constitution up to 1824, and she could meet all her liabilities from that source alone, if the security which she holds should, by any possibility, prove worthless. The valuation of the state, as fixed in 1841, shows the amount of taxable property to be 299,878,300 dollars, being nearly one-third more than it was in 1831. With such an amount of taxable property, with the security she holds, with the business, enterprise, and industry of her people, and, above all, with their high character for punctuality, and the sacredness with which they have ever regarded plighted faith in contracts, it would be idle, nay, it would be madness, to countenance the idea for a moment, that she would suffer her scrip to be dishonoured, or even her credit to be suspected. Sharp-sighted capitalists, who are generally the best judges in such cases, have always preferred the stock of Massachusetts to that of any other state. In fact, while the stocks of some of the states have been selling at ruinous discounts, the stock of this state has generally commanded its par value, and has frequently sold at a premium.

"There is another view to be taken of this state, which, although it cannot be classed with her resources, shows her importance in the union. She furnishes one of the greatest home markets of any state in the union. From the most thorough and extensive inquiry, we have no hesitation in saying, that Massachusetts consumes, of the products of other states in the union, an annual amount of more than 40,000,000 dollars, being equal to one-half of the average of the domestic exports of the United States, if we except manufactured articles. In a national point of view, this is of great importance. Cut off the market of this commonwealth, and the effect would be sensibly felt in most of the states. We would go into this subject in detail, but our limits will not permit."—*Resources of Massachusetts.*

FINANCES, &c., OF THE COMMONWEALTH OF MASSACHUSETTS.

From the Legislative Returns.

	dollars.	dollars.
Balance in the Treasury, January 1st, 1842	75,040.25	
Ordinary Receipts in 1842, exclusive of coin	328,036.58	
Auction Tax	54,435.51	
Interest on Bank Deposits	1,836.65	
Attorney for Suffolk County	1,407.65	
Proceeds of Lands in Maine	2,414.72	
County Treasurers	850.30	
Charles River Bridge	15,237.41	
Amount over-allowed and refunded	14.00	
Miscellaneous	985.70	
Probate Assessments	10,580.45	
Total of ordinary receipts		415,798.97
		490,845.22
The expenditure in 1843 for ordinary purposes were		351,550.87
		139,294.35
State Scrip redeemed in 1842	94,137.00	
Cash on hand for Charles River Bridge	3,504.66	
		97,641.66
Cash on hand for ordinary purposes, January 1st, 1843		41,652.69

Indebtedness of the Commonwealth, January 1st, 1843.

	dollars.	dollars.
Funded Debt of 1839	7,649.00	
„ 1842	166,543.08	
Charles River Bridge Debt	25,000.00	
Western Railroad Assessments	1,015,548.58	
Total for all purposes		1,214,740.66
Credit of the State loaned to Railroads		5,050,000.00
Total liabilities of the State		6,264,740.66

Principal Expenditure in 1843.

	dollars.
Pay of the Council, Senate, and Representatives	64,132.00
Salaries established by law	72,848.35
Balances to County Treasurers	22,793.59
Militia Services	25,241.00
Support of Paupers, Military and other Accounts	51,991.37
Interest on State Stock	16,630.85
Interest on Scrip to Western Railroad	27,525.00
Miscellaneous	11,335.10
State Printing	8,090.02

INSURANCE COMPANIES IN MASSACHUSETTS.

According to the several returns by order of the house of representatives, there were in February, 1836, twenty-seven offices in Boston, and eighteen out of Boston. Total, forty-six offices; with an aggregate capital of 9,225,000 dollars. The average annual dividends were 9 3-5 per cent.

On the 1st of December, 1837, there were twenty-nine offices in Boston, and nineteen out of Boston. Total, forty-eight offices; with a capital of 9,415,000 dollars.

On the 1st of December, 1838, there were twenty-four offices in Boston, and nineteen out of Boston. Total, forty-three offices; with a capital of 8,316,000 dollars.

ABSTRACT of the Annual Returns of the several Insurance Companies in the Commonwealth of Massachusetts, showing the state of said Corporations on the 1st day of December, 1840. Compiled from the Report of the Secretary of State.

NAMES.	Capital.	At Risk. Marine.	At Risk. Fire.	Average Annual Dividends for Five preceding Years, or since Incorporated.	Amount of Fire Losses paid the last year.	Amount of Marine Losses paid the last year.
BOSTON.	dollars.	dollars.	dollars.		dollars. cts.	dollars. cts.
American	300,000	2,372,569	2,641,832	10 per cent.	54,804 26	70,650 88
Atlantic	250,000	1,348,964	....	4 4-5 do.	....	25,995 90
Atlas	135,000	233,550	120,420	4 3-5 do.	....	38,431 38
Boston	300,000	1,485,684	....	11 do.	....	79,318 26
Boylston, Fire and Marine	300,000	233,946	1,622,174	7 do.	863 09	2,902 92
Firemen's	300,000	....	7,353,857	3 2-5 do.	32,928 90	
Fishing	100,000	482,469	....	3 do.	....	47,061 36
Franklin	300,000	1,420,536	2,079,327	8 do.	53,592 88	67,523 19
Hope	200,000	704,193	....	5 40-100 do.	....	34,032 41
Manufacturers	300,000	2,024,440	11,182,011	12 2-5 do.	80,640 15	27,781 69
Mass. Fire and Marine	300,000	171,057	1,198,328	6 1-2 do.	50 00	3,982 82
Mercantile Marine	300,000	1,868,240	....	4 do.	....	51,688 63
Merchants'	500,000	6,902,537	12,580,768	25 46-100 do.	81,101 72	147,889 90
National	500,000	4,275,807	6,907,912	9 2-5 do.	52,257 14	138,638 51
Neptune	200,000	4,232,978	1,184,674	6 4-5 do.	10,189 16	110,511 00
N. E. Marine	300,000	1,564,781	....	6 do.	....	90,237 90
Ocean	200,000	2,008,777	1,340,640	12 4-5 do.	3,117 11	228,278 50
Suffolk	225,000	886,852	....	8 1-5 do.	....	27,016 00
Tremont	200,000	2,528,007	1,297,886	10 do.	3,600 00	97,878 77
United States	200,000	1,439,575	330,122	6 do.	2,000 00	67,588 00
Warren	100,000	612,470	....	3 4-5 do.	....	48,329 05
Washington	200,000	1,391,305	....	10 1-5 do.	....	36,106 96
Offices in Boston	5,710,000	38,278,737	49,839,951		375,144 41	1,441,844 05

(*continued*)

NAMES.	Capital.	At Risk. Marine.	At Risk. Fire.	Average Annual Dividends for Five preceding Years, or since Incorporated.	Amount of Fire Losses paid the last year.	Amount of Marine Losses paid the last year.
GLOUCESTER.	dollars.	dollars. cts.	dollars.		dollars. cts.	dollars. cts.
Gloucester	50,000	71,169 00	....	5 2-5 per cent.	....	9,493 42
LYNN.						
Lynn Mec. F. and M.	50,000	42,752 00	66,250	17 1-5 do.	....	3,456 47
Union Fire and Marine	50,000	16,843 00	18,900	2 2-5 do.	....	171 28
MARBLEHEAD.						
Marblehead Marine	100,000	314,640 00	....	9 do.	....	8,681 41
NEWBURYPORT.				for 20 months.		
Essex Marine	50,000	224,229 00	48,400	6 do.	....	19,296 21
SALEM.						
Essex	100,000	653,664 00	265,500	6 18-100 do.	....	17,656 73
Oriental	200,000	686,115 00	....	8 4-5 do.	....	14,318 60
Salem Commercial	200,000	780,542 00	....	8 4-5 do.	....	4,256 45
Union Marine	100,000	289,900 00	....	8 do.	....	15,705 30
SPRINGFIELD.						
Springfield Fire	100,000	....	1,759,535	13 1-5 do.	6,170 00	
FAIRHAVEN.						
Fairhaven	100,000	716,076 00	....	10 4-5 do.	....	8,964 30
NEW BEDFORD.						
Bedford Commercial	150,000	2,556,824 00	....	17 4-5 do.	....	25,775 00
Mechanics	100,000	2,100,848 00	....	18 do.	....	34,292 68
Merchants	100,000	1,889,325 50	....	14 8-10 do.	....	39,337 02
Pacific	100,000	1,420,593 00	....	10 do.	....	4,894 71
PLYMOUTH.						
Old Colony	50,000	131,370 83	....	8 1-2 do.	....	11,625 45
PROVINCETOWN.						
Fishing	40,000	26,781 00	....	5 do.	....	1,131 00
Union	50,000	22,181 00				
NANTUCKET.						
Commercial	75,000	400,287 60	....	8 do.	....	353 50
19 Offices out of Boston	1,765,000	12,353,140 33	2,158,645		6,170 00	219,409 53
22 " in "	5,710,000	38,278,757	49,839,951	....	375,144 41	1,441,844 05
41 Total	7,475,000	50,631,897 33	51,998,596	....	381,314 41	1,661,253 58

	dollars. cts.
Amount of insurance capital in Massachusetts	7,475,000 00
Ditto invested in United States Stock and Treasury Notes	5,000 00
Ditto, ditto in Massachusetts Bank Stocks	4,937,301 75
Ditto, ditto in State Stock	118,107 50
Ditto of loans on bottomry and respondentia	276,520 31
Ditto invested in real estate	661,549 00
Ditto secured by mortgage on the same	962,657 13
Ditto of loans on collateral and personal security	905,241 42
Ditto of loans on personal security only	189,639 38
Ditto of cash on hand	199,184 91
Ditto reserved in contingent funds	583,168 43
Ditto invested in railroad stock	150,585 08
Ditto of losses ascertained and unpaid	153,156 04
Ditto of estimated losses exclusive of such as are returned as ascertained and unpaid	261,685 00
Ditto of premium notes on risks terminated	747,571 14
Ditto ditto ditto not terminated	1,723,246 00
Total amount of premium notes	2,506,824 51
Amount of notes considered bad or doubtful, not charged to profit and loss	59,232 29
Ditto of marine risks	50,631,877 33
Ditto of fire risks	51,998,596 00
Ditto of premium on fire risks undetermined	349,339 39
Ditto of capital stock pledged to the companies	112,120 00
Ditto of fire losses paid the last year	381,314 41
Ditto of marine losses paid the last year	1,661,253 58

PREMIUM CREDITS IN BOSTON, ON MARINE RISKS, FROM AND AFTER THE 9TH DAY OF MARCH, 1840.

All credits shall commence at the date of the policy.

All premium notes shall be considered due on the expiration of the credit expressed in the note, and if not then paid, interest shall be exacted from that time till paid.

	To.	From.	To and from.
	months.	months.	months.
All voyages round Cape of Good Hope or Cape Horn	14	7	16
Or two months after the termination of the risk, the election to be made by the assured at the date of the policy.			
To east coast of South America, between the equator and Cape Horn, or west coast of Africa to Cape of Good Hope, inclusive	6	4	8
To Europe	6	4	8
To West Indies, Gulf of Mexico, or ports between Gulf of Mexico and River Amazon, inclusive	4	3	6
To ports in the United States, north-east of Cape Florida*	3	3	4

To the West Indies, Europe, and back to the United States ..... 10 months.
From the West Indies to Europe, and back to the United States ..... 8 do.
To Brazil, Europe, and back to the United States ..... 10 do.
From Brazil to Europe, and back to the United States ..... 8 do.
To West Coast of America, China, and back ..... 16 months
To North-West Coast of America, China, and back ..... 16 do.
To North-West Coast of America and China ..... 14 do.
In the Whale Fishery to the Pacific ..... 18 do.
In the Whale Fishery to the Atlantic ..... 14 do.
} or two months after the termination of the risk.
On time, two months after the termination of the risk.
Open policies for vessel or vessels, two months after the termination of the risk.
Cases not provided for, as parties may agree, the above credits to form the basis of calculation.
Premiums, of twenty dollars and under, cash, without discount of interest.

* A gentleman who has been acquainted with the history of the coasting trade between Portsmouth and Boston for fifty years, informs us that in that time there have been but two coasters lost in the business. For the last twenty-five years, about ten coasters have plied regularly, making on an average about fifteen trips in the season. Thus we see that the risk, from past experience, is only about 1 to 3000. On this comparative safety, it is not surprising that insurance was not made on the Planter, or on most of her cargo.

The Planter had about 20,000 dollars' worth of merchandise on board, not 1000 dollars' worth of which was insured. With the exception of a quantity of iron and some casks of spirit, the cargo has been so damaged, as to make it almost worthless.

BANKS OF MASSACHUSETTS.

There are about 20,000 persons who are interested as stockholders in the banks of Massachusetts, and it will be difficult to find an individual in the state who is not directly nor indirectly interested in them. There is hardly any thing whose influence is so completely felt in all the ramified relations of society. They in a great degree control the price of all kinds of property and of labour, regulate agriculture, trade, and manufactures, and, in a series of years, show their effects on the progress of civilisation.

The following tables are condensed from the bank returns as published by the secretary of state.

AVERAGE of the last Semi-Annual Dividends per Cent, of the Banks of Massachusetts, for Thirty-two Years, from 1808 to 1839.

YEARS.	In Boston.	Out of Boston.	In the State.
	dollars.	dollars.	dollars.
In January, 1808	About 3 75	About 3 81¼	3 78½
June, 1809	3 50	„ 3 62½	3 50½
„ 1810	„ 3 68¾	„ 3 87½	3 78½
„ 1811	4 00	3 93¾	3 96⅞
„ 1812	„ 3 62½	„ 3 43¾	3 53½
Aggregate for 5 years	18 56¼	18 68¾	18 62½
Aggregate average of the last semi-annual dividends for 5 years	3 71¼	3 73¾	3 72½
Estimated average, per annum, for 5 years	.....	.....	7 45
June, 1813	3 00	About 2 62½	2 81¼
„ 1814	About 2 75	3 18¾	2 96⅞
„ 1815	„ 3 37½	„ 2 62½	3 00
„ 1816	„ 2 81¼	„ 3 12½	2 96⅞
„ 1817	3 03⅛	„ 2 87½	2 95 5-16
„ 1818	„ 3 37½	„ 3 25	3 31¼
„ 1819	„ 3 28⅛	„ 3 25	3 26 9-16

(continued)

YEARS.	In Boston.	Out of Boston.	In the State.
	dollars.	dollars.	dollars.
June, 1820	About 2 93¾	About 3 12½	3 03⅛
" 1821	2 62½	2 87½	2 75
" 1822	" 3 00	" 2 93¾	2 96¼
" 1823	" 2 87½	3 18¾	3 03⅛
" 1824	" 2 93¾	2 93¾	2 93¾
" 1825	" 2 87½	3 00	2 93¾
May, 1826	" 2 81¼	3 25	3 03⅛
" 1827	" 2 62½	3 00	2 81¼
" 1828	" 2 75	3 00	2 87½
August, 1829	" 2 87½	" 3 00	2 93¾
June, 1830	" 2 37½	" 2 68¾	2 53⅛
October, 1831	2 81¼	3 06¼	2 93¾
August, 1832	2 93¾	3 18¾	3 06¼
October, 1833	3 03⅛	3 18¾	3 10 15-16
May, 1834	3 00	2 93¾	2 96¼
" 1835	3 00	2 93¾	2 96¼
September, 1836	3 25	3 00	3 12½
October, 1837	2 87½	2 81¼	2 84⅜
" 1838	2 93	3 02	2 97½
November, 1839	2 86	3 08	2 97
Aggregate for 27 years	79 00⅞	81 16¾	80 08 13-16
Aggregate average for 27 years	2 92 135-216	3 00 67-108	2 96 269-432
Estimated average, per annum, for 27 years	.....	.....	5 93 53-216
Aggregate for 5 years	18 56½	18 68¾	18 62½
Aggregate for 27 years	79 00⅞	81 16¾	80 08 13-16
Aggregate for 32 years	97 57⅛	99 85½	98 71 5-16
Aggregate average of the last semi-annual dividends in 32 years	3 04 233-256	3 12 3-64	3 08 245-512
Estimated average, per annum, for 32 years	.....	.....	6 16 245-256

"According to the foregoing table, the average of the last semi-annual dividends of all the banks, for five years, from 1808 to 1812, inclusive, was 3 dollars 72½ cts. per cent on the capital stock; since the one-half of one per cent has been semi-annually paid under the name of a bank tax to the state, the average for twenty-seven years, from 1813 to 1839, has been 2 dollars 96 $\frac{269}{432}$ cts.; and during these two periods, embracing thirty-two years, it has been 3 dollars 8 $\frac{245}{512}$ cts., or about 6 dollars 17 cts. per annum

"It has been estimated that the loss to stockholders in the banks of Massachusetts, in thirty-two years from 1808 to 1839 inclusive, or the amount which it is probable those banks which have wound up, and which are winding up, have failed, or will fail, of paying par on the stock, will be about 2,000,000 dollars,—scarcely a dollar of which loss had occurred till within the years 1837, 1838, 1839, and 1840. If we take from this sum the surplus of interest received over six per cent, which the banks have paid in dividends to stockholders during this time, 925,310 dollars 44 cts., we shall have the sum of 1,074,689 dollars 56 cts. as the remaining loss. This loss will reduce the average dividends during this period about three cts. per annum, on 100 dollars, and make the annual average dividends to have been 5 dollars 97 cts. per cent, half of which has been semi-annually received on the capital stock over and above the loss to stockholders.

"The loss to bill-holders and to depositors, though it may have pressed very heavily on a very few individuals, has not probably exceeded 650,000 dollars in the aggregate, or about one-third of the loss to stockholders. The mass of stockholders have been as innocent of the mismanagement as the confiding bill-holder and depositor. The bill-holder generally has it in his power to dispose of the bills for nearly their par value, and, with the depositor, must be fully paid before the stockholders can receive any thing on their stock.

NUMBER of Banks, the aggregate Capital, Specie, Circulation, Ratio of Specie to the Circulation, Deposits not on Interest, and Ratio of Specie to the Circulation and Deposits, in Boston, for Thirty-seven Years, from 1803 to 1839, inclusive, according to the Bank Returns.

DATES.	Number of Banks.	Capital.	Specie.	Circulation.	Ratio of Specie to Circulation.	Deposits.	Ratio of Specie to Circulation and Deposits.
		dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1803.....	2	1,600,000 00	561,669 00	714,840 00	1 to 1 27	1,179,116 00	1 to 3 37
1804.....	3	3,400,000 00	402,830 00	518 295 00	1 28	835,841 00	3 36
1805.....	3	3,400,000 00	326,426 00	250,394 00	0 76	669,519 00	2 81
1806.....	3	3,400,000 00	391,678 00	304,516 00	0 77	1,586,569 00	4 82
1807.....	3	3,400,000 00	225,690 00	243,518 00	1 07	1,303,375 00	6 80
1808.....	3	3,800,000 00	632,137 16	259,878 00	0 41	2,022,030 96	3 60
1809.....	3	3,800,000 00	399,184 26	646,221 00	1 61	1,549,753 47	5 50
1810.....	3	4,600,000 00	700,606 68	906,578 00	1 29	1,707,713 40	3 73
1811.....	3	4,600,000 00	830,829 45	1,059,313 00	1 27	2,847,747 83	4 71
1812.....	4	5,800,000 00	2,882,116 48	1,079,748 00	0 37	4,146,031 15	1 81
1813.....	4	7,000,000 00	4,569,574 59	1,375,380 00	0 30	5,472,347 68	1 49
1814.....	6	8,725,000 00	5,466,659 66	1,745,752 00	0 31	7,363,866 70	1 66
1815.....	6	9,100,000 00	2,232,353 00	1,548,193 00	0 69	3,090,770 42	2 07
1816.....	6	9,100,000 00	816,027 57	1,142,307 00	1 27	1,674,115 67	3 45
1817.....	6	6,800,000 00	1,031,374 24	1,220,151 00	1 18	2,989,812 25	4 08
1818.....	7	7,049,425 00	597,087 88	1,142,116 00	1 91	2,311,004 66	5 78
1819.....	7	7,350,000 00	740,216 48	1,067,682 00	1 44	2,058,287 12	4 22
1820.....	7	7,350,000 00	790,068 86	1,272,226 00	1 61	2,599,025 11	4 89
1821.....	7	6,550,000 00	2,277,909 69	1,329,411 00	0 58	4,661,901 19	2 58
1822.....	10	7,421,125 00	432,615 73	1,191,971 00	2 75	2,611,571 75	8 79
1823.....	10	8,050,000 00	503,787 04	1,353 892 00	2 68	2,453,090 62	7 55
1824.....	12	8,925,000 00	1,119,828 58	1,796,600 52	1 64	4,413,395 63	5 54
1825.....	14	10,300,000 00	527,789 79	*3,770,536 42	7 02	1,791,018 67	10 53
1826.....	15	11,050,000 00	736,117 56	3,942,650 54	5 35	1,649 533 70	7 59
1827.....	15	11,550,000 00	895,078 83	3,681,664 71	4 11	1,858,591 88	6 18
1828.....	16	12,343,050 00	654,044 91	4,445 599 56	6 79	1,178,801 24	8 59
1829.....	17	12,900,000 00	661 765 81	2,077,691 00	3 13	1,618 127 86	5 58
1830.....	17	12,350,000 00	910 390 63	2,171,417 00	2 38	2,194,230 88	4 79
1831.....	20	13,600,000 00	578,008 05	3,464,275 00	5 99	2,778,768 04	10 80
1832.....	22	15,150,000 00	596 381 85	3,060,129 00	5 13	1,757,623 16	8 07
1833.....	25	16,401,250 00	647 618 14	2 823,617 00	4 30	2,419,584 64	8 09
1834.....	26	17,15 ,000 00	876,332 76	2,934,451 00	3 34	3,656,627 31	7 52
1835.....	28	18,150,000 00	861,842 82	3,396,584 00	3 68	4,827,380 69	9 54
1836.....	33	20,118 850 00	1,155,853 41	4,260 948 00	3 68	7,136,276 13	9 86
1837.....	34	21,350,000 00	1,129,942 29	4,386 414 00	3 88	6,560,075 89	9 68
1838.....	28	18,450,000 00	1,690,169 59	3,388,658 00	2 00	5 005,966 89	4 96
1839.....	27	18,435,630 63	1,272,266 96	2,502,845 00	1 96	3,059,632 69	4 37
Aggregate....	201	360,519,300 63	41,124,573 75	72,476,462 75	1 76	107,039,125 33	4 36

SUMMARY.

YEARS.	Average No. of Banks.	Average Capital.	Average Specie.	Average Circulation.	Average Ratio of Specie to Circulation.	Average Deposits.	Average Ratio of Specie to Circulation and Deposits.
		dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
10 years from 1803 to 1812..	3	3,780,000 00	735,316 70 3-10	598,330 10	1 to 0 81	1,784,769 68 1-10	1 to 3 24
10 years from 1813 to 1822..	6 3-5	7,644,555 00	1,895,388 77	1,303,518 90	0 68	3,483,270 26	2 52
10 years from 1823 to 1832..	15 4-5	11,621,805 00	718,349 30½	2,976,445 57½	4 14	2,169,318 16 8-10	7 16
7 years from 1833 to 1839..	28 5-7	18,579,385 80 3-7	1,090,575 13 6-7	3,384,788 14 2-7	3 10	4,666,506 32	7 38
37 years from 1803 to 1839..	12 11-37	9,743,764 88 7-37	1,111,474 96 23-37	1,958,823 31 28-37	1 76	2,892,949 33 12-37	4 36

* The circulation in this, and the other tables, includes "bills or notes in circulation, *bearing interest*," from 1825 to 1828.

NUMBER of Banks, the Aggregate, Capital, Specie, Circulation, Ratio of Specie to the Circulation, Deposits not on Interest, and Ratio of Specie to the Circulation and Deposits, in the Banks out of Boston, for Thirty-seven Years, from 1803 to 1839 inclusive, according to the Bank Returns.

DATES.	Number of Banks.	Capital.	Specie.	Circulation.	Ratio of Specie to Circulation.	Deposits.	Ratio of Specie to Circulation and Deposits.
		dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1803	5	625,262 00	518,259 00	850,349 00	1 to 1 64	343,155 00	1 to 2 30
1804	10	1,612,887 00	575,072 00	1,177,006 00	2 04	286,278 00	2 54
1805	13	2,060,000 00	521,272 00	1,303,430 00	2 49	351,710 00	3 17
1806	12	2,085,000 00	567,716 00	1,309,168 00	2 30	449,921 00	3 09
1807	13	2,160,000 00	489,093 00	1,238,259 00	2 53	410,593 00	3 37
1808	13	2,160,000 00	383,706 79	778,164 00	2 02	526,686 35	3 40
1809	13	2,160,000 00	422,757 77	688,727 00	1 62	705,034 79	3 43
1810	12	2,085,000 00	647,116 01	1,191,913 00	1 81	754,164 26	3 00
1811	12	2,085,000 00	682,171 21	1,296,258 00	1 90	537,973 99	2 68
1812	12	2,160,000 00	799,579 79	1,082,610 00	1 35	588,294 85	2 08
1813	12	1,895,000 00	1,211,223 49	811,457 00	0 66	1,431,245 74	1 85
1814	15	2,325,000 00	1,479,882 96	1,176,859 00	0 79	1,837,851 63	2 03
1815	19	2,362,000 00	1,231,887 76	1,192,318 00	0 96	966,624 39	1 75
1816	19	2,375,000 00	444,182 88	992 383 00	2 23	459,163 31	3 26
1817	20	2,498,050 00	546,079 45	1,275,109 00	2 33	530,981 52	3 30
1818	20	2,699,850 00	532,510 39	1,538,361 00	2 88	594,793 27	4 00
1819	21	3,024,750 00	458,672 83	1,396,375 00	3 04	516,059 43	4 16
1820	21	3,250,000 00	490,783 15	1,342,508 00	2 73	576,977 98	3 91
1821	21	3,250,000 00	770,919 49	1,681,351 00	2 18	786,707 01	3 20
1822	23	3,400,000 00	513,651 20	1,940,581 00	3 77	624,256 38	4 99
1823	24	3,600,000 00	529,588 43	1,775,094 00	3 35	668,968 28	4 61
1824	25	3,932,350 00	820,014 14	2,046,041 00	2 49	825,248 85	3 50
1825	27	4,235,000 00	511,196 33	2,223,728 31	4 35	924,357 03	6 15
1826	40	5,599,996 55	587,702 51	2,462,228 63	4 18	987,201 82	5 86
1827	45	6,719,750 00	571,182 25	2,983,658 98	5 22	1,133,291 61	7 20
1828	45	6,994,750 00	490,300 80	3,038,265 78	6 17	881,271 42	8 00
1829	49	7,520,000 00	325,444 66	2,670,093 50	8 24	927,105 15	11 05
1830	46	6,945,000 00	348,053 42	2,952,673 00	8 48	1,380,726 16	12 13
1831	50	7,839,800 00	341,951 68	4,275,042 00	12 50	1,623,197 58	17 24
1832	61	9,370,200 00	305,823 93	4,062,727 00	13 21	1,181,347 17	17 14
1833	77	11,835,000 00	274,691 70	5,065,493 67	18 44	1,296,597 73	23 16
1834	77	12,259,450 00	283,963 33	4,715,695 75	16 60	1,253,426 41	21 01
1835	77	12,260,000 00	274,601 48	6,033,773 72	21 97	594,885 89	24 13
1836	84	14,359,260 00	299,377 06	6,631,301 50	22 18	1,648,240 81	27 65
1837	95	16,930,000 00	388 041 73	5 886,704 71	15 17	1,907,122 13	20 08
1838	92	16,180,000 00	704,454 65	6,011,854 75	8 53	2,116,675 14	11 53
1839	91	16,050,000 00	566,006 03	5,372,477 50	9 31	1,707,777 81	12 50
Aggregate	1311	207,763,355 55	20,909,231 30	92,470,039 80	4 42	34,398,912 89	6 06

SUMMARY.

YEARS.	Average No. of Banks.	Average Capital.	Average Specie.	Average Circulation.	Average Ratio of Specie to Circulation.	Average Deposits.	Average Ratio of Specie to Circulation and Deposits.
		dollars.	dollars.	dollars.	dollars. 1 to	dollars.	dollars. 1 to
10 years from 1803 to 1812	11½	1,019,314 90	560,704 35 7-10	1,091,588 40	1 94	501,381 12 4-10	2 84
10 years from 1813 to 1822	19 1-10	2,606,965 00	767,979 36	1,334,730 20	1 76	832,466 06 6-10	2 83
10 years from 1823 to 1832	41 1-5	6,265,684 65½	483,125 81½	2,848,955 22	5 89	1,053,571 50 7-10	8 07
7 years from 1833 to 1839	84 5-7	11,267,815 71 3-7	398,733 71 1-7	5,673,900 22 6-7	14 23	1,503,532 27 3-7	18 00
37 years from 1803 to 1839	35 16-37	5,615,225 82 21-37	565,114 35 5-37	2,499,190 26 18-37	4 42	929,689 53 28-37	6 06

NUMBER of Banks, the aggregate Capital, Specie, Circulation, Ratio of Specie to the Circulation, Deposits not on Interest, and Ratio of Specie to the Circulation and Deposits, in all the Banks of Massachusetts, for Thirty-seven Years, from 1803 to 1839, inclusive, according to the Bank Returns.

DATES.	Number of Banks.	Capital.	Specie.	Circulation.	Ratio of Specie to Circulation.	Deposits.	Ratio of Specie to Circulation and Deposits.
		dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1803	7	2,225,262 00	1,079,928 00	1,565,189 00	1 to 1 44	1,522,271 00	1 to 2 85
1804	13	5,012,887 00	977,902 00	1,695,301 00	1 73	1,122,119 00	2 88
1805	16	5,460,000 00	847,998 00	1,553,824 00	1 83	1,021,229 00	3 03
1806	15	5,485,000 00	959,394 00	1,613,684 00	1 68	2,036,490 00	3 80
1807	16	5,560,000 00	714,783 00	1,481,777 00	2 07	1,713,968 00	4 47
1808	16	5,960,000 00	1,015,843 95	1,038,042 00	1 02	2,548,717 31	3 53
1809	16	6,960,000 00	821,942 03	1,334,948 00	1 62	2,314,788 26	4 44
1810	15	6,685,000 00	1,347,722 69	2,098,491 00	1 55	2,461,877 66	3 38
1811	15	6,685,000 00	1,513,000 66	2,355,571 00	1 55	3,385,721 82	3 79
1812	16	7,960,000 00	3,681,696 27	2,162,358 00	0 58	4,734,326 00	1 87
1813	16	8,895,000 00	5,780,798 08	2,186,837 00	0 37	6,903,593 42	1 57
1814	21	11,050,000 00	6,946,542 62	2,922,611 00	0 42	9,201,718 33	1 74
1815	25	11,462,000 00	3,464,241 21	2,740 511 00	0 79	4,057,394 81	1 96
1816	25	11,475,000 00	1,260,210 45	2,134,690 00	1 69	2,133,278 98	3 38
1817	26	9,298,050 00	1,577,453 69	2,495,260 00	1 70	3,520,793 77	3 81
1818	27	9,749,275 00	1,129,598 27	2,680,477 00	2 18	2,905,797 93	4 94
1819	28	10,374,750 00	1,198,889 31	2,464,057 00	2 05	2,574,346 60	4 20
1820	28	10,600,000 00	1,280,852 01	2,614,734 00	2 04	3,176,003 09	4 52
1821	28	9,800,000 00	3,048,829 18	3,010,762 00	0 98	5,448,608 20	2 77
1822	33	10,821,125 00	946,266 93	3,132,552 00	3 31	3,235 828 13	6 72
1823	34	11,650,000 00	1,033,375 47	3,128,986 00	3 02	3,122,058 90	6 04
1824	37	12,857,350 00	1,939,842 72	3,842,641 52	1 98	5,238,644 48	4 68
1825	41	14,535,000 00	1,038,986 12	5,994,264 73	5 76	2,715,375 70	8 38
1826	55	16,649,996 55	1,323,820 07	6,404,879 17	4 83	2,636,735 52	6 82
1827	60	18,269,750 00	1,466,261 08	6,665,323 69	4 54	2,991,883 49	6 58
1828	61	19,337,800 00	1,144,645 71	7,483,865 34	6 36	2 063,072 66	8 34
1829	66	20,420,000 00	987,210 47	4,747,784 50	4 81	2,515,233 01	7 38
1830	63	19,295,000 00	1,258,414 05	5,124,090 00	4 07	3,574,957 04	6 91
1831	70	21,439,800 00	919,959 73	7,739,317 00	8 41	4,401,965 62	13 19
1832	83	24,520,200 00	902,205 78	7,122,856 00	7 89	2,938,970 33	11 15
1833	102	28,236,250 00	922,309 84	7,889,110 67	8 55	3,716,182 37	12 57
1834	103	29,409,450 00	1,160,296 00	7,650,146 75	6 59	4,910,053 72	10 82
1835	105	30,410,000 00	1,136,444 30	9,430,357 72	8 29	5,422,266 58	13 06
1836	117	34,478,110 00	1,455,230 47	10,892,249 50	7 48	8,784,516 94	13 52
1837	129	38,280,000 00	1,517,984 02	10,273,118 71	6 76	8,467,198 02	12 34
1838	120	34,630,000 00	2,394,624 24	9,400,512 75	3 92	7,122,642 03	6 90
1839	118	34,485,600 63	1,838,272 99	7,875,322 50	3 28	4,767,410 50	6 87
Aggregate	1766	569,422,656 18	62,033,806 50	165,946,502 55	2 67	141,438,038 22	4 93

SUMMARY.

YEARS.	Average No. of Banks.	Average Capital.	Average Specie.	Average Circulation.	Average Ratio of Specie to Circulation.	Average Deposits.	Average Ratio of Specie to Circulation and Deposits.
		dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
10 years from 1803 to 1812	14½	5,699,314 90	1,296,021 06	1,689,918 50	1 to 1 31	2,286,150 80½	1 to 3 06
10 years from 1813 to 1822	25 7-10	10,352,520 00	2,663,368 27½	2,638,249 10	0 99	4,315,736 32 6-10	2 64
10 years from 1823 to 1832	57	17,897,489 65½	1,201,475 12	5,825,400 79½	4 84	3,222,889 67½	7 53
7 years from 1833 to 1839	113 3-7	32,847,058 66 1-7	1,489,308 85	9,410,818 37 1-7	6 08	6,170,038 59 3-7	10 22
37 years from 1803 to 1839	47 27-37	15,389,801 51 31-37	1,676,589 36 18-37	4,485,040 60 35-37	2 67	3,822,649 68 6-37	4 93

AGGREGATE of Circulation and Deposits.

AGGREGATE OF CIRCULATION.				AGGREGATE OF DEPOSITS.		
YEARS.	In Boston.	Out of Boston.	Total Circulation.	In Boston.	Out of Boston.	Total Deposits.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1803 to 1812	5,983,301 00	10,915,884 00	16,899,185 00	17,847,696 81	5,013,811 24	22,861,508 05
1813 to 1822	13,035,189 00	13,347,302 00	26,382,491 00	34,832,702 60	8,324,660 66	43,157,363 26
1823 to 1832	29,764,455 75	28,489,552 20	58,254,007 95	21,693,181 68	10,535,715 07	32,228,896 75
1833 to 1839	23,693,517 00	39,717,301 60	63,410,818 60	32,665,544 24	10,524,725 92	43,190,270 16
1803 to 1839	72,476,462 75	92,470,039 80	164,946,502 55	107,039,125 33	34,398,912 89	141,438,038 22

Aggregate of Circulation and Deposits.

1803 to 1812	39,760,693 05
1813 to 1822	69,539,854 26
1823 to 1832	90,482,904 70
1833 to 1839	106,601,088 76
1803 to 1839	306,384,540 77

Aggregate of Circulation and Deposits.

	BOSTON.			COUNTRY.			TOTAL.	Total of Circulation and Deposits.
		dollars.	dollars.		dollars.	dollars.	dollars.	dollars.
	Cir.	5,983,301 00	+	10,915,884 00	=		16,899,185 00	
	Dep.	17,847,696 81	+	5,013,811 24	=		22,861,508 05	
1803 to 1812			23,830,997 81	+		15,929,695 24	=	39,760,693 05
	Cir.	13,035,189 00	+	13,347,302 00	=		26,382,491 00	
	Dep.	34,832,702 60	+	8,324,660 66	=		43,157,363 26	
1813 to 1822			47,867,891 60	+		21,671,962 66	=	69,539,854 26
	Cir.	29,764,455 75	+	28,489,552 20	=		58,254,007 95	
	Dep.	21,693,181 68	+	10,535,715 07	=		32,228,896 75	
1823 to 1832			51,457,637 43	+		39,025,267 27	=	90,482,904 70
	Cir.	23,693,517 00	+	39,717,301 60	=		63,410,818 60	
	Dep.	32,665,544 24	+	10,524,725 92	=		43,190,270 16	
1833 to 1839			56,359,061 24	+		50,242,027 52	=	106,601,088 76
1803 to 1839			179,515,5 88 08	+		126,868,952 69	=	306,384,540 77

Ratio of the Specie to the Bills in Circulation, and to the sum of the Circulation and Deposits, in the Boston Banks, in the Banks out of Boston, and in all the Banks of Massachusetts, from 1803 to 1839, prepared from Official Returns.

DATES.	BANKS IN BOSTON.			BANKS OUT OF BOSTON.			BANKS IN THE STATE.		
	Number of Banks.	Ratio of Specie to Circulation.	Ratio of Specie to Circulation and Deposits.	Number of Banks.	Ratio of Specie to Circulation.	Ratio of Specie to Circulation and Deposits.	Number of Banks.	Ratio of Specie to Circulation.	Ratio of Specie to Circulation and Deposits.
		dollars.	dollars.		dollars.	dollars.		dollars.	dollars.
1803....	2	1 to 1 27	1 to 3 37	5	1 to 1 64	1 to 2 30	7	1 to 1 44	1 to 2 85
1804....	3	1 28	3 36	10	2 04	2 54	13	1 73	2 88
1805....	3	0 76	2 81	13	2 49	3 17	16	1 83	3 03
1806....	3	0 77	4 82	12	2 30	3 09	15	1 68	3 80
1807....	3	1 07	6 80	13	2 53	3 37	16	2 07	4 47
1808....	3	0 41	3 60	13	2 02	3 40	16	1 02	3 53
1809....	3	1 61	5 50	13	1 62	3 43	16	1 62	4 44
1810....	3	1 29	3 73	12	1 84	3 00	15	1 55	3 38
1811....	3	1 27	4 71	12	1 90	2 68	15	1 55	3 79
1812....	4	0 37	1 81	12	1 35	2 08	16	0 58	1 87
1813....	4	0 30	1 49	12	0 66	1 85	16	0 37	1 57
1814....	6	0 31	1 66	15	0 79	2 03	21	0 42	1 74
1815....	6	0 69	2 07	19	0 96	1 75	25	0 79	1 96
1816....	6	1 27	3 45	19	2 23	3 26	25	1 69	3 38
1817....	6	1 18	4 08	20	2 33	3 30	26	1 70	3 81
1818....	7	1 91	5 78	20	2 88	4 00	27	2 18	4 94
1819....	7	1 44	4 22	21	3 04	4 16	28	2 05	4 20
1820....	7	1 61	4 89	21	2 73	3 91	28	2 04	4 52
1821....	7	0 58	2 58	21	2 18	3 20	28	0 98	2 77
1822....	10	2 75	8 79	23	3 77	4 99	33	3 31	6 72
1823....	10	2 68	7 55	24	3 35	4 61	34	3 02	6 04
1824....	12	1 64	5 54	25	2 49	3 50	37	1 98	4 68
1825....	14	7 02	10 53	27	4 35	6 15	41	5 76	8 38
1826....	15	5 35	7 59	40	4 18	5 86	55	4 83	6 82
1827....	15	4 11	6 18	45	5 22	7 20	60	4 54	6 58
1828....	16	6 79	8 59	45	6 17	8 00	61	6 36	8 34
1829....	17	3 13	5 58	49	8 24	11 05	66	4 81	7 38
1830....	17	2 38	4 79	46	8 48	12 13	63	4 07	6 01
1831....	20	5 99	10 80	50	12 50	17 24	70	8 41	13 19
1832....	22	5 13	8 07	61	13 21	17 14	83	7 89	11 15
1833....	25	4 30	8 09	77	18 44	23 16	102	8 55	12 57
1834....	26	3 34	7 52	77	16 60	21 01	103	6 59	10 82
1835....	28	3 68	9 54	77	21 97	24 13	105	8 29	13 06
1836....	33	3 68	9 86	84	22 18	27 65	117	7 48	13 52
1837....	34	3 88	9 68	95	15 17	20 08	129	6 76	12 34
1838....	28	2 00	4 96	92	8 53	11 53	120	3 92	6 90
1839....	27	1 96	4 37	91	9 31	12 50	118	4 28	6 87

AVERAGE Ratio of the Specie to the Circulation, and to the Circulation and Deposits, in all the Banks of Massachusetts; in the Bank of England, according to the Quarterly Returns in March, June, September, and December (the Ratio in 1838 embracing only the first three quarters); and in all the Banks in the United States, nearest to the 1st of January following the years in the first column, as the condition of these last is made up from the most recent returns on the 1st of January.

BANKS OF MASSACHUSETTS.			BANK OF ENGLAND.		BANKS IN THE UNITED STATES.		
Returns in	Ratio of Specie to Circulation.	Ratio of Specie to Circulation and Deposits.	Ratio of Specie to Circulation.	Ratio of Specie to Circulation and Deposits.	Returns in	Ratio of Specie to Circulation.	Ratio of Specie to Circulation and Deposits.
	dollars.	dollars.	dollars.	dollars.		dollars.	dollars.
1810...	1 to 1 55	1 to 3 38	1 to 6 73	1 to 10 73	1811....	1 to 1 82	
1814...	0 42	1 74	12 50	19 26	1815....	2 67	
1815...	0 79	1 96	9 86	14 80	1816....	3 57	
1819...	2 05	4 20	6 43	8 09	1820 ...	2 26	1 to 4 07
1829...	4 81	7 38	2 89	4 21	1830....	2 77	5 28
1834...	6 59	10 82	2 30	4 04	1835....	2 35	4 25
1835...	8 29	13 06	2 21	4 66	1836....	3 50	6 38
1836...	7 48	13 52	2 79	5 02	1837....	3 67	7 29
1837...	6 76	12 34	3 13	5 07	1838....	3 28	6 00
1838...	3 92	6 90	1 95	3 04			

On the 7th of May, 1838, the specie to the circulation, in all the banks in the United States, was as 1 dollar to 3 dollars 8 cents, and to the circulation and deposits, as 1 dollar to 5 dollars 80 cents.

TABLES showing the Ratios of the Population to the Bank Capital, and to the Bank Circulation in Massachusetts.

I. IN BOSTON.

DATES.	Population.	Number of Banks.	Capital.	Ratio of Population to Capital.	Circulation.	Ratio of Population to Circulation.
			dollars.	dollars.	dollars.	dollars.
1803.....	27,430	2	1,600,000 00	1 to 58 33	714,840 00	1 to 26 06
1804	28,262	3	3,400,000 00	120 30	518,295 00	18 33
1805.....	29,093	3	3,400,000 00	116 86	250,394 00	8 60
1806.....	29,924	3	3,400,000 00	113 62	304,516 00	10 17
1807.....	30,756	3	3,400,000 00	110 54	243,518 00	7 91
1808.....	31,587	3	3,800,000 00	120 30	259,878 00	8 22
1809.....	32,418	3	3,800,000 00	117 21	646,221 00	19 93
1810.....	33,250	3	4,600,000 00	138 34	906,578 00	27 26
1811.....	34,255	3	4,600,000 00	134 28	1,059,313 00	30 92
1812.....	35,260	4	5,800,000 00	164 49	1,079,748 00	30 62
1813.....	36,265	4	7,000,000 00	193 02	1,375,380 00	37 92
1814.....	37,269	6	8,725,000 00	234 10	1,745,752 00	46 84
1815.....	38,274	6	9,100,000 00	237 75	1,548,193 00	40 45
1816.....	39,279	6	9,100,000 00	231 67	1,142,307 00	29 08
1817.....	40,284	6	6,800,000 00	168 80	1,220,151 00	30 28
1818.....	41,288	7	7,049,425 00	170 73	1,142,116 00	27 66
1819.....	42,293	7	7,350,000 00	171 42	1,067,682 00	25 50
1820.....	43,298	7	7,350,000 00	169 75	1,272,226 00	29 38
1821.....	46,295	7	6,550,000 00	141 48	1,329,411 00	28 71
1822.....	49,291	10	7,421,125 00	150 55	1,191,971 00	24 19
1823.....	52,288	10	8,050,000 00	153 95	1,353,892 00	25 87
1824.....	55,284	12	8,925,000 00	161 43	1,796,600 52	32 49
1825.....	58,281	14	10,300,000 00	176 72	3,770,536 42	64 69
1826.....	58,903	15	11,050,000 00	187 59	3,942,650 54	66 93
1827.....	59,525	15	11,550,000 00	194 03	3,681,664 71	61 85
1828.....	60,147	16	12,343,050 00	205 21	4,445,599 56	73 91
1829.....	60,769	17	12,900,000 00	212 27	2,077,691 00	34 19
1830.....	61,392	17	12,350,000 00	201 16	2,171,417 00	35 36
1831.....	64,834	20	13,600,000 00	209 76	3,464,275 00	53 43
1832	68,276	22	15,150,000 00	221 89	3,060,120 00	44 81
1833.....	71,718	25	16,401,250 00	228 69	2,823,617 00	39 37
1834.....	75,160	26	17,150,000 00	228 16	2,934,451 00	39 04
1835.....	78,603	28	18,150,000 00	230 90	3,396,584 00	43 21
1836.....	79,464	33	20,118,850 00	253 18	4,260,948 00	53 62
1837.....	80,325	34	21,350,000 00	265 79	4,386,414 00	54 60
1838	81,186	28	18,450,000 00	227 25	3,388,658 00	41 73
1839.....	82,047	27	18,435,600 63	224 60	2,502,845 00	30 50
Aggregate.....	1,874,273	201	360,519,300 63	192 55	72,476,462 75	38 66

SUMMARY.

YEARS.	Average Population.	Average Number of Banks.	Average Capital.	Average Ratio of Population to Capital.	Average Circulation.	Average Ratio of Population to Circulation.
			dollars.	dollars.	dollars.	dollars.
10 years from 1803 to 1812..	31,223 1-2	3	3,780,000 00	1 to 121 06	598,330 10	1 to 19 16
10 years from 1813 to 1822..	41,383 3-5	6 3-5	7,644,555 00	184 72	1,303,518 90	31 49
10 years from 1823 to 1832..	59,969 9-10	15 4-5	11,621,805 00	193 79	2,976,445 57 1-2	49 63
7 years from 1833 to 1839..	78,357 4-7	28 5-7	18,579,385 80 3-7	237 11	3,384,788 14 2-7	43 19
37 years from 1803 to 1839..	50 656 1-37	12 11-37	9,743,764 88 7-37	192 35	1,958,823 31 28-37	38 66

II. OUT OF BOSTON.

DATES.	Population.	Number of Banks.	Capital.	Ratio of Population to Capital.	Circulation.	Ratio of Population to Circulation.
			dollars.	dollars.	dollars.	dollars.
1803.....	410,452	5	625,262 00	1 to 1 52	850,349 00	1 to 2 07
1804.....	414,499	10	1,612,887 00	3 89	1,177,006 00	2 83
1805.....	418,547	13	2,060,000 00	3 91	1,303,430 00	3 11
1806.....	422,596	12	2,085,000 00	4 93	1,309,168 00	3 09
1807.....	426,644	13	2,160,000 00	5 06	1,238,259 00	2 90
1808.....	430,093	13	2,160,000 00	5 01	778,164 00	1 80
1809.....	434,742	13	2,160.000 00	4 96	688,727 00	1 58
1810.....	438,790	12	2,085,000 00	4 75	1,191,913 00	2 71
1811.....	442,909	12	2,085,000 00	4 73	1,296,258 00	2 92
1812.....	447,028	12	2,160,000 00	4 83	1,082,610 00	2 42
1813.....	451,147	12	1,895,000 00	4 20	811,457 00	1 79
1814.....	455,268	15	2,325,000 00	5 10	1,176,859 00	2 58
1815.....	459,388	19	2,362,000 00	5 14	1,192,318 00	2 59
1816.....	463,508	19	2,375,000 00	5 12	992,383 00	2 14
1817.....	467,628	20	2,498,050 00	5 34	1,275,109 00	2 72
1818.....	471,749	20	2,699,850 00	5 72	1,538,361 00	3 26
1819.....	475,869	21	3,024,750 00	6 35	1,396,375 00	2 93
1820.....	479,989	21	3,250,000 00	6 77	1,342,508 00	2 79
1821.....	485,704	21	3,250,000 00	6 69	1,681,351 00	3 46
1822.....	491,420	23	3,400,000 00	6 91	1,940,581 00	3 94
1823.....	497,135	24	3,600,000 00	7 24	1,775,094 00	3 57
1824.....	502,851	25	3,932,350 00	7 82	2,046,041 00	4 06
1825.....	508,566	27	4,235,000 00	8 32	2,223,728 31	4 37
1826.....	516,656	40	5,599,996 55	10 83	2,462,228 63	4 76
1827.....	524,746	45	6,719,750 00	12 80	2,983,658 98	5 68
1828.....	532,836	45	6,994,750 00	13 12	3,038,265 78	5 70
1829.....	540,926	49	7,520,000 00	13 90	2,670,093 50	4 93
1830.....	549,016	46	6,945,000 00	12 64	2,952,673 00	5 37
1831.....	558,563	50	7,839,800 00	14 03	4,275,042 00	7 65
1832.....	568,110	61	9,370,200 00	16 49	4,062,727 00	7 15
1833.....	577,657	77	11,835,000 00	20 49	5,065,493 67	8 76
1834.....	587,204	77	12,259,450 00	20 87	4,715,695 75	8 03
1835.....	596,750	77	12,260,000 00	20 54	6,033,773 72	10 11
1836.....	608,878	84	14,359,260 00	23 58	6,631,301 50	10 89
1837.....	621,006	95	16,930,000 00	27 26	5,886,704 71	9 47
1838.....	633,134	92	16,180,000 00	25 55	6,011,854 75	9 49
1839.....	645,262	91	16,050,000 00	24 87	5,372,477 50	8 32
Aggregate.....	18,557,866	1311	207,763,355 55	11 19	92,470,039 80	4 98

SUMMARY.

YEARS.	Average Population.	Average Number of Banks.	Average Capital.	Average Ratio of Population to Capital.	Average Circulation.	Average Ratio of Population to Circulation.
			dollars.	dollars.	dollars.	dollars.
10 years from 1803 to 1812..	428,690	11 1-2	1,919,314 90	1 to 4 47	1,091,588 40	1 to 2 54
10 years from 1813 to 1822..	470,167	19 1-10	2,606,965 00	5 54	1,334,730 20	2 83
10 years from 1823 to 1832..	529,540 1-2	41 1-5	6,265,684 65 1-2	11 82	2,848,955 22	5 37
7 years from 1833 to 1839..	609,984 3-7	84 5-7	14,267,672 85 5-7	23 39	5,673,900 22 6-7	9 30
37 years from 1803 to 1839..	501,564 18-37	35 16-37	5,615,225 82 21-37	11 19	2,499,190 26 18-37	4 98

III. IN THE STATE.

DATES.	Population.	Number of Banks.	Capital.	Ratio of Population to Capital.	Circulation.	Ratio of Population to Circulation.
			dollars.	dollars.	dollars.	dollars.
1803	437,882	7	2,225,262 00	1 to 5 08	1,565,189 00	1 to 3 57
1804	442,761	13	5,012,887 00	11 22	1,695,301 00	3 82
1805	447,640	16	5,460,000 00	11 97	1,553,824 00	3 47
1806	452,520	15	5,485,000 00	12 12	1,613,684 00	3 56
1807	457,400	16	5,560,000 00	12 15	1,481,777 00	3 23
1808	462,280	16	5,960,000 00	12 89	1,038,042 00	2 24
1809	467,160	16	5,960,000 00	12 75	1,334,048 00	2 85
1810	472,040	15	5,685,000 00	12 04	2,098,491 00	4 44
1811	477,164	15	6,685,000 00	14 00	2,355,571 00	4 93
1812	482,288	16	7,960,000 00	16 50	2,162,358 00	4 48
1813	487,412	16	8,895,000 00	18 24	2,168,837 00	4 44
1814	492,537	21	11,050,000 00	22 43	2,922,611 00	5 93
1815	497,662	25	11,462,000 00	23 03	2,740,511 00	5 50
1816	502,787	25	11,475,000 00	22 82	2,134,690 00	4 24
1817	507,912	26	9,298,050 00	18 30	2,495,260 00	4 91
1818	513,037	27	9,749,275 00	19 00	2,680,477 00	5 22
1819	518,162	28	10,374,750 00	20 02	2,464,057 00	4 75
1820	523,287	28	10,600,000 00	20 25	2,614,734 00	4 99
1821	531,999	28	9,800,000 00	18 42	3,010,762 00	5 65
1822	540,711	33	10,821,125 00	20 01	3,132,552 00	5 79
1823	549,423	34	11,650,000 00	21 20	3,128,986 00	5 69
1824	558,135	37	12,857,350 00	23 03	3,842,641 52	6 88
1825	566,847	41	14,535,000 00	25 64	5,994,264 73	10 57
1826	575,559	55	16,649,996 55	28 92	6,404,879 17	11 12
1827	584,271	60	18,269,750 00	31 26	6,665,323 69	11 40
1828	592,983	61	19,337,800 00	32 61	7,483,865 34	12 62
1829	601,695	66	20,420,000 00	33 93	4,747,784 50	7 88
1830	610,408	63	19,295,000 00	31 61	5,124,090 00	8 39
1831	623,397	70	21,439,800 00	34 39	7,739,317 00	12 41
1832	636,386	83	24,520,200 00	38 53	7,122,856 00	11 19
1833	649,375	102	28,236,250 00	43 48	7,889,110 67	12 14
1834	662,364	103	24,409,450 00	44 40	7,650,146 75	11 54
1835	675,353	105	30,410,000 00	45 02	9,430,357 72	13 96
1836	688,342	117	34,478,110 00	50 08	10,892,249 50	15 82
1837	701,331	129	38,280,000 00	54 58	10,273,118 71	14 64
1838	714,320	120	34,630,000 00	48 47	9,400,512 75	13 16
1839	727,309	118	34,485,600 63	47 41	7,875,322 50	10 82
Aggregate	20,432,139	1766	569,422,656 18	27 86	164,946,502 55	81 07

SUMMARY.

YEARS.	Average Population.	Average Number of Banks.	Average Capital.	Average Ratio of Population to Capital.	Average Circulation.	Average Ratio of Population to Circulation.
			dollars.	dollars.	dollars.	dollars.
10 years from 1803 to 1812	459,913	14 1-2	5,699,314 90	1 to 12 39	1,689,918 50	1 to 3 67
10 years from 1813 to 1822	511,550 3-5	25 7-10	10,352,520 00	20 23	2,638,249 10	5 15
10 years from 1823 to 1832	589,910 2-3	57	17,897,489 65 1-2	30 53	5,825,400 79 1-2	9 87
7 years from 1833 to 1839	688,342	113 3-7	32,847,058 66 1-7	47 71	9,058,688 37 1-7	13 16
37 years from 1803 to 1839	552,219 36-37	47 27-37	15,389,801 51 31-37	27 86	4,485,040 60 35-37	8 07

The banks in Massachusetts are now believed to be in a sound state. The following table will show their condition in 1842-3.

	dollars.
Whole number of banks in Massachusetts 114	
Capital stock paid in	33,360,000
Bills in circulation	9,509,112
Nett profits on hand	2,792,114
Balances due to other banks	4,413,506
Cash deposited, including all sums whatever due from the banks, not bearing interest, its bills in circulation, profits and balances due to other banks excepted	7,144,900
Cash deposited, bearing interest	1,459,822
Total amount due from the banks	58,679,474

Resources of the Banks.

	dollars.
Gold, silver, and other coined metals	3,111,838
Real estate	1,238,191
Bills of other banks, in and out of the state	2,314,437
Balance due from other banks	4,461,047
Amount of all other debts due, including notes, bills, stocks, and funded debts	47,553,961
Total amount of the resources of the banks	58,679,474
Amount of reserved profits at the time of declaring the last dividend	992,145
Amount of debts secured by a pledge of stock	941,790
Amount of debts unpaid, and considered doubtful	1,043,166

The first of the two following tables shows the comparative value of the shares in the twenty-five banks in operation, in August, 1838, and in August, 1841.

NAMES OF BANKS.	Capital. Aug. 1841.	Par Value.	Market Value.		Depreciation in Three Years.		Improvement in Three Years.	
			Aug. 1838.	Aug. 1841.	Per Ct.	Amount	Per Ct.	Amount
	dollars.	dollars.				dollars.		dollars.
Atlantic	500,000	100	96 per cent	94 per cent	2 pr. ct.	10,000		
Atlas	500,000	100	75 "	94¼ "	....	....	19¼ p. ct.	96,250
Boston	600,000	50	52⅔ per shr.	54 per shr.	....	....	2½ "	15,000
City	1,000,000	100	99 per cent.	94 per cent	5 "	50,000		
Columbian	500,000	100	103 "	104¾ "	....	....	1¾ "	8,750
Eagle	500,000	100	102¼ "	103 "	....	....	¾ "	3,750
Freeman's	150,000	100	95 "	95 "				
Globe	1,000,000	100	104 "	104 "				
Granite	500,000	100	88 "	90 "	....	....	2 "	10,000
Hamilton	500,000	100	101 "	103 "	....	....	2 "	10,000
Market	560,000	70	88 per shr.	62½ per shr.	25½ shr.	204,000		
Massachusetts	800,000	250	95 per cent	100 per cent	....	....	5 "	40,000
Mechanics'	150,000	100	88 "	90 "	....	....	2 "	3,000
Merchants'	2,000,000	100	102 "	104 "	....	....	2 "	40,000
New England	1,000,000	100	103 "	103 "				
North	750,000	100	96 "	90 "	6 pr. ct.	45,000		
Shawmut	500,000	100	90 "	90 "				
Shoe and Leather Dealers	500,000	100	89 "	103⅝ "	....	....	14⅝ "	73,125
South	500,000	100	87 "	80 "	7 "	35,000		
State	1,800,000	60	59 per shr.	58½ per shr.	½ shr.	15,000		
Suffolk	1,000,000	100	114 per cent	120 per cent	....	....	6 "	60,000
Traders'	500,000	100	96½ "	88 "	8½ p. ct.	42,500		
Tremont	500,000	100	97 "	99 "	....	....	2 "	10,000
Union	800,000	100	100 "	104 "	....	....	4 "	32,000
Washington	500,000	100	93 "	93 "				
Total	17,610,000							401,875
Aggregate depreciation in the three years								401,500
Nett aggregate improvement in the three years								375

The following table will show the comparative value in the market, at the same periods of the stock of the ten banks in Boston which have failed, or surrendered their charters

NAMES OF BANKS.	Capital.	Par Value.	Market Value.		Depreciation in Three Years.	
			Aug. 1838.	Aug. 1841.	Per Cent.	Amount.
	dollars.	dollars.	dollars.	dollars.		dollars.
American	500,000	100	78	50	28	140,000
Commercial	500,000	100	50	80		
Commonwealth	500,000	100	3	1	2	10,000
Franklin	150,000	100	0	0		
Fulton	500,000	100	1	0	1	5,000
Hancock	500,000	100	50	12	38	190,000
Kilby	500,000	100	0	0		
Lafayette	150,000	100	0	0		
Middling Interest	150,000	100	21½	21½		
Oriental	750,000	100	45	43	2	22,500
Total	4,200,000	....	....	....	....	367,500
Improvement of 30 per cent in the stock of the Commercial Bank						150,000
Nett amount of depreciation of these 10 Banks						217,500

BOSTON BANK DIVIDENDS.

SEMI-ANNUAL Dividends declared and Paid by the Banks in Boston, April 4, 1842.

BANKS.	Capital.	Dividend.	Amount.
	dollars.		dollars.
Atlas	500,000	2 per cent	10,000
Atlantic	500,000	3 per cent	15,000
Boston	600,000	3½ per cent	21,000
City	1,000,000	none	
Columbian	500,000	3 per cent	15,000
Eagle	500,000	none	
Freeman's	150,000	3½ per cent	5,200
Globe	1,000,000	3 per cent	30,000
Granite	500,000	2½ per cent	12,500
Hamilton	500,000	3 per cent	15,000
Massachusetts*	800,000	7 dollars per share	22,100
Market	560,000	3 per cent	16,800
Mechanics'	150,000	ditto	4,500
Merchants'	2,000,000	3½ per cent	70,000
New England	1,000,000	3 per cent	30,000
North	750,000	none	
Shoe and Leather Dealers	500,000	3½ per cent	17,500
Shawmut	500,000	3 per cent	15,000
State	1,800,000	ditto	54,000
Suffolk	1,000,000	4 per cent	40,000
South	500,000	none	
Tremont	500,000	3 per cent	15,000
Traders'	500,000	none	
Union	800,000	3 per cent	24,000
Washington	500,000	2 per cent	10,000
Total	17,610,000		442,900

* 3200 Shares, par 250 dollars.

In connexion with the commerce of Boston, it may be proper to exhibit the capital invested in its banks.

CAPITAL invested in Boston Banks.

NAMES OF BANKS.	Capital, October, 1843.	Value of Capital according to Average Dividends per Annum, for Ten Years.		Change in the Value of the Capital in 1842 and 1843.	
		October, 1841.	October, 1843.	Improvement.	Depreciation.
	dollars.	dollars.	dollars.	dollars.	dollars.
Atlantic	500,000	441,666 66⅔	433,333 33⅓	....	8,333 31⅓
Atlas	500,000	238,095 23¼	273 148 14¼	35,052 91	
Boston	600,000	665,000 00	690,000 00	25,000 00	
City	1,000,000	925,000 00	816,666 66⅔	....	108 333 33⅓
Columbian	500,000	500,000 00	491,666 66⅔	....	8,333 33⅓
Eagle	500,000	508,333 33⅓	450,000 00	....	58,333 33⅓
Freeman's	150,000	155,000 00	160 714 28⅝	5,714 28⅝	
Globe	1,000,000	1,025,000 00	1,025,000 00		
Granite	500,000	416,666 66⅔	412,000 00	....	4 166 66⅔
Hamilton	500,000	495 614 03⅓	491,666 66⅔	....	3,947 36⅞
Market	560,000	414,838 71	425,825 15	10,986 44	
Massachusetts	800,000	665,333 33⅓	665,333 33⅓		
Mechanics'	150,000	150,000 00	144 642 85⅞	....	5,357 14⅞
Merchants'	2,000,000	2,295,145 63	2,295,934 96	789 33	
New England	1,000,000	1,033,333 33⅓	1,033,333 33⅓		
North	750,000	650,000 00	562,500 00	....	87,500 00
Shawmut	500,000	416,666 66⅔	422,619 04¼	5,952 38⅛	
Shoe and Leather Dealers	500,000	566 666 66⅔	559,523 81	...	7,142 85⅔
State	1,800,000	1,732,500 00	1,735,000 00	2,500 00	
Suffolk	1,000,000	1,320,512 82	1,371,980 67½	51,467 85½	
Traders'	500,000	487,500 00	375 000 00	....	112,500 00
Tremont	500,000	487,500 00	454 166 66⅔	....	33,333 33⅓
Union	800,000	746,666 66⅔	760,000 00	13,333 33⅓	
Washington	500,000	431,250 00	410,416 66⅔	....	20,833 33⅓
	....	....	....	150,796 53⅓	458 114 03⅓
Deduct	....	....	....	....	150,796 53⅓
Total, 24 Banks	17,110,000	16,768,289 77	16,460,972 27	....	307,317 50
Depreciation in 1841	....	....	....	....	341,710 23
Depreciation in 1843	....	.. :	....	....	649,027 73

As a proof of the prosperity and results of industry, the following returns are given of the Massachusetts savings bank.

SAVINGS BANKS of Massachusetts, 1843.

TOWNS.	Number of Depositors.	Total Population.	Amount of Deposits.	Dividends for the Year.
			dollars.	dollars.
Andover	282	5,207	47,602 62	2,125 21
Barnstable	385	4 301	72,636 00	3,580 38
Boston	15,023	93,383	2,360,212 41	87,125 04
Suffolk, (Boston)	1,524	2,390	274,651 89	9,556 72
Cambridge	315	8,409	38,685 60	4,258 80
Canton	162	1,995	19,426 40	733 90
Dedham	874	3,290	140,796 57	5,128 22
Fairhaven	153	3,951	25,352 91	1,382 32
Fall River	1,525	6,738	332,065 47	20,266 26
Greenfield	162	1,756	17,832 27	1,139 11
Gloucester	235	6,350	18,257 49	699 61
Haverhill	643	4,336	82,377 24	3,795 73
Hingham	712	3,561	132,998 45	6,198 71
Lowell	2,768	20,796	478,375 00	16,018 60
Lynn	447	9,369	41,293 44	1,957 40
Concord	569	1,781	88,939 66	2,877 78
Nantucket	271	9,012	44,350 40	2,159 23
New Bedford	1,427	12,087	270,466 91	16,438 40
Newburyport	2,206	7,101	363,576 53	14,391 18
Newton	91	3,351	4,840 05	
Plymouth	1,406	5,281	222,132 58	10,506 58
Roxbury	515	9,089	56,719 10	2,816 12
Salem	3,691	15,082	631,539 43	30,520 45
Salisbury	444	2,739	55,203 79	2,065 01
Scituate	517	3,886	47,506 43	2,422 89
Springfield	299	10,985	51,269 77	2,208 47
Taunton	1,250	7,645	206,316 76	10,402 47
Charlestown	1,118	11,404	165,432 17	6,436 05
Braintree	191	2,163	21,604 67	951 78
Worcester	3,327	7,499	587,379 65	19,138 67
Total	42,587	284,086	6,900,451 70	282,231 18
Amount, in 1838	....	....	869,392 00	35,772 00
Increase	....	....	6,031,059 70	246,469 18

PRINCIPAL COMMERCIAL AND MANUFACTURING CITIES AND TOWNS IN MASSACHUSETTS.

When we compare the great increase in the number and the population of the towns of Massachusetts, with the natural resources of this state, and the generally medium affluent condition of the inhabitants, the result is highly creditable to the industry, thrift, and virtue of the latter. The following description of the capital is so correct and interesting, that we insert it without alteration, from the recent valuable work, "United States' Gazetteer," from which, and the recent official returns, the descriptions of the other towns of Massachusetts are also principally taken.

"Boston city, the capital of Massachusetts, in Suffolk county, is principally situated on a peninsula, three miles long and one broad, at the western extremity of Massachusetts Bay. It lies in 42 deg. 21 min. 23 sec. north latitude, and 71 deg. 4 min. 9 sec. west longitude, from Greenwich, and 5 deg. 58 min. east longitude from Washington. It is 115 miles south-south-west from Portland, Maine; 63 miles south-south-east from Concord, N. H.; 158 miles east by south from Albany; 40 miles north-north-east from Providence, R. I.; 97 miles east-north-east from Hartford, Ct.; 207 miles north-east by east from New York; and 440 miles north-east from Washington. The population in 1790, was 18,038; in 1800, 24,937; in 1810, 33,250; in 1820, 43,298; in 1830, 61,391; in 1840, 93,383. Employed in commerce, 2040; in manufactures and trades, 5333; in navigating the ocean, 10,813; navigating canals and rivers, 19; learned professions and engineers, 586.

"Boston consists of three parts, Old Boston on the peninsula; South Boston, formerly a part of Dorchester, but united to Boston in 1804; and East Boston, formerly Noddle's Island. The only original communication of the peninsula with the main land was denominated the "Neck," a little over a mile in length, which connected it with Roxbury. By the fortification of this neck, at the commencement of the revolutionary war, the British were able to control the intercourse between Boston and the surrounding country. But by a number of bridges a communication is now opened in various directions. Charles River bridge, 1503 feet long, connects Boston to Charlestown; West Boston bridge, 2758 feet, with a causeway 3432 feet, leads to Cambridge; South Boston bridge, 1550 feet, leads from the "Neck" to South Boston; Canal bridge, 2796 feet, leads to East Cambridge, from the middle of which an arm extends to States' Prison Point, in Charlestown; Boston Free bridge, 1828 feet, connects Boston with South Boston; Warren bridge, 1390 feet leads to Charlestown. Besides these, the Western avenue, a mile and a half long, leads to Brooklyn, and constitutes a tide-dam, enclosing a pond of 600 acres, which, by a partition, makes an avenue from the main dam to Roxbury, and forms a full and receiving basin; so that the flowing of the tide creates a great water power, at all times available.

"The peninsula of Boston had originally an uneven surface; and the necessity of the case, and the good taste of the inhabitants, have extensively prevented the attempt to level these inequalities of surface; and from various points of view, the city presents a picturesque appearance. The streets, however, were originally laid out upon no systematic plan; and accommodated to the convenience of the ground, they are often crooked and narrow; though modern improvements have greatly remedied these inconveniences. The Common, originally a cow pasture, has escaped a private appropriation, and is one of the finest public grounds in any city of the United States. The numerous eminences, rising from 50 to 110 feet above the level of the sea, furnish many admirable sites for buildings. Some of the public buildings are commanding, but are exceeded by some in other principal cities; but many of the private residences are unsurpassed in elegance and taste by those of any other city of the union.

"South Boston extends about two miles along the south side of the harbour. It contains about 600 acres, regularly laid out into streets and squares, with a diversified surface. About in the centre of this tract are the "Dorchester Heights," 130 feet high, famous in the revolutionary war as the site of a fortification which compelled the British to abandon the harbour.

"East Boston is on an island, containing about 660 acres of land, and a large body of flats. Its connexion with Old Boston is by a steam ferry, which starts every five minutes from each side. It is connected to Chelsea on the main land by a bridge of 600 feet; and the Eastern railroad commences here. This portion of the city has wholly grown up since 1833. The surface is agreeably diversified. A wharf 1000 feet long is devoted to the use of the Liverpool steam-ships.

"These several parts of Boston, with the town of Chelsea, constitute the county of Suffolk.

"The harbour of Boston is one of the best in the United States, being spacious, safe, and easily and well defended. The whole passage to it is not more than four miles in width, with several islands obstructing it, so that the main entrance will scarcely admit two vessels to pass abreast; while within, 500 vessels may ride at anchor, with a good depth of water. The outer harbour has about forty small islands, about fifteen of which afford excellent pasture.

"The wharfs of Boston are extensive and convenient, and some of them are very long. Long wharf, at the termination of State-street, is 1650 feet long; and Central wharf is 1240 feet.

"Among the public buildings, the State-house is the principal. It was built in 1798, and has a fine location on Beacon-hill, 110 feet above the level of the sea, and fronting the spacious common. It is 173 feet long and 61 wide, built of brick, but painted to imitate stone; and has a fine dome 52 feet in diameter, and a cupola 230 feet above the level of the harbour, from which the view is probably the finest in the United States, and scarcely surpassed in the world. From this grand elevation, the spectator looks down

upon the city as upon a map; before him stretches the extensive harbour and bay on the east, sprinkled over with islands; and in other directions, numerous beautiful villages, and a highly cultivated country, with many elegant country seats, are visible. Faneuil-hall Market is built of granite, 536 feet long, 50 feet wide, and two stories high; and is the most elegant market-house in the United States. Faneuil-hall is in Dock-square, 100 feet long by 80 feet wide, three stories high, and is celebrated as the spot where the revolutionary orators roused the people to resist British oppression. The hall is seventy-six feet square, with deep galleries on three sides. The City-hall, or old State-house, is another venerable building of revolutionary memory, and is used for public offices. The Massachusetts hospital, in the western part of the city, is a beautiful granite building, 168 feet long and 54 feet wide, with an open ground of four acres around it, on the bank of Charles river. The custom-house, near the head of Central wharf, is a splendid granite building of Grecian architecture. The houses of industry, correction, and reformation, are valuable establishments, situated in South Boston. Trinity church, and St. Paul's church, are considered fine specimens of architecture; and Park-street church has a lofty and beautiful steeple. The Tremont house is one of the finest hotels in the United States.

"Among the public places, the Common is by far the most distinguished. It occupies the southern declivity of Beacon-hill, and contains nearly fifty acres of ground, surrounded by a wall, shaded by trees. The whole is enclosed by an iron fence about one mile in length, on the outside of which is a broad street. A botanical garden of twenty-five acres is on the western side of the Common.

"Boston, in point of commerce, is the second place in the union. Her wealth and enterprise have long been actively employed in foreign commerce, to which her fine harbour has materially contributed. Several large steamships form an important packet line between this city and Great Britain, stopping at Halifax. This line has generally performed its trips in the short space of 12½ days. Lines of packets exist to every port of importance throughout the United States, making about fifty in the whole. And by means of the Middlesex canal, which extends to the Merrimac, it has a boatable communication to Concord, New Hampshire; and recently a railroad communication has been completed to Albany, which will enable it to share in the vast trade of the west. The capitalists of Boston are large proprietors in the manufacturing establishments at Waltham and at Lowell.

"The tonnage of Boston, in 1840, was 220,243 tons. The imports are about 16,000,000 dollars; and the exports about 10,000,000 dollars. There were, in 1840, 142 commercial houses, and eighty-nine commission houses engaged in foreign trade, with a capital of 11,676,000 dollars; 572 retail stores, with a capital of 4,184,220 dollars; thirty-one lumber yards, with a capital of 371,010 dollars; capital in fisheries, 25,000 dollars; machinery manufactured to the amount of 135,900 dollars; precious metals, 26,650 dollars; various metals, 284,400 dollars; six furnaces, capital 130,000 dollars; seventeen distilleries and two breweries, with a capital of 820,000 dollars; paints, drugs, &c., capital 20,000 dollars; three glass factories, capital 37,000 dollars; two sugar refineries, three rope walks, capital 101,500 dollars; one grist mill, capital 50,000 dollars; furniture to the amount of 329,000 dollars. There were built 217 brick and stone, and 148 wooden houses, to the value of 1,061,100 dollars; twenty-four printing offices, twenty-eight binderies, seven daily, eleven weekly, and seven semi-weekly newspapers, and seven periodicals, employing 437 persons, with a capital of 236,450 dollars. Total amount of capital in manufactures, 2,770,250 dollars. There were fifteen academies, or grammar schools, with 2629 students, 137 common and primary schools, with 14,003 scholars.

"There are twenty-five banks, with an aggregate capital of 17,300,000 dollars; and twenty-eight insurance companies, with a capital of 6,600,000 dollars.

"Boston has long been celebrated for the excellence of its schools. About a quarter part of the inhabitants are kept at school throughout the year, at an expense of 200,000 dollars. In addition to numerous private schools, the public free schools are a Latin grammar school; a high school, in which the mathematics and higher branches of learning are taught; ten grammar and writing schools; seventy-five primary schools, and one African school.

"The medical branch of Harvard university has its seat in Boston, where its professors reside. It was founded in 1782, has six professors and eighty-eight students, and a library of over

5000 volumes. There is a highly respectable institution for the blind, which has a handsome edifice. The Boston athenæum has two large buildings, one containing a library of about 30,000 volumes, the other a picture gallery, and a hall for public lectures, and other rooms for scientific purposes. This city has about 100 literary, religious, and charitable societies. Among the literary societies of a high order, are the American academy of arts and sciences, which has published four volumes of transactions; the Massachusetts historical society, which has published twenty-two volumes of collections; and the Boston Natural History Society, which has a fine cabinet. Among the religious and charitable societies, are the American Board of Commissioners for Foreign Missions, which has an agency, and holds its anniversaries in the city of New York; the Baptist Board of Foreign Missions; the American Education Society; the American Unitarian Association; the American Peace Society; the Seamen's Friend Society; the Massachusetts Bible Society; the Prison Discipline Society; and various others.

"There are (1842) thirty newspapers published in Boston, eight of which are daily. Besides these, there is a number of magazines and reviews, the most important of which is the North American Review, which has long had a high reputation, not only in the United States, but in Europe.

"There are seventy five churches, of which fifteen are Unitarians; twelve Congregationalists; eight Episcopalians; eleven Baptists; nine Methodists; four Universalists; four Roman Catholics; three Freewill Baptists; two African, one of which is Baptist and the other Methodist. There are also some New Jerusalem, German Protestants, and Friends, and a few others.

"There are two theatres in Boston, the Tremont and the National Theatre.

"This city continued a town, and was governed by a body of select men, according to the common custom of the towns of New England, until 1821. Before this, the people could not be brought to consent to adopt a city government. But the vote was at length carried, and the city has since been governed by a mayor, eight aldermen, and a common council of forty-eight members. Besides these, each ward has one warden, one overseer of the poor, one clerk, five inspectors, and two school committee men."—*United States' Gazetteer for* 1844.

Charleston town, as well as Cambridge, Chelsea, and some other nearly adjoining places, may be almost included as forming parts of Boston, and the population of each, according to the census of 1840, was, Boston, 93,833; Charleston 11,484; Cambridge, 8409; Chelsea, 2390, formerly one of the Boston wards; Roxbury, 9089, nearly a continuation of one of the streets of Boston; Dorchester, 4875; Brighton, 1425; Brooklyn, 1365; Medford, 2475; all within the circuit of five miles: which would make the actual population of Boston and its environs in 1840, about 135,000. The town of Lynn, with a population of 9367, is within nine miles; that of Quincy, 3486, within nine miles; that of Newtown, with 3351, within seven miles, and the total population in the city and within ten miles of Boston, in 1840, must have exceeded 160,000. Before introducing an account of the commerce and navigation of Boston, we will therefore describe briefly, on the authority chiefly of the "United States' Gazetteer," for 1844, and of the official returns of 1840, the principal towns which, from their near vicinity, are most connected with, or interested in, the general trade and navigation of the capital of Massachusetts.

Charlestown is situated on a peninsula, formed by the Charles and Mystic rivers, one mile north of Boston, with which the former town is connected by the Charles and Warren bridges. There are two other bridges across the Mystic river, one of which connects it with Chelsea, and the other with Malden. There is another which connects it with Craigie's bridge, leading to Cambridge. The streets, though not laid out with great regularity,

are wide, and ornamented with trees. The public buildings are, a state prison, on the most improved model, the Massachusetts insane hospital, called, from a distinguished benefactor, M'Lean Asylum, an almshouse, town-house, and nine churches—three Congregationalists, two Baptists, one Methodist, two Universalists, and one Roman Catholic—a United States' navy-yard, in the south-east part of the place, with a dry dock built of hewn granite. The navy-yard covers sixty acres of land, on which are erected a marine hospital, a spacious warehouse, an arsenal, powder magazine, and a house for the superintendent, all of brick; and two immense wooden edifices, under which the largest vessels of war are built. Bunker Hill is immediately in the rear of the place, where a bloody battle was fought at the commencement of the revolution, June 17, 1775, in which the Americans lost, in killed and wounded, 449, and the British, 1055. To commemorate this important event, a granite obelisk has been erected on the spot, which is thirty feet square at the base, 220 feet high, and fifteen feet square at the top, ascended within by a winding staircase, estimated to cost about 100,000 dollars.—*United States' Gazetteer.* Charlestown, in 1840, had three commercial and eight commission houses, capital, 125,000 dollars; seventy-eight stores, capital, 346,000 dollars; six lumber yards, capital, 82,000 dollars; five printing offices, one bindery, one weekly newspaper, four tanneries, three distilleries, one brewery, three potteries, three rope walks, five grist mills, four saw mills, one oil mill, twenty-four schools, 2202 scholars. Population 11,484.—*Official Returns.*

Cambridge, three miles north-west from Boston, is one of the early towns of New England, having been first settled in 1631, under the name of Newtown. It is the seat of Harvard University, formerly called Harvard College, the oldest college in the United States, having been founded in 1638, which was less than twenty years after the first landing of the Pilgrims at Plymouth. Cambridge contains a court house and gaol, state arsenal, and five churches—two Unitarian, one Episcopal, one Baptist, and one Universalist. The courts are alternately held here and at Concord. The court house and gaol are at East Cambridge, at Lechmere's Point, a village at the south-east extremity of the town, which is connected with Boston and Charlestown by bridges. Here is a large glass manufactory.

Harvard University has a president and twenty-seven professors, or other instructors; has had 5546 alumni, of whom 1406 have been ministers of the gospel; has 246 classical students, and 53,000 volumes in its libraries. The commencement is on the fourth Wednesday in August. The philosophical and chemical apparatus are very complete, as well as its cabinet of minerals. It has an excellent anatomical museum, and a botanical garden of eight acres, richly stored with an extensive collection of trees, shrubs, and plants, both native and foreign. The university buildings are extensive and commodious, situated on a beautiful plain, where is a neat village. The irregularity in the position of the edifices, renders them less imposing in their appearance than they otherwise would be, but not less adapted to their purposes. They are University Hall, an elegant granite building, 140 by 50 feet, and forty-two feet high, containing the chapel, dining halls, and lecture rooms; Harvard Hall, containing the library, philosophical apparatus, museum, &c.; four spacious brick edifices, containing rooms for students, and several other buildings for the accommodation of the president, professors, and students; Divinity Hall, for the accommodation of the theological students; and the Medical College in Boston, a Law School, a Theological Seminary, and a Medical School, are attached to the institution, the last of which is located in Boston. The Law School has 115, the Theological twenty-six, and the Medical eighty-six students. The whole number of students attached to the institu- including resident graduates, is 478. This institution is more richly endowed than any other similar institution in the United States.—*United States' Gazetteer.* There were, in 1840, in the town, one commercial and one commission house, capital, 40,000 dollars, twenty-seven stores, capital, 93,950 dollars; eight lumber yards, capital, 85,000 dollars; three rope factories, two printing offices, one bindery, five periodicals, one university, 341 students, two academies, forty-five students, sixteen schools, 2455 scholars. Population, 8409.—*Official Returns.*

Roxbury, two miles south of Boston, is joined to Boston by a neck of land, which constitutes a broad avenue, and may be regarded as a continuation of Washington-street, Boston. In the west part of the township is Jamaica plains, a level tract, with elegant

country seats, and well-cultivated gardens. Here is a pond by which the Boston aqueduct is supplied. It is four miles from Boston, with four trains of cast-iron pipes, the aggregate length of which is forty miles. The town or village contains five churches—one Unitarian, one Congregational, one Baptist, one Episcopal, and one Universalist,—two banks, and many beautiful residences.—*United States' Gazetteer.* There were, in 1840, ten churches in the township; eighty-three stores, capital, 755,000 dollars; four lumber yards, capital, 60,000 dollars; five tanneries, two printing offices, two binderies, one weekly newspaper, five grist mills, and four saw mills. Capital in manufactures, 350,000 dollars. Twelve academies, 350 students, twenty schools, 881 scholars. Population, 9089. — *Official Returns.*

Dorchester, four miles from Boston, lies on Dorchester bay, in Boston harbour. First settled in 1630. The surface is uneven and rough; but the soil is fertile, and highly cultivated. Neponset river runs on its south border, and furnishes water power, and facilities for navigation. The vessels owned here, are employed chiefly in the whale and cod fisheries. It has also considerable manufactures. In a part of this town, now belonging to Boston, are Dorchester heights, on which Washington, in March, 1776, directed a fort to be erected, by which the British were driven from Boston harbour. The first settlers of the Connecticut colony, at Windsor and Hartford, 100 in number, came from Dorchester, through the wilderness, in 1636.—*U. S. Gazetteer.* It had, in 1840, ten commercial and commission houses in foreign trade, capital 326,000 dollars; fifty-seven stores, capital 609,200 dollars; three lumber yards, capital 17,000 dollars; two cotton factories, 4000 spindles, one dyeing and printing establishments, seven tanneries, one pottery, one rope factory, two grist mills, one saw mill, four paper factories, two printing offices, one weekly newspaper, one academy, 119 students; twenty-two schools, 1247 scholars. Population, 4875.—*Official Returns.*

Chelsea, four miles north-east from Boston, was formerly a ward of Boston. It has considerable manufactures, and is connected with Charlestown by a bridge. It has one commission house, capital 20,000 dollars; eleven stores, capital 29,000 dollars; three lumber yards, capital 13,000 dollars; two tanneries, one pottery, one grist mill, one printing office. Capital in manufactures, 55,350 dollars. One academy, twenty students; nine schools, 574 scholars. Population, 2290.—*Official Returns.*

Brighton, about four miles and a half from Boston, is distinguished for its cattle market, and its many handsome country houses.

Statistics of Brighton Market.

Number sold.		Estimated Value. dollars.
	1842.	
32,070	Horned cattle	1,246,940
17,126	Stores	256,890
106,655	Sheep	124,986
39,935	Swine	109,924
	Total	1,741,740
	184	
36,607	Horned cattle	2,400,881
18,794	Stores	
124,172	Sheep	
31,872	Swine	
	1840.	
34,160	Horned cattle	1,990,577
12,736	Stores	
128,650	Sheep	
32,350	Swine	
	1839	
23,263	Horned cattle	1,116,624
15,252	Stores	427,056
95,400	Sheep	214,650
26,088	Swine	143,534
	Total	1,901,864

Number sold.		Estimated Value. dollars.
	1838.	
25,830	Horned cattle	2,058,004
9,573	Stores	
104,640	Sheep	
26,104	Swine	
	1837.	
31,644	Horned cattle	2,449,231
16,216	Stores	
110,206	Sheep	
17,052	Swine	
	1836.	
38,504	Horned cattle	1,858,202
11,858	Stores	
85,830	Sheep	
15,667	Swine	
	1835.	
51,096	Horned cattle	1,878,032
15,872	Stores	
98,160	Sheep	
23,142	Swine	

Brookline, about four miles west of Boston, in a highly cultivated country, decked with country seats, had, in 1840, 1365 inhabitants, fourteen commercial houses, capital 70,000 dollars; seventeen retail stores, capital 50,000 dollars; and 20,000 dollars invested in manufactures; with several academies and common schools.—*Official Returns.*

MEDFORD, five miles from Boston, with a population of 2478 in 1840, is on the river Myster, and has ship-building yards, lumber yards, an oil mill, pottery, distillery, &c.; and had, in 1840, 117,007 dollars invested in them and a few other manufactures.

NEWTON, seven miles west from Boston, lies on a bend of Charles river, which surrounds it on three sides, and furnishes extensive water power, having two falls, at each of which is a village. The village at the Upper Falls contains two churches—one Baptist and one Methodist—a nail factory, rolling mill, machine fabric, and about seventy dwellings. The river descends thirty-five feet in half a mile, and, in one place, falls over a ledge of rocks twenty feet high. The village at the lower falls lies partly in Needham, and contains one Episcopal church, five paper mills, and about fifty dwellings. The Boston and Worcester railroad passes through it. The Newton Theological Seminary, under the direction of the Baptists, was founded in this town in 1825, and has a brick edifice eighty-five feet long, forty-nine wide, and three stories high, which cost about 10,000 dollars; three houses for professors, and a mansion house for boarding the students. It has three professors, thirty-three students, 137 graduates, and 4000 volumes in its libraries. There were in 1840 in the township fifteen stores, capital 29,600 dollars; one cotton factory, 5712 spindles, three paper factories, two grist mills. Capital in manufactures, 318,000 dollars. Four academies, 114 students, eleven schools, 509 scholars. Population, 3351.—*Official Returns, U. S. Gaz.*

DEDHAM, thirteen miles south-south-west from Boston, is situated on Charles river, which affords good water power. Neponset river runs on its east border, and a small stream runs from Charles river into Neponset river. The township is well cultivated, and contains four Congregational churches, one Episcopal, and one Baptist. The village is pleasantly situated on Charles river, and contains two of the Congregational churches, and the Episcopal, a granite court house, a gaol, a bank, two printing offices, and more than 100 dwellings, many of them elegant. The Boston and Providence railroad passes through the township, and a railroad from the village, two miles long, connects with it. It had, in 1840, twelve stores, capital 17,000 dollars; three woollen factories, two cotton factories, 4200 spindles, two tanneries, four grist mills, four saw mills, one paper factory, two printing offices, one weekly newspaper. Capital in manufactures, 249,700 dollars. Three academies, sixty-eight students, eleven schools, 725 scholars. Population, 3290.—*Official Returns, U. S. Gaz.*

WALTHAM, ten miles west-by-north of Boston. The surface of this township is level, or gently undulated; the soil indifferent, but, being well cultivated, is rendered productive. Charles river affords water power. It contains six churches—two Congregational, one Unitarian, one Methodist, one Universalist, and one Roman Catholic. The village is pleasantly situated on a plain, with one street a mile long, and contains 150 dwellings, many of them elegant, and beautifully ornamented with trees, shrubbery, and gardens. It has cotton and woollen manufactures. There were, in 1840, in the township eleven stores, capital 29,000 dollars; three cotton factories, 11,000 spindles, one paper factory, one printing office, one weekly newspaper, two grist mills. Capital in manufactures, 463,500 dollars. Two academies, thirty-six students, nine schools, 500 scholars. Population, 2504.—*Official Returns, U. S. Gaz.*

QUINCY, nine miles south-by-east from Boston. The surface of this township is diversified, soil fertile, and well cultivated. It contains tracts of salt meadow. Three miles back from the bay is an elevated range, in some parts rising over 600 feet above the sea, containing an inexhaustible supply of excellent granite, which is extensively exported. A railroad extends from the quarry three miles, to tidewater on Neponset river, constructed in 1826, and was the first work of the kind in the United States. First settled in 1625. Separated from Braintree and chartered in 1792. Some vessels are owned here, employed chiefly in the fisheries. It has fifteen stores, capital 27,600 dollars; four lumber yards, capital 19,400 dollars; two tanneries, one printing office, one weekly newspaper. Capital in manufactures, 112,150 dollars. Eight academies, 137 students, six schools, 708 scholars. Population, 3486.—*Official Returns, U. S. Gaz.*

BRAINTREE, fourteen miles south of Boston. The surface is diversified, and the soil a fertile gravelly loam. It has considerable manufactures, and some shipping employed in the coasting trade and the fisheries. Mantiquot river affords water power. A fine qua-

lity of granite is obtained here. First settled in 1625, incorporated in 1640. It had, in 1840, one Congregational and one Unitarian church. The elder President Adams was born here. It has sixteen stores, capital 24,300 dollars; one woollen factory, one cotton factory, 1000 spindles, one tannery, one paper factory, six grist mills. Capital in manufactures, 124,145 dollars. Thirteen schools, 564 scholars. Population, 2168.—*Official Returns, U. S. Gaz.*

LYNN, nine miles north-east of Boston. The ocean washes its south border, and in the south-east is excellent salt marsh. Watered by Saugus river. The surface is level, with rocky hills to the north. The village contains eight churches—three Methodists, two Congregational, one Friends, one Baptist, and one Universalist; two banks, besides one for savings, and an academy. The peninsula of Nahant is a rocky promontory in the ocean, connected with a smaller peninsula, called Little Nahant, by a beach, and both are connected with the shore by a beach a mile and a half long, barely sufficiently elevated not to be overflowed. A splendid hotel, containing 100 rooms, at the east end of the peninsula, receives numerous visiters in the summer season. Carriages run, and a steamboat plies between it and Boston, and the rides on the firm sandy beach are very agreeable; whilst, on the other side, the sea often roars furiously against the rocks. Lynn has long been celebrated for the manufacture of ladies' shoes, and produces over 2,500,000 pairs annually. It had, in 1840, thirty-six stores, capital 134,000 dollars; one rope factory, three grist mills, one saw mill, two printing offices, four weekly newspapers. Capital in manufactures, 408,700 dollars. Six academies, 133 students; ten schools, 1035 scholars. Population, 9367.—*Official Returns, U. S. Gaz.*

THE COMMERCE OF BOSTON.

Boston is the commercial emporium of New England. Although no deep, great navigable rivers flow from the interior into its port or its vicinity, the people of Massachusetts have, by the construction of railroads, connected the port with the principal marts of trade, and opened a cheap, rapid, safe, and convenient means of transportation from and to the remotest parts of the state and its depôts, and thence to the principal markets and entrepôts of the north, the south, and the west, and upon the Atlantic coast, upon the rivers, and upon the lakes. The enterprise of the seaport towns carry into its warehouses the products of the fishery, and its port is the chief entrepôt of shipping, and of export north of New York. "But the principal advantage of Boston for the security of vessels, and it is one that distinguishes this port from other principal ports of our country, are its commodious docks, which are constructed with solid strength, and run far up into the city. These are bordered by continuous blocks of warehouses, either of brick or Quincy granite, which have an appearance of remarkable uniformity, solidity, and permanence. By the arrangement of these docks, the numerous vessels, whose tracery of spars and cordage line them on either side, may unship their cargoes at the very doors of the bordering warehouses, and receive in return their supplies for foreign ports with the utmost security and despatch. Indeed, the substantial appearance of these warehouses, is quite similar to the mercantile houses in the other parts of the city, which have a like solidity and massiveness in the materials of which they are built, as well as in their construction."—*Commerce of Boston;* by Lanman. The wharfs, or piers, of Boston are among the best and longest in the world, and afford the greatest convenience to its shipping and trade.—See *Description of Boston.*

COMMERCE AND NAVIGATION OF BOSTON FOR TWENTY YEARS, 1820 TO 1839, INCLUSIVE.

The number of foreign arrivals during the last twenty years was as follows:—1820, 816; 1821, 854; 1822, 763; 1823, 832; 1824, 852; 1825, 817; 1826, 870; 1827, 728; 1828, 680; 1829, 663; 1830, 642; 1831, 766; 1832, 1064; 1833, 1067; 1834, 1156; 1835, 1302; 1836, 1452; 1837, 1591; 1838, 1813; 1839, 1553; from January 1, to July 31, 1840, 839; during the corresponding time of the previous year, 814—increase, 25.

CLEARANCES.—The number of foreign clearances during the last twenty years was: —1820, 531; 1821, 613; 1822, 584; 1823, 600; 1824, 633; 1825, 652; 1826, 614; 1827, 524; 1828, 527; 1829, 495; 1830, 561; 1831, 679; 1832, 943; 1833, 935; 1834, 1003; 1835, 1221; 1836, 1333; 1837, 1383; 1838, 1132; 1839, 1389; from January 1 to July 31, 1840, 746; during the same time of the previous year, 770.

TONNAGE.—The registered and enrolled tonnage in the district of Boston, for the year 1820, was 153,087 tons. The registered and enrolled tonnage in Boston for the year 1839, was 205,009—increase of tonnage, 51,922 tons.

Annual recapitulation of the aggregate number of vessels reported by the telegraph stations in the lower harbour to the telegraph establishment at the Observatory, Central Wharf, Boston, from 1824 to 1840, inclusive:—

		vessels.			vessels.
From	1824 to 1825	799	From	1832 to 1833	1,856
„	1825 „ 1826	897	„	1833 „ 1834	2,104
„	1826 „ 1827	923	„	1834 „ 1835	2,154
„	1827 „ 1828	1,010	„	1835 „ 1836	2,196
„	1828 „ 1829	1,319	„	1836 „ 1837	2,236
„	1829 „ 1830	1,435	„	1837 „ 1838	2,267
„	1830 „ 1831	1,583	„	1838 „ 1839	2,275
„	1831 „ 1832	1,809	„	1839 „ 1840	3,332
	Aggregate number reported in 16 years				28,155

STATEMENT of the Quantity of Coal, Cotton, Flour, Grain, Hides, Molasses, Tea, and Wine Imported into Boston, in 1841.

COAL.		tons.	bushels.
From	Philadelphia	92,838	
„	Kingston	5,283	
„	Rondout	10,360	
„	Other places	1,942	
„	Richmond	....	124,011
	Total	110,423	124,011
	In 1840	73,847	92,370
	1839	90,485	141,475
	1838	71,364	107,625
	1837	80,557	109,275

COTTON.	bales.
Received during 1841	131,609
In 1840	138,709
1839	94,361
1838	96,636
1837	82,684

FLOUR.		barrels.
From	New York	289,114
„	Albany	76,691
„	Kingston	34
„	Baltimore	62,740
„	New Orleans	62,834
„	Fredericksburg	31,900
„	Richmond	17,031
„	Georgetown	18,016
„	Alexandria	12,962
„	Petersburg	5,002
„	Norfolk	676
„	Philadelphia	42,893
„	Ports in Delaware	1,027
„	New Jersey	100
„	Connecticut	458
„	Massachusetts	2,070
„	New Hampshire	70
„	Maine	619
	Total barrels	574,233
	In 1840	550,359
	1839	451,667
	1838	379,704
	1837	423,246

GRAIN.

THE quantity of grain imported, during 1841, was—

PORTS.	Indian Corn.	Oats.	Rye.
	bushels.	bushels.	bushels.
From New Orleans	36,733	....	280
„ Charleston	3,000		
„ North Carolina	71,594		
„ Fredericksburg	162,691		
„ Norfolk	160,870	2,420	
„ Rappahannock	50,685		
„ Other ports in Virginia	83,114	1,590	
„ Baltimore	537,956	9,791	700
„ Delaware	111,956	34,360	
„ Philadelphia	559 511	98,069	2,916
„ New Jersey	50,645	29,058	
„ New York	194,404	88,140	28,232
„ Albany	12,792	5,091	1,000
„ Other ports in New York	7,000	6,700	1,600
„ Ports in Connecticut	500	2,000	
„ Rhode Island	500		
„ Massachusetts	13,000	6,000	
„ New Hampshire	....	3,000	
„ Maine	....	68,360	
„ Prince Edward Island	....	7,328	
Total bushels	2,045,224	356,502	34,028
In 1840	1,831,861	472,296	48,025
1839	1,607,492	439,140	48,004
1838	1,574,038	443,657	102,473
1837	1,725,436	405,173	86,391

HIDES.	1841.	1840.
Hides, total	432,481	205,909
Horse hides	5,860	1,071
Calcutta cow and buffalo, bales	936	3,552
Hair seal skins	70,100	27,393

MOLASSES.	hhds.
Foreign, equal to	64,105
Coastwise, equal to	9,886
Total, in 1841	73,991
,, 1840	78,062
,, 1839	79,546
,, 1838	72,267
,, 1837	65,660

TEA.	chests.
In 1841, equal to	113,152
1840 ,,	254,000
1839 ,,	118,000
1838 ,,	183,220
1837 ,,	197,804
1836 ,,	215,000
1835 ,,	167,006
1834 ,,	228,944

WINE.	packages.	gallons.
In 1841	9,677	353,724¾
1840	12,460	374,741

NUMBER of Foreign and Coastwise Arrivals and Clearances at the Port of Boston in each of the last Twelve Years; also, the Value of Foreign Imports and Exports for the same series of Years.

YEARS.	NAVIGATION.					COMMERCE.	
	FOREIGN.		COASTWISE.		TOTAL.	Imports.	Exports.
	Arrivals.	Clearances.	Arrivals.	Clearances.		dollars.	dollars.
1830	642	567	2938	2216	6,363	8,348,613	5,180,178
1831	766	684	2946	2298	6,694	13,414,809	5,896,092
1832	1064	913	3538	2611	8,156	15,760,512	10,107,768
1833	1066	939	4024	2848	8,877	17,853,446	8,062,219
1834	1156	1002	3527	2477	8,162	15,514,700	7,309,761
1835	1302	1225	3879	2900	9,306	18,643,800	7,952,346
1836	1452	1326	3944	2927	9,649	25,898,955	8,475,313
1837	1591	1381	4000	2506	9,478	15,027,837	7,836,270
1838	1313	1124	4018	2901	9,356	13,464,580	7,036,882
1839	1553	1381	4251	2803	9,988	18,409,159	8,013,536
1840	1628	1362	4406	2815	10,211	14,122,319	8,405,314
1841	1791	1581	4574	2841	10,787	19,250,000	9,333,154

The coastwise arrivals and clearances, in the above statement, do not include those vessels which arrive and depart with domestic merchandise exempted from entry or clearance at the custom-house; the number of this class of vessels is estimated to exceed 2500 annually.

						vessels.
The arrivals from foreign ports at Boston, from			1790 to 1800,	averaged per year,		569
,,	,,	,,	1800 to 1810,	,,	,,	789
,,	,,	,,	1810 to 1820,	,,	,,	610
,,	,,	,,	1820 to 1830,	,,	,,	787
,,	,,	,,	1830 to 1835,	,,	,,	1199
,,	,,	,,	1835 to 1841,	,,	,,	1473

By the above statement it will be seen that the arrivals at Boston, both foreign and coastwise, for the past year, far exceed that of any former year. It will also be seen that the increase of exports at the port of Boston, the past year, is over 900,000 dollars.

PRINCIPAL Imports into Boston during the Year ending December 31, 1842.

COAL.	tons.	bushels.
Philadelphia	76,604	..
Rondout	8,917	..
Kingston	2,485	..
Havre-de-Grace	1,561	..
Other places	700	121,800
Total	90,276	121,800
In 1841	110,932	124,041
1840	73,847	92,370

	tons.	chaldrons.
Liverpool	2,070	..
Newcastle	7,518	1,288
Hull	690	..
Glasgow	666	..
London	70	..
Other places	..	17,172
Total	11,014	18,450
In 1841	12,754	27,187
1840	9,110	25,753

COFFEE.	lbs.
Holland	254,000
Batavia	2,930,727
Surinam	47,418
Hayti	6,157,100
St. Thomas	151,498
Cuba	2,157,358
Porto Rico	345,043
Porto Cabello	2,052,370
Manilla	271 506
Brazil	3,031,930
Africa	13,350
Total	18 608,640
Same period for 1841	12,245,390

COTTON.	bales.
New Orleans	56 343
Mobile	19,204
Charleston	19,586
Savannah	11 334
Florida	11,201
Other places	2,002
Total	119,670
In 1841	131,860
1840	138,709
1839	94,361

FLOUR.	barrels.
New York	140,739
Albany	90,248
Western Railroad	100,000
New Orleans	96,833
Fredericksburg	36,574
Georgetown	11,509
Alexandria	11,509
Richmond	8,014
Other Ports in Virginia	3,895
Philadelphia	53,481
Baltimore	46,744
Other places	3,092
Total	609,460
In 1841	574 233
1840	619,261
1839	451,667

GRAIN.	Corn.	Oats.
New Orleans ... bush.	466,566	12,559
North Carolina	50,268	
Fredericksburg	98 016	
Norfolk	83,861	
Rappahannock	59,180	
Other Ports in Virginia	50,367	1,623
Alexandria and Georgetown	24,161	500
Baltimore	324,482	38,254
Other Ports in Maryland	3,700	800
Philadelphia	343 715	92 072
Ports in Delaware	85,263	45,289
Ports in New Jersey	55,837	36,183
New York	167,222	94 381
Albany	14,690	49,172
Other Ports in New York	4,615	600
Ports in Connecticut		
Ports in Massachusetts	3,200	600
Ports in Maine		15,775
Ports in Nova Scotia		5,666
Total ... bush.	1,835,163	393,474

There were also received from New York 38,416 bushels of rye, and 77,523 bushels of shorts.

Years.	Total bushels.—	Corn.	Oats.	Rye.
In 1841		2,044,129	356,502	34,128
1840		1,868,431	437,948	48,026
1839		1,607,492	439,141	48,624
1838		1,574,038	443,657	102,473
1837		1,725,436	405,173	86,391

HIDES.	number.
Buenos Ayres and Monte Video	138,260
Rio Grande	23,235
Pernambuco	14 013
Para	9,968
Truxillo	13,318
St. Domingo	4 721
Porto Cabello and Laguayra	6 459
New South Wales	9 767
Valparaiso and Chili	21 398
Curacoa	7,178
Other places	17,970
Coastwise	78,948
Total	340,235
Calcutta Cow and Buffalo ... bales	4,235
In 1841 ... 432,481 „	396
1840 ... 205,909 „	3,552

MOLASSES	hhds.	trcs.	bbls.
Foreign	53,772	2,580	1,582
Coastwise	7,541	205	2,298
Total	61,313	2,785	3,880
In 1841 ... hhds. and trcs.			73,991
1840 ... do.			78,062

NAVAL STORES.	Turp.	Tar.
Washington, N.C. ... bbls.	16,049	3,491
Wilmington, „ ... do.	900	3,065
Newbern, „ ... do.	460	694
Other Ports in N. C. ... do.	2,201	978
Norfolk ... do.	....	1,909
Other places ... do.	....	774
Total ... bbls.	19,610	10,911
In 1841	28,078	17,899
1840	26,740	12,197

SPIRITS.	pkgs.	net gals.
1842 Foreign	2692	205,641
1841 „	4143	323,019
1840 „	4282	413,054
1839 „	5245	431,438
Deficiency compared with 1839	2553	225,797

	pkgs.	gallons.
Exported 1842, Foreign	122	7,737
„ „ Domestic	8,899	447,352
„ 1841, Foreign	4,143	323,019
„ „ Domestic	11,401	626,498
Falling off in the traffic during the past year	6,583	494 428

SUGARS.	lbs.
1842, Brown	29,541,675
„ White	8,69[illegible],237
1841, Brown	31,990,342
„ White	11,252,061
1840, Brown	29,978,674
„ White	9,704,821
Short imports compared with 1841:—	
Brown	2,448,667
White	2,256,824

WINES.	pkgs.	gallons.
1842	6,540	187,614½
1841	19,677	553,724
1840	12,460	374,476
Falling off in imports this year compared with 1841	13,137	366,110

None of the returns which we have been able to procure afford any information, as to the imports of manufactured goods, that is of the least value: for these we can only refer to the *detailed* accounts hereafter, for all the United States collectively.

TRADE OF BOSTON IN 1843.

IMPORTATIONS of Coffee into Boston, for the Year ending December 31, 1843.

COUNTRIES.	lbs.	COUNTRIES.	lbs.
Holland	147,000	Brazil	4,008,252
Batavia	234,466	Africa	77,256
Surinam	1,440	Chilian Ports	126,560
Hayti	8,441,931	Danish West Indies	575
Cuba	1,017,150	St. Thomas	15,100
Porto Rico	105,562		
Porto Cabello	1,726,068	Total, 1843	16,071,665
Manilla	170,405		
Imports for 1842			18,508,040
" 1841			12,245,390

The quantity of cotton received at the port of Boston, during the year ending December 31, 1843, is as follows :—

		bales.			bales.
From	New Orleans	73,022	From	Demerara	46
"	Mobile	24,428			
"	Charleston	16,739		Total	151,000
"	Savannah	15,565		In 1842	119,670
"	Florida	20,704		1841	131,860
"	New York	505		1840	138,709
"	Philadelphia	25		1839	94,361
"	North Carolina	17		1838	96,636
"	Virginia	10		1837	82,684
"	Maine	29			

The imports of hides, in 1843, were as follow :—

		hides.			hides.
From	Buenos Ayres and Monte Video	100,353	From	Sandwich islands	12,323
"	Para	1,154	"	Rio Janeiro	300
"	St. Domingo and Port au Prince	12,554	"	New Orleans	48,401
"	Chili	46,695	"	Mobile	6,105
"	Pernambuco	2,935	"	Savannah	6,061
"	Gonaives	628	"	Charleston	300
"	Porto Cabello and La Guayra	7,303	"	Florida	816
"	St. Thomas	1,211			
"	Curacoa	158			299,117
"	San Juan	6,175		Coastwise	11,690
"	Truxillo	5,530			
"	California	33,245		Total	310,807
"	Maracaibo	870			

ARRIVALS IN 1843.

Foreign—ships, 128 ; barques, 154 ; brigs, 508 ; schooners, 898. Coastwise—ships, 97 ; barques, 153 ; brigs, 664 ; schooners, 3915 ; sloops, 135. Total number of arrivals for the year 1843—ships, 225 ; barques, 307 ; brigs, 1172 ; schooners, 4813 ; sloops, 135.

Of the above, 2 ships, 5 barques, 100 brigs, 750 schooners, were British ; 2 barques, 2 brigs, Sicilian ; 2 brigs Russian ; 1 brig French ; 1 brig Spanish ; 1 brig Bremen. The remainder were American.

CLEARANCES IN 1843.

Foreign—ships, 77 ; barques, 146 ; brigs, 481 ; schooners, 885. Coastwise—ships, 156 ; barques, 163 ; brigs, 544 ; schooners, 1545 ; sloops, 76. Total number of clearances for the year 1843—ships, 233 ; barques, 309 ; brigs, 1025 ; schooners, 2430 ; sloops, 76.

Of the above, 2 ships, 5 barques, 103 brigs, 745 schooners, were British ; 2 barques, 2 brigs, Sicilian ; 1 barque, 1 brig, Swedish ; 2 brigs, Russian ; 1 brig, French ; 1 brig, Spanish ; 1 brig, Bremen, and the remainder American.

The above are exclusive of a large number of wood-coasters, and vessels sailing under licences, and which neither enter nor clear at the custom-house. The disparity between the arrivals and clearances is owing to this fact. A great number of vessels arrive which do not clear at the custom-house before sailing.

During the year, the royal mail steamships Caledonia and Acadia, running between Boston and Liverpool, have entered and cleared at the custom-house five times each. The Hibernia has entered five, and cleared four times. The Britannia has entered and cleared

three times. The Columbia entered and cleared twice, and was lost on her passage to Halifax, July 2d.

There have also been in port during the year (having arrived from foreign ports), British steamship North America, steamers Portland and Penobscot, her Britannic Majesty's surveying steamship Columbia, and her Britannic Majesty's frigate Spartan. Also, a number of vessels belonging to the United States navy.

The following statements exhibit the imports into Boston of some of the principal articles of Merchandise during the year 1843, commencing on the 1st of January, and ending on the 31st of December :—

IMPORTS of United States Coal into Boston.

Year.	tons.	bushels.	Year.	tons.	bushels.
1843	117,451	150,813	1839	90,485	144,475
1842	90,276	121,800	1838	71,364	107,645
1841	110,932	124,041	1837	80,557	109,275
1840	73,847	92,370			

Of imports for 1843, there were received from Philadelphia, 103,295 ; Rondout, 8601; Havre de Grace, 1638 ; Rhode Island, 1564 ; other places, 2353 tons of coal.

IMPORTS of Foreign Coal.

Year.	tons.	chaldrons.	Year.	tons.	chaldrons.
1843	5,050	17,800	1839	5,880	26,277
1842	11,014	18,460	1838	10,344	16,661
1841	12,754	27,187	1837	11,873	29,691
1840	9,110	25,753			

The foreign coal has been imported principally from Liverpool, Newcastle, Cardiff, Sidney, Pictou, &c.

The Quantity of Corn, Oats, Rye, and Shorts, received at the Port of Boston, from different places, in 1843, and total of each year, from 1837 to 1843, was as follows :—

FROM	Corn.	Oats.	Rye.	Shorts.
	bushels.	bushels.	bushels.	bushels.
New Orleans	399 750	5,321	1,092	
Mobile	1,192			
Elizabeth city	13,097			
Fredericksburg	92,380			
Rappahannock	19,400			
Alexandria	30,373			
Georgetown	15,780			
Other ports in Virginia	12,833			
Baltimore	378,839	57,809	2,721	742
Ports in Delaware	65,510	13,250		
Philadelphia	298,841	33,392	5,559	
Salem, New Jersey	40,165	10,943	300	
New York	137,726	153,573	8,050	18,220
Albany	13,816	34,624	300	19,439
Other ports in New York	12,600	15,350	1,050	
Western railroad	8,004	109 040	6,881	1,450
Ports in Connecticut	....	400	....	900
Maine	....	34,250		
Nova Scotia	....	80		
Total 1843	1,540,306	468,032	25,953	40,751
„ 1842	1,835,163	393,474	39,122	91,723
„ 1841	2,044,129	356,502	34,128	44,047
„ 1840	1,868,431	437,948	48,026	57,037
„ 1839	1,607,492	439,141	48,624	52,755
„ 1838	1,574,038	443,657	102,473	49,082
„ 1837	1,725,436	405.173	86,391	48,684

The total quantity of flour received at the port of Boston for each year, from 1837 to 1843, ending 31st of December, was as follows :—

Year.	barrels.	Year.	barrels.
1843	610,064	1839	451,667
1842	609,460	1838	379,704
1841	574,223	1837	423,246
1840	619,261		

RECEIPTS of Flour into Boston, by the Western Railroad.

1843 Months.	brls.	half brls.	1842 Months.	brls.	half brls.
January	1,247	64	January		
February	318	46	February		
March	1,652	208	March		
April	995	68	April	199	
May	11,628	783	May	4,152	144
June	4,792	325	June	3,860	
July	11,358	167	July	6,973	32
August	7,859	148	August	4,782	69
September	10,171	263	September	21,048	258
October	32,374	412	October	30,088	632
November	32,815	1171	November	15,867	390
December	6,395	209	December	1,116	11
	121,604	3924		87,085	1536
Halves equal to	1,962		Halves equal to	768	
	123,566 brls.			87,853 brls.	

1843	123,566	barrels.
1842	87,853	,,
Total	211,419	,,

The imports of molasses into Boston, in hogsheads, were—

Years.	hhds.	Years.	hhds.
1838	65,660	1841	78,062
1839	72,267	1842	73 991
1840	79,546	1843	63,675

The imports of spirits during the year ending December 31, 1843, have been—

	1,559	packages, containing	129,348	gallons.
Same period, 1842	2,692	,,	205,641	,,
,, 1841	4,143	,,	323,019	,,
,, 1840	4,282	,,	413,654	,,
,, 1839	5,245	,,	431,438	,,
Deficiency compared with 1839	3,686	,,	302,090	,,
Foreign spirits exported 1843	60	,,	4 970	,,
Domestic ,, 1843	6,033	,,	273 758	,,
Foreign ,, 1842	122	,,	7 737	,,
Domestic ,, 1842	8,899	,,	447,352	,,
Foreign ,, 1841	4,143	,,	323,019	,,
Domestic ,, 1841	11,461	,,	626,498	,,

Compared with 1841, there is a falling off in the traffic 10,511 packages, equal to 670,789 gallons.

The importation of sugar into the port of Boston, for the year ending December 31, 1843, has been as follows:—

Countries.	lbs. brown.	lbs. white.
Cuba	17,552,954	1,131,731
Manilla	4,295,123	294
Dutch West Indies	18,905	
Spanish West Indies	1,504,221	
British East Indies	200	
Brazilian ports	8 007	920
Danish West Indies	250,360	
British American Colonies	15,518	9,459
South Seas	9,817	
Total	23,655,165	1,142,404
,, 1842	29,541,675	8,695,237
,, 1841	31,990,342	11,252,061
,, 1840	29,978,674	9,704,821
English refined, imported in 1843		223,467

The tonnage belonging to the citizens of Boston is not confined to her own port, but it is well known that one-third of the commerce of New York, from the year 1839 to 1842, was carried on either upon Massachusetts account, or in Massachusetts vessels; and the ships of Massachusetts also carry on a considerable portion of the trade of New York, particularly with the East India trade. From the report of the secretary of the treasury, Mr. Spencer, it appears that the tonnage of Boston, during the year ending the 30th of September, 1842, was as follows:—

Registered tonnage, 157,116.70-95ths; enrolled and licensed tonnage, 36,385.48-95ths: the total tonnage being 193,502.23-95ths. There were also thirty-eight vessels built within that year.

"The principal exports of domestic, or coarse woven cottons from the port of Boston, are to the East Indies, the West Indies, Mexico, South America, Turkey, Smyrna, Central America, Hayti, the South Pacific, Canton, and Honduras. Although a late exportation of cotton goods to Canton was attended with an alleged loss, still that particular consignment is stated to have been made with but little care, as the goods were of inferior quality. In order to supply the manufactures of cotton goods, within the vicinity of Boston, the great bulk of the cotton to be worked up in those establishments must be carried into her own port. As the cotton thus imported is distributed into the interior by railroad and other conveyances, and as it is nearly all consumed in the neighbouring factories, the increase of manufactures may be judged from the following returns:—

IMPORTATION of Cotton into Boston, for Fourteen Years.

YEARS.	From New Orleans.	From Charleston.	From Savannah.	From Mobile.	From Florida.	From Natchez.
	bales.	bales.	bales.	bales.	bales.	bales.
1830	20,609	8,605	9,176	3,995	70	
1831	30,306	7,159	5,668	6,055	479	
1832	25,693	15,470	9,916	7,213	58	
1833	29,301	8,761	6,699	5,781	106	
1834	27,342	14,474	6,648	9,593	41	
1835	43,259	13,453	6,794	14,019	868	
1836	37,908	17,868	8,879	12,680	2,813	
1837	39,523	18,835	10,922	7,973	3,633	
1838	44,523	14,821	11,123	7,821	10,313	2,637
1839	48,103	9,340	6,306	14,593	9,186	3,798
1840	65,070	22,889	9,137	19,944	14,499	3,278
1841	72,966	12,228	5,721	28,100	10,466	950
1842	56,343	19,586	11,334	19,204	11,201	253
1843	73,022	16,739	15,565	24,861	20,704	
Total	613,968	200,237	123,888	181,832	84,437	10,916

YEARS.	From New York.	From North Carolina.	From Virginia.	From Philadelphia.	From Baltimore.	From other places.	TOTAL.
	bales.	bales.	bales.	bales.	bales.	bales.	bales.
1830	1,664	1202	272	345	..	265	46,203
1831	978	1978	660	171	..	347	53,810
1832	679	467	279	..	23	213	60,011
1833	1,584	1231	..	253	99	324	54,139
1834	1,759	199	217	..	18	21	60,312
1835	1,596	404	74	..	..	172	80,709
1836	1,984	369	194	15	..	175	82,885
1837	1,116	128	90	46	20	368	82,684
1838	4,383	115	344	9	21	528	96,636
1839	2,926	38	112	..	..	50	94,361
1840	3,296	38	118	183	..	257	138,709
1841	495	33	2	162	45	692	131,860
1842	891	42	50	274	76	416	119,670
1843	505	17	10	25	1	74	151,523
Total	23,795	6331	2422	1483	303	3900	1,253,512

"This trade in cotton forms, by railway and canal, the chief source of the trade between Boston and Lowell.

"Another important source from which the commerce of Boston is derived, and, indeed, the branch of commerce in which the state of Massachusetts takes the lead, is the fisheries. This fact is owing to the circumstance of its proximity to the fishing grounds of the northern part of our coast, the banks of Newfoundland, and other fishing stations. The populous towns that are scattered along the neighbouring coast, from its port to Cape Cod, and the mouth of the Penobscot, have each a large number of vessels employed in the cod, herring, and mackerel fisheries; and these fishing vessels sail from those ports to the various fishing stations, not only upon our own coast, but even to the banks of Newfoundland, returning to pour into the port of Boston the products of this most important branch of our maritime enterprise. From the port of Boston, the products of the cod, the herring, and the mackerel fishery, are distributed not only into various parts of the interior, but coastwise to the prominent ports of the frontier, even to the mouth of the Mississippi, a considerable portion being exported abroad."—*Lanman's Commerce of Boston.*

Of the 773,947 quintals of smoked and dried fish, the total product of the union, the state of Massachusetts furnished 389,715 quintals. Of the total product of 472,359 barrels of pickled fish, the total product of the United States, Massachusetts furnished 124,755 barrels. Of the 4,764,708 gallons of spermaceti oil, the product of the United States, Massachusetts supplied 3,630,973 gallons; and of the whale and fish oils furnished by the United States, and amounting to 7,536,778 gallons, Massachusetts alone contributed 3,364,725 gallons. A more prominent fact may be stated, that, of the 16,429,623 dollars, the capital invested throughout the United States in the fisheries, Massachusetts alone supplies 11,725,850 dollars of that capital.—*Official Returns. Lanman.*

In the India trade Boston exceeds any other port of the United States. It appears that, during the year 1843, eight of the arrivals at the latter port consisted of ships belonging to Boston merchants, while others were freighted on Boston account. Eight vessels belonging to the port of Boston were cleared from the harbour of New York. The East India trade, formerly prosecuted to a considerable extent from the port of Salem, has been diverted to other ports, and Boston now holds the larger share. There were cleared from the port of Boston, for ports in the East Indies and ports beyond Cape Horn, during the year 1843, twenty-eight arrivals, from the following places: viz., eleven from Calcutta, nine from Manilla, two from Canton, one from Singapore, two from the Sandwich Islands, one from California, and two from Valparaiso. During the same year, there were cleared at Boston twelve vessels for Canton, fifteen for Calcutta, four for Sumatra, six for Manilla, two for Batavia, one for Singapore, four for the Sandwich Isles, one for Madras and Calcutta, one for Cape Town and Manilla, one for Hong-Kong (China), two for the northwest coast, viâ Europe, one for Cape Town and Calcutta, one for Cape Town, one for New South Wales and Manilla, seven for Valparaiso, one for Batavia and Manilla, one for Batavia and Canton, two for California, one for Sumatra, viâ Amsterdam, one for Monte Video and Batavia, and one for Manilla and Mauritius, the total number of clearances to those ports being sixty-six.—*Lanman.*

The first export of cotton goods to China was made in 1827, and it consisted chiefly of yarn, amounting in value to about 9000 or 10,000 dollars, since which time the trade has gradually increased. As late as 1841, it amounted to 173,775 dollars, the succeeding year it had advanced to the value of 497,318 dollars, and in 1843 it was estimated in Boston that it had reached 2,000,000 dollars during that year. From returns now before us, it appears that, in 1842, there were exported from the United States to China, goods to the value of 737,509 dollars, much the greater part of which consisted in the product of the cotton manufactures, it comprising nearly one-half of the total export. The imports during that year amounted in value to 8,790,735 dollars. They consisted of teas, coffee, and other articles, the balance of the trade with that government during the year being a little more than 8,000,000 dollars. The principal imports of China to this country, are tea, silks, and nankeens.—*Lanman. Official Returns, &c.*

Lowell is situated twenty-five miles north-north-west from Boston, on the south side of the Merrimac, below Pawtucket falls, and where the Concord joins the former river. In 1820, its population was under 200 inhabitants; value of the property about 100,000 dollars; in 1826, incorporated as a town; and, in 1836, as a city; population, in 1830, 6474; in 1840, 20,796; in assessed value of property, 12,400,000 dollars. The natural water power is great, and is extended by a canal sixty feet wide, eight feet deep, and a mile and a half long, from Pawtucket falls to Concord river. From the main canal the water is carried off, by lateral ones, to the mills. "The whole fall for this extent of the Merrimac is thirty feet, and the quantity of water never falls short of 2000 cubic feet per second, and is very rarely so low as that. This quantity of water is estimated to move 286,000 spindles, with all the preparatory machinery. There is, therefore, an unimproved water power at this place, sufficient to carry eleven mills of the usual size, making the whole number of mills thirty-nine, when all the water is improved."

The Merrimac corporation owns the Pawtucket canal, which supplies all the water power, and have purchased all the lands adjoining the river on both sides of the falls. The company is *landlord* and *grantor* of nearly all the other corporations. They have an extensive machine shop, of brick, five stories high, and 250 feet long; an iron foundry, a saw mill, a planing machine, with ample workshops, furnaces, and outbuildings. "They

give constant employment to the most skilful mechanics, who manufacture the machinery for the mills, and cars and locomotives for railroads, which are sent to every part of the union. When a new company is formed, it contracts with the Proprietors of Locks and Canals, for land and for water power, sufficient to drive the contemplated number of spindles; for which an annual rent is paid. They then contract with the proprietors to erect the desired number of mills, and to fill them with machinery ready for running; and to erect counting-houses, warehouses, and boarding-houses, sufficient for all operatives to be employed in the mills. For the whole, a gross sum is paid; and the new company has little concern in the matter, excepting to see that every thing is done according to contract, until the first mill is ready to run. This arrangement is found advantageous to both parties. The machine shop can furnish machinery complete for a mill of 5000 spindles, in four months. All the mills, warehouses, counting-houses, and boarding-houses, excepting the boarding-houses of the oldest company, are of brick, neatly and substantially built, and are about 157 feet long, forty-five feet broad, and from four to seven stories high. These works were founded, and are still maintained, by the capitalists of Boston.

"Eleven incorporated manufacturing companies in this city, with an aggregate capital of 10,500,000 dollars, are supplied with water by the Pawtucket canal, from the original company, above named. The whole number of mills which belong to the eleven corporations, exclusive of print works, is thirty-two; the number of spindles, 166,044; and 5183 looms. Females employed, 6430; males, 2077. Very few children are employed, probably not 200, under fifteen years of age. The companies produce 58,263,000 yards of cloth annually. They consume 19,255,000 pounds of cotton, or 53,340 bales a year. Two companies have print works and dye houses, and together produce 13,780,000 yards of dyed and printed cloth annually.

"The goods manufactured at Lowell are sheetings, flannels, drillings, prints, shirtings, negro-cloth, carpets, rugs, broadcloths, waterproof woollens, and cassimeres.

"For manufacturing purposes, 200 chaldrons of smiths' coal are consumed in a year; 11,460 tons of anthracite coal; 500,000 bushels of charcoal; 3510 cords of wood; 3000 barrels of flour for starch; 600,000 pounds of starch; 65,289 gallons of oil, of which 5000 gallons are olive oil.

"Besides the above-named companies, there are in the city, the Lowell Bleachery, with a capital of 50,000 dollars; Whitney Mills, capital 100,000 dollars, for the manufacture of milled blankets; and extensive powder mills, which make superior gunpowder. There are also various mills and manufactories, owned by individuals. New companies and manufactories are continually springing up; and much water power is unimproved.

"The average wages of female operatives, exclusive of board, is two dollars a week, but some of them earn double that; the males, on an average, earn eighty cents a day, exclusive of board. All the corporations and private companies pay off their hands once a month, but on different days. The whole amount of wages paid to operatives in each month, is 160,000 dollars on an average; a very considerable portion of which is deposited by the receivers in the 'Lowell Savings' Institution.'"—*U. S. Gaz.*, 1844.

The following statistics of the manufactures of Lowell, on the 1st of January, 1844, are compiled, by Mr. Lanman, from authentic sources. There are eleven companies or corporations: viz., the Lock and Canal, Merrimac, Hamilton, Appleton, Lowell, Middlesex, Suffolk, Tremont, Lawrence, Boot, and Massachusetts. We give statistics of each company as follows:—

Lock and Canal, incorporated 1792, commenced operations 1822, capital stock, 600,000 dollars; has two shops, smithey and furnace; employs 500 males; manufactures 1225 tons of wrought and cast iron per annum, consisting of machinery, railroad cars, and engines; and consumes 15,000 bushels of charcoal, 200 chaldrons of smiths' coal, 400 tons of hard, 200 cords of wood, and 2300 gallons of oil per annum.

Merrimac, incorporated in 1822, commenced operations in 1823, capital stock, 2,000,0000 dollars; has five mills and print-works, 40,384 spindles, and 1300 looms; employs 1250 females, and 550 males; makes 250,000 yards of cotton per week, and uses 150 bales of cotton in the same time, or 56,000 lbs.; yards dyed and printed, 210,000. The kind of goods manufactured by this company are prints and shectings, No. 22 to 40.

Consumes per annum, of anthracite coal, 5000 tons; of wood, 200 cords; of oil, 13,000 gallons.

Hamilton, incorporated in 1825, commenced operations same year, capital stock, 1,000,000 dollars; has three mills and print-works, 21,248 spindles, and 590 looms; employs 650 females, and 250 males; makes 100,000 yards per week; uses 100 bales, or 42,000 lbs.; prints and dyes 63,000 yards. The kind of goods manufactured are prints, flannels, sheetings, &c., from Nos. 14 to 20. Consumes 3000 tons of anthracite coal, 500 cords of wood, and 6500 gallons of oil.

Appleton, incorporated in 1828, commenced operations the same year, with a capital of 600,000 dollars; has two mills, 11,776 spindles, and 400 looms; employs 340 females, and sixty-five males; manufactures 100,000 yards per week; uses ninety bales of cotton, or 36,000 lbs. The kind of goods manufactured by this company are sheetings and shirtings. Consumes 300 tons of anthracite coal, and 3440 gallons of oil.

Lowell, incorporated in 1828, commenced operations the same year, with a capital stock of 600,000 dollars; has two mills, one cotton and one carpet; has 6000 cotton spindles, besides wool; 152 cotton looms, fifty power carpet, and forty hand-looms; employs 400 females, and 200 males; manufactures per week 2500 yards; carpets, 150; rugs, 85,000; uses 110 bales, and 40,000 lbs. of cotton wrought per week. The kind of goods manufactured are carpets, rugs, and negro cloth Consumes 500 tons of anthracite coal, 500 cords of wood, 4000 gallons of olive oil, and 4000 gallons of sperm oil per annum.

Middlesex, incorporated in 1830, commenced operations the same year, capital stock, 750,000 dollars; has two mills, and two dye-houses; 7200 spindles; thirty-seven looms for broadcloth, and 122 for cassimere; employs 550 females, and 250 males; makes per week 9000 yards of cassimere, 1800 yards of broadcloth; consumes 1,000,000 lbs. wool, and 3,000,000 teasels; uses 600 tons of anthracite coal, and 1500 cords of wood; 15,000 gallons of lard oil, and 5000 gallons of sperm oil.

Suffolk, incorporated in 1830, and commenced operations in 1832; capital stock 600,000 dollars; has two mills, 11,776 spindles, and 352 looms; employs 340 females, and seventy males; makes 90,000 yards of drillings per week; uses ninety bales of cotton, or 32,000 lbs.; consumes 300 tons of anthracite coal, seventy cords of wood, and 3500 gallons of oil.

Tremont, incorporated in 1830, commenced operations in 1832; capital stock, 600,000 dollars; has two mills, 11,520 spindles, and 409 looms; employs 360 females, and seventy males; makes 115,000 yards of sheeting and shirting per week; consumes seventy-five bales, or 30,000 lbs. of cotton per week; uses 250 tons of anthracite coal, and sixty cords of wood per annum.

Lawrence, incorporated in 1830, and commenced operations in 1833; capital stock, 500,000 dollars; has five mills, 32,640 spindles, and 950 looms; employs 900 females, and 170 males; makes 210,000 yards per week, and consumes 180 bales, or 65,000 lbs. of cotton per week. The goods manufactured are printed cloths, sheetings and shirtings, Nos. 14 to 30. Consumes 650 tons of anthracite coal, 120 cords of wood, and 8217 gallons of oil per annum.

Boot, incorporated in 1835, commenced operations in 1836; capital stock, 1,200,000 dollars; has four mills, 31,524 spindles, and 910 looms; employs 780 females, and 130 males; makes 180,000 yards per week; uses 145 bales, or 59,000 lbs. of cotton per week. The goods made, are drillings, shirtings, and printed cloth. Consuming 750 tons of anthracite coal, seventy cords of wood, and 7100 gallons of oil per annum.

Massachusetts, incorporated in 1839, commenced operations in 1840; capital stock, 1,200,000 dollars; has four mills, 27,008 spindles, and 882 looms; employs 725 females, and 160 males; makes 260,000 yards per week, and consumes 200 bales, or 80,000 lbs. of cotton. The goods made are sheetings, shirtings, and drillings. Consumes 750 tons of anthracite coal, seventy cords of wood, and 7100 gallons of oil per annum.

Capital invested as above	dollars	10,650,000
Cloth, per annum	yards	74,141,600

Cotton consumed	lbs.	22,880,000
Assuming half to be upland, and half New Orleans and Alabama, the consumption in bales, 361 lbs. each is		58,240
A pound of cotton averages 3 1-5 yards.		
100 lbs. of cotton will produce 89 lbs. of cloth.		
Average wages of females, clear of board, per week	dollars	1 75
„ males, „ per day	do.	70
Medium produce of a loom, No. 14 yarn, per day	yards	44 to 45
„ „ „ 30 „	do.	30
Average per spindle, per day	do.	1 to 1-10
Average amount of wages paid, per month	dollars	150,000
Consumption of starch per annum	lbs.	800,000
Consumption of flour for starch in mills, print-works, and bleachery per annum	barrels	4,000
Consumption of charcoal per annum	bushels	600,000

The Lock and Canal machine shop, included among the thirty-three mills, can furnish machinery complete for a mill of 5000 spindles in four months; and lumber and materials are always at command, with which to build or rebuild a mill in that time, if required. When building mills, the Lock and Canal Company employ, directly and indirectly, from 1000 to 1200 hands.

To the above-named principal establishments, may be added the Lowell Water-Proofing, connected with the Middlesex Manufacturing Company; the extensive powder-mills of O. M. Whipple, Esq.; the Lowell Bleachery, with a capital of 50,000 dollars; flannel-mill, blanket-mill, batting-mill, paper-mill, card and whip factory, planing-machine, reed-machine, foundry, grist and saw-mills; together employing about 500 hands, and a capital of 500,000 dollars.—*Lanman, &c.*

"A railroad from Lowell to Boston, twenty-six miles, was completed in 1835, which is very thoroughly constructed. Andover Branch railroad extends from it, ten miles from the city, and goes to Dover, New Hampshire. The Lowell and Nashua railroad extends nine miles to New Hampshire line. The Merrimac canal leaves the Merrimac, two miles above Lowell, and proceeds to Boston harbour.

"Among the literary institutions, the Lyceum, for procuring courses of lectures, and for debate, has existed a number of years; and more recently, the Lowell Institute has been formed, for similar purposes. But the most remarkable institution is the Mechanics' Association, formed by intelligent mechanics, and incorporated many years ago. They have a costly brick edifice, called Mechanics' Hall, which has a fine lecture-room, in which courses are annually delivered, together with a handsome library, and an extensive reading-room, which is always open, and a fine mineralogical cabinet.

"The citizens of Lowell have taken a great interest in the cause of education. The whole amount raised in 1840 for schools, by taxation, was 17,500 dollars. Besides this, the city erected an elegant edifice for a high school, which cost 28,000 dollars; and two houses for grammar schools, which cost together 30,000 dollars. There are twenty-nine public free schools. There are six grammar schools, besides the two above mentioned. About one eighth of the population is Catholic, but they have entered with spirit, into the business of education. The whole number of pupils in all the schools is over 4000.

"There are two newspapers in the place, each published tri-weekly; two weekly papers from the same offices, and three other weekly papers devoted to religion and literature. A magazine, called 'The Offering,' is issued, consisting of original communications, chiefly by the young ladies in the factories, under the general superintendence of a clergyman, which is very respectable.

"There are fifteen congregations with settled ministers, and several others which constantly worship in halls, and the churches are well attended. It is abundantly proved by this splendid model of American manufacturing cities, that this employment has no necessary tendency to depress the intellect, or to corrupt the morals.

"The Lowell Bank, with a capital of 250,000 dollars, was chartered in 1828. The Savings' Bank was chartered in 1829, and has its office at the Lowell Bank. The Railroad Bank was chartered in 1831, with a capital of 800,000 dollars, to facilitate the

financial affairs of the manufacturing companies, most of which pay their operatives in its bills.

"The territory of Lowell does not exceed two miles square. The Indian name of it was *Wamsit*, the seat of a tribe of *praying* Indians, at the breaking out of Philips' war, in 1765. It was named in honour of Francis C. Lowell, of Boston, distinguished for his efforts to introduce the cotton manufacture into the United States.

"That a place which, twenty years since, had not a 'local habitation, nor a name,' should have become the second place in population in Massachusetts, the fourteenth in the United States, larger than any city south of the Potomac, excepting Charleston and New Orleans, is proof of what manufactures, properly conducted, can accomplish. Nor have these manufacturers benefited themselves more than they have promoted the public interest. Cottons which, twenty years since, would have cost thirty cents a yard, can now be purchased for six cents; and such establishments as those at Lowell, have wrought this change."—*U. S. Gaz.*, 1844.

In 1840, there were 191 stores, capital 373,300 dollars; five lumber yards, capital 19,000 dollars; one furnace, capital 3500 dollars; four fulling mills, eight woollen factories, capital 551,300 dollars; twenty-six cotton factories, 166,000 spindles; three dyeing and printing establishments, total capital 8,000,000 dollars; three powder mills, capital 150,000 dollars; one paper factory, capital 8000 dollars; one flouring mill, three grist mills, one saw mill, capital 50,000 dollars; two printing offices, two binderies, three weekly newspapers, two semi-weekly newspapers, and one periodical, capital 10,000 dollars. Total capital in manufactures, 8,837,460 dollars.—*Official Returns to Congress.*

SALEM is situated in 42 deg. 34 min. north latitude, and 70 deg. 5 min. west longitude from Greenwich, and in 6 deg. east longitude from Washington. It is fourteen miles north-north-west from Boston, and 454 miles north-east from Washington. The population, in 1810, was 12,613; 1820, 12,731; 1830, 13,886; 1840, 15,082. Employed in commerce, 287; manufactures and trades, 1188; navigating the ocean, 1301; learned professions, &c., 52.

It stands chiefly on a tongue of land formed by two inlets of the sea, called North and South rivers: over the former there is a bridge, upwards of 1500 feet long, connecting it with Beverley. The harbour in South River has good anchorage ground, but vessels drawing more than twelve or fourteen feet of water are partly unloaded before they can come to the wharfs. The situation of Salem is low, but healthy. It is well built, and most of the houses which have been recently erected are of brick. The streets are irregular. In the northern part of the town there is a public square or common, containing about ten acres, surrounded by a public walk, ornamented with trees. An aqueduct supplies the city with excellent spring water. Salem was long the second town in New England in wealth, commerce, and population. Providence and Lowell now exceed it in population, and New Bedford in shipping. It was long pre-eminent for its East India trade, by which it was chiefly enriched; but this branch of commerce, though still carried on, is far less extensive than formerly. On a peninsula below the town are Fort Pickering and Fort Lee; and on Baker's Island there is a lighthouse. The tonnage of this port in 1840, was 37,020 tons.

The public buildings are, a court house, a gaol, an almshouse, a market house, an East India Marine Museum, a lyceum, &c. It has nine banks, with an aggregate capital of 2,000,000 dollars; six insurance companies, with a total capital of 950,000 dollars; a marine insurance company, and an institution for savings. There are two public libraries, an athenæum, containing 10,000 volumes, and a mechanics' library, containing 1200 volumes. There are sixteen churches—four Unitarian, four Congregational, two Baptist, one Episcopal, one Methodist, one Christian, one Roman Catholic, one Friends', and one Universalist.

There is a marine society, formed, in 1841, of those who, as captains or supercargoes, have doubled the Cape of Good Hope or Cape Horn, for the relief of the families of its members, and for advancing the knowledge necessary for the East India trade. It has a museum, consisting of curiosities collected from all parts of the world. To this museum strangers have free access, when introduced by a member.—*U. S. Gaz. Official Returns.*

There were, in 1840, forty-five commercial houses, eighty retail stores, with a capital

of 430,000 dollars; capital invested in the fisheries, 200,000 dollars; seventeen tanneries, capital 75,000 dollars; four distilleries, capital 35,000 dollars; paints, drugs, &c., capital 140,000 dollars; four rope walks, capital 83,000 dollars; two grist mills, two saw mills, capital 50,000 dollars; three printing offices, two weekly and two semi-weekly newspapers, capital 9000 dollars. Total capital in manufactures, 1,439,000 dollars. One academy, thirty-two students, seventy-seven schools, 2965 scholars.—*Official Returns.*

ANDOVER is on the south-west side of the Merrimac river, and is watered also by the Shawsheen. The streams furnish good water power, which is extensively employed in manufacturing. It had, in 1840, fourteen stores, capital 4700 dollars; five fulling mills, six woollen factories, one furnace, one tannery, three grist mills, five saw mills. Capital in manufactures, 417,700 dollars. The south village contains five churches—one Congregational, one Episcopal, one Baptist, one Universalist, and one Methodist; a bank, a savings' institution, an insurance office, Philips' Academy, and the Andover Theological Seminary. Philips' Academy was founded in 1788, by the Hon. Samuel and John Philips. It has funds to the amount of over 50,000 dollars. The number of students is limited to 130, which is its usual number, all of whom study the learned languages, under a principal and three assistants. The academic building is of brick, eighty feet by forty, on a range with the theological buildings, forty rods distant. This is the best endowed academy in the state.

The Andover Theological Seminary was founded in 1807, and opened in the autumn of 1808. The buildings consist of three dwelling-houses for professors, a steward's house, containing a dining-hall; and three public edifices of brick; Philips' Hall, ninety feet by forty, four stories, containing thirty-two rooms for students; Bartlet Chapel, ninety-four feet by forty, containing a chapel, library, and three lecture-rooms; and Bartlet Hall, 104 feet by forty, four stories, containing thirty-two suites of rooms for students. The institution is under a president and four professors: the associate professor of sacred literature, the Abbott professor of Christian theology, the Bartlet professor of sacred rhetoric, and the Brown professor of sacred rhetoric and ecclesiastical history. The students on entering are required to have a liberal education, and testimonials of good character and talents, and complete their course in three years. They are divided into the junior, middle, and senior classes. Tuition and room rent are free to all, and further aid is furnished to the indigent. A public examination and commencement are held on the fourth Wednesday of September. It has 142 students; 785 have completed their education here since its first establishment; and the libraries contain 17,500 volumes. The whole amount contributed by its donors is about 400,000 dollars. A seminary for teachers was founded in Andover in 1830, which gives a thorough education, and promises to be of great use in preparing competent teachers for schools. Manual labour is connected with the institution. Population, 1830, 4540; 1840, 5207.—*Official Returns. U. S. Gaz.*

ABINGTON had, in 1840, twenty stores, with a capital of 27,400 dollars; hardware and cutlery manufactories, 34,533 dollars; of leather, 621,100 dollars. It has one tannery, five grist mills, nine saw mills. Capital in manufactures, 163,650 dollars. Ten schools, 673 scholars. Population, 3214.—*Official Returns.*

ADAMS, is situated 132 miles north of Boston, on a branch of the Hoosack river, over a branch of which there is a natural bridge, sixty feet above the surface of the stream. This place consists of two villages, in both of which there were, in 1840, 3703 inhabitants; a bank, with a capital of 200,000 dollars; eighteen stores; fourteen cotton manufactories; with 18,320 spindles; one dyeing and printing establishment; value of cotton manufactures produced, 481,107 dollars; capital employed, 316,000 dollars; exclusive of 172,900 dollars capital employed in saw mills, leather, and other manufactories.—*Official Returns.*

AMESBURY, forty-four miles north-east of Boston, is situated on the north side of the Merrimac. A pond, covering about 1000 acres, ninety feet above tidewater, furnishes, by its outlet, extensive water power. Powow river runs through it, and furnishes mill seats. This river is navigable to the falls, and large ships are built here, and floated through the Merrimac to the ocean. There were in the township fifteen stores, capital 18,170 dollars; ten fulling mills, two woollen factories, three tanneries, one pottery, four grist mills, two saw mills. Capital in manufactures, 246,715 dollars. One academy, forty students, fifteen common schools, 646 scholars. Population, 2471.—*Official Returns.*

AMHERST, eighty-two miles west of Boston. Two branches of the Connecticut river furnish good water power. It had, in 1840, fourteen stores, capital 48,000 dollars; two woollen factories, one tannery, two grist mills, two saw mills. Capital in manufactures, 62,400 dollars. It was separated from Hadley, and incorporated in 1759. It is the seat of Amherst College, a flourishing institution, which was founded in 1821, and incorporated in 1825. It has a president and ten professors, or other instructors. The whole number of alumni is 613, of whom 137 have been ministers of the gospel. It has (1841) 157 students, and 15,000 volumes in its libraries. Its philosophical apparatus is very complete, and it has a fine cabinet of natural history, including mineralogy. The necessary expenses are from 113 dollars to 137 dollars annually. The rooms of indigent students are supplied with furniture. The commencement is on the fourth Wednesday of August. The buildings are convenient and commanding. The institution has been supported chiefly by private liberality. Amherst has two parishes, in each of which is a pleasant village and a Congregational church. It has one academy, eighty-seven students, eight schools, 586 scholars. Population, 2550.—*Official Returns. U. S. Gaz.*

ATHOL, sixty-nine miles west-north-west of Boston. Incorporated, 1762. It is watered by Miller's river, which affords an extensive water power. It has five stores, capital 20,000 dollars; one furnace, two tanneries, three grist mills, nine saw mills. Capital in manufactures, 48,625 dollars. Population, 1591.—*Official Returns.*

ATTLEBOROUGH, thirty miles south of Boston. Incorporated, 1694. Branches of the Pawtucket river pass through the township, and afford extensive water power. It has eight stores, six cotton factories, with 9846 spindles; value produced, 150,000 dollars; two grist mills, three saw mills, one button manufactory. Total capital in manufactures, 280,000 dollars. Population, 3585.—*Official Returns.*

BARNSTABLE, township and harbour, seventy-four miles from Boston, on the south side of Barnstable bay, within Cape Cod; tonnage of the port in 1840, 56,556. It has twenty-nine stores, and 57,000 dollars employed in the fisheries; and 30,050 dollars in salt and leather manufactories. Population of the township, which includes the best lands of Cape Cod, amounted, in 1840, to 4301 inhabitants. The harbour has only seven to eight feet of water over the bar.—*Official Returns.*

CAPE COD harbour, within Race point, and near Provincetown, is considered a harbour well adapted for shelter to vessels of the larger class. Among the documents which have been published by order of the Massachusetts house of representatives, is a map of the extremity of Cape Cod, including the towns of Provincetown and Truro, with a chart of the adjoining coast, and of Cape Cod harbour, from surveys and drawings made under the direction of Major J. D. Graham, of the United States topographical engineers. It is drawn on a scale of six inches to a mile, making a large map of four sheets. We find it stated in a note appended to the chart, that "this harbour affords every convenience as a watering station for shipping; the greatest abundance of pure fresh water being obtained in the village of Provincetown, from wells sunk in the sand." The inhabitants of Cape Cod and the whole of its bay, and the harbours along its external course, facing the Atlantic, are chiefly employed in the fisheries. The following, exclusive of Barnstable, are the most important places. First, within the bay:

PROVINCETOWN, by land 123 miles from Boston. Situated on the extreme north-west point of Cape Cod. The surface consists of beaches, sand hills, eight shallow ponds, and a number of swamps. The harbour within the curve of the cape is easy of access, spacious and safe, with a sufficient depth of water for the largest ships. The village is inhabited chiefly by fishermen, and the cod and mackerel fisheries employ about 1000 men and boys. The houses are chiefly on one street, two miles long, following the course of the beach. It contains three churches—one Congregational, one Methodist, and one Universalist. The soil is a loose sand. Salt is extensively manufactured, and there are many windmills to raise the water into vats for evaporation. Good water is obtained at a moderate depth, a little distance from the shore. There are in the town, fifteen stores, capital 30,100 dollars; two lumber yards, capital 3750 dollars. Capital in manufactures, 13,200 dollars. Population, 2122.—*Official Returns.*

TRURO, sixty-five miles by sea, and 112 miles by land, from Boston; has four places of worship; 1920 inhabitants, employed variously.

WELLFLEET has a tolerably good harbour within the bay, a scattered population of 2377 inhabitants, employed chiefly in the cod and mackerel fisheries, and in manufacturing salt. The principal village is surrounded by sand hills.

DENNIS has several vessels engaged in the fisheries and coasting trade; in 1840, capital in fisheries, 36,300 dollars. Population, 2942.

SANDWICH, situated on the isthmus of Cape Cod, between Buzzard's and Cape Cod bays. It is the most agricultural township in the county, with some light and unproductive land. It has a number of ponds, which afford fishing and fowling. Deer are still found in this vicinity. The principal village is situated on Cape Cod bay, and contains four churches—one Congregational, one Unitarian, one Methodist, and one Roman Catholic; and an academy, a large glass factory, and about 100 dwellings. There are, in other parts of the town, six other churches—four Methodist, one Congregational, and one Friends. A ship canal five miles long, through level ground, would connect Buzzard's and Cape Cod bays, and save the tedious navigation around the cape. A considerable quantity of salt is manufactured in this township. There were, in 1840, seventeen stores, capital 28,750 dollars; one tannery, one glasshouse, seven grist mills, one saw mill. Capital in manufactures, 283,350 dollars. Population, 3719.—*Official Returns. U. S. Gaz.*

SANDY RIVER, rises in Franklin county. The yards and buildings of the glass works cover six acres of ground. It employs 225 workmen, who, with their families, occupy sixty dwelling houses. The raw materials used per annum, are glass 600 tons; red lead, 700,000 lbs.; pearlash, 450,000 lbs.; saltpetre, 79,000 lbs. They consume 1100 cords of pine wood, 700 cords of oak wood, and 100,000 bushels of bituminous coals. Seventy tons of hay and straw are used in packing the glass. The value of glassware manufactured, is 300,000 dollars per annum; said to be superior to any in Europe. By the application of heated air from the steam engine, to pans containing sea water, they manufacture about 3000 bushels of salt per annum; and all the ashes are bleached, and the lye converted to potash. It is said, that the mere saving to the company, by this species of economy, which is carried through every department, is sufficient to pay a handsome dividend on the stock.—*Official Returns.*

The chief places within the district of Cape Cod, without the bay, are:

EASTHAM, population, in 1840, 9546; engaged chiefly in the fisheries and in making salt.

CHATHAM has a harbour within a bay formed by a long beach. In 1840, population, 2334; employed chiefly in fishing and making salt.

YARMOUTH, in 1840, population, 2534; employed in fisheries and salt works.

HYART'S PORT has a good harbour and a breakwater, constructed by the United States government.

BICESTER is a fishing town, with about 1600 inhabitants.

HANNAH.—In 1840, population engaged in making salt, and in the fisheries.

FALMOUTH, seventy-five miles south-by-east of Boston, is situated on the south-west point of Cape Cod, between Buzzard's bay and Vineyard sound. The soil is light, but the most fertile on the cape. It has several good harbours, of which the best is Wood's Hole, in the south-west part of the township, which has from three to six fathoms of water. Two small streams in the township afford water power. It has some manufactures, but more shipping: much of which is employed in the coasting trade and the fisheries. There were, in 1840, 38,180 bushels of salt produced, and 150,000 dollars invested in the fisheries; sixteen stores, capital 29,500 dollars; two lumber yards, capital 2500 dollars; two fulling mills, one woollen factory, one tannery, five grist mills. Capital in manufactures, 39,150 dollars. Population, 2071.—*U. S. Gaz. Official Returns.*

ORLEANS.—In 1840 the number of inhabitants was 1974, engaged chiefly in fisheries and salt-making.

The other principal places and towns in Massachusetts are—

BARRE, sixty-five miles west of Boston. In 1840, population, 2751. One cotton factory, 2500 spindles.

BEVERLY, sixteen miles north-east of Boston, lies north of Salem, to which it is connected by a bridge 1500 feet long. The inhabitants are chiefly employed in commerce and the fisheries, though they have also considerable manufactures. Incorporated in 1688.

The village has four churches—two Congregational, one Baptist, and one Unitarian; a bank, and an insurance office. There were, in 1840, in the township, one commercial house, capital 10,000 dollars; twenty-two stores, capital 43,000 dollars; one rope factory, two grist mills, one saw mill. Capital in manufactures, 38,500 dollars. Population, 4689.—*Official Returns.*

Bradford, thirty-five miles north of Boston, lies on the Merrimac river. The surface is uneven, but the soil is good. Johnson's creek affords water power. A bridge across the Merrimac, 650 feet long, connects this place with Haverhill. It has various manufactures, chiefly of boots and shoes. It had, in 1840, three churches—two Congregational and one Free; twelve stores, capital 13,500 dollars; four tanneries, two grist mills, one saw mill. Capital in manufactures, 76,000 dollars; 65,700 dollars of which is employed in leather manufactures. Population, 2222.—*Official Returns.*

Brookfield, sixty miles west of Boston, is a flourishing agricultural town, well adapted to grazing. It has seven stores, capital 16,700 dollars; one fulling mill, one tannery, one furnace, three grist mills, three saw mills, one printing office. Capital in manufactures, 24,150 dollars. Population, 2472.—*Official Returns.*

Belcherstown, seventy-eight miles west of Boston. Population, in 1840, 2554.

Braintree, fourteen miles south of Boston. Population, in 1840, 2168. It has some manufactures, and a coasting trade.

Bridgewater, twenty-five miles south-east of Boston. Population, in 1840, 2131.

Charlton, fifty-three miles south-west of Boston. Population, in 1840, 2117; had one cotton mill, 716 spindles, one fulling mill, eight stores, one tannery, seven grist mills, and ten saw mills.—*Official Returns.*

Canton, sixteen miles south-by-west of Boston. Population, in 1840, 1995. A railway passes through it, by a granite viaduct, sixty-seven feet high and 600 feet long, over one of its streams. Nine stores, three furnaces, five forges, two woollen factories, four cotton mills, with 1868 spindles.—*Official Returns.*

Danvers, sixteen miles north of Boston. The soil is fertile, and well cultivated. The principal village is a continuation of the streets of Salem, of which it is virtually a suburb. It contains three churches—one Congregational, one Unitarian, and one Universalist—and a little to the west is another Congregational church. There is another village further north, on the Beverly river, which contains a Congregational and a Baptist church. At this village ship building is a considerable business. Both these villages can be approached by vessels, and have considerable manufactures, and some trade. It has fifteen stores, capital 57,600 dollars; twenty-one tanneries, four potteries, one grist mill, one saw mill. Capital in manufactures, 362,800 dollars, principally in leather. Population, 5020.—*Official Returns. U. S. Gaz.*

Dartmouth, a seaport sixty-five miles south of Boston, on Buzzard's bay. In 1840, it had 4135 inhabitants, carries on a considerable whale fishery, and coasting trade, and has salt manufactories, ship yards, twelve stores, one woollen factory, three tanneries, one oil mill, five grist mills, and eight saw mills.—*Official Returns.*

Dracut, opposite to Lowell, on the Merrimac. Population, in 1840, 2188.

Duxbury, thirty-six miles south-south-east of Boston, on Massachusetts bay. Population, in 1840, 2798; had one woollen factory, one rope-walk, three tanneries, two grist mills, and six saw mills. Capital in manufactures, 95,800 dollars; twelve stores, capital 37,750 dollars.—*Official Returns.*

Easton, twenty-four miles south of Boston, is watered by two branches of the river Taunton. It had, in 1840, ten stores; five cotton factories, with 1996 spindles. Capital in manufactures, 57,500 dollars. Population, 2074.—*Official Returns.*

East Bridgewater, twenty-five miles south-east of Boston. It had, in 1840, seven stores, one furnace, two forges, one cotton factory, 904 spindles, three grist mills, seven saw mills. Capital in manufactures, 142,070 dollars. Population, 1950.—*Official Returns.*

Fair Haven, fifty-nine miles south-by-north of Boston, is situated opposite New Bedford, on Acushnell river, over which there is a bridge 3960 feet long. It has a whale fishery, bank, and insurance company. In 1841, it had thirty-one stores, one lumber yard, two woollen factories, two cotton factories with 1760 spindles.—*Official Returns.*

Fall River, fifty-one miles south of Boston, situated on both sides of Fall river, at its

entrance into Mount Hope bay, a branch of Narraganset bay. Fall river consists of the outlet of Watuppa pond, which is eleven miles long and one mile broad, two miles east of the town, and is an unfailing stream. It falls 140 feet within 100 rods, and affords great water power. The village contained, in 1840, eight churches—one Congregational, one Episcopal, one Christian, one Baptist, one Friends, one Methodist, one Unitarian, and one Roman Catholic; two banks and an insurance office. It has considerable shipping employed in the whale fishery. There were, in 1840, in the township, fifty-eight stores, capital 105,000 dollars; four lumber yards, capital 15,000 dollars; one furnace, one large iron works, two print works, six fulling mills, one woollen factory, nine cotton factories, 32,680 spindles, two tanneries, one pottery, two printing offices, two weekly newspapers, three grist mills, four saw mills. Capital in manufactures, 1,436,300 dollars. Population, 6738.—*U. S. Gaz.*

Frainingham, twenty-two miles south-west of Boston. In 1840, population, 3030. Capital in four woollen and other factories, 396,900 dollars.

Fitchburg, forty-six miles west-north-west of Boston, on a branch of the Nashua, which supplies plenty of water power. In 1840, it had seven stores, twelve fulling mills, two woollen factories, four cotton factories, with 3820 spindles; one tannery, three paper factories, two binderies, two planing mills, two grist mills, six saw mills. Population, 2604.—*Official Returns.*

Gloucester, a port of entry, thirty miles north-east of Boston; it has a fine harbour, open at all seasons of the year, and its inhabitants are extensively engaged in navigation and the fisheries. Tonnage, in 1840, 17,072 tons. On the south side of the peninsula, and on Thatcher's island, on the south-east, are two light-houses. A canal is cut across the isthmus which connects the cape with the main land. It had, in 1840, four commercial houses, capital, 107,000 dollars; thirty-two stores, capital 57,775 dollars; two lumber yards, capital 23,000 dollars; one printing office, one weekly, and one semi-weekly, newspaper, four grist mills, three saw mills. Capital in manufactures, 52,495 dollars. Population, 6350.—*Official Returns.*

Grafton, thirty-six miles south-west of Boston, watered by streams which afford water power. In 1840, it had six stores, four fulling mills, one woollen factory, five cotton mills, 22,930 spindles. Capital in manufactures, 130,400 dollars. Population, 2943.—*Official Returns.*

Great Barrington, 131 miles west of Boston. The Housatonic river flows through it. In 1840, it had seven stores, one furnace, one fulling mill, two woollen factories, three cotton mills, with 6094 spindles; two tanneries. Population, 2704.—*Official Returns.*

Groton, thirty-three miles north-west of Boston. Capital in manufactures, 18,000 dollars. In 1840, population, 2139.—*Official Returns.*

Haverhill, thirty-two miles north-by-west of Boston, opposite New Bedford, on the Merrimac, by which vessels of 100 tons ascend to the bridge. In 1840, it had thirty-one stores, two fulling mills, one woollen factory. Capital in manufactures, 345,450 dollars. Population, 4336.—*Official Returns.*

Hingham, fifteen miles south-east of Boston. Situated on the south side of Boston bay. It contains several churches, one of which was erected in 1680, and is still a substantial building, a bank, an insurance office, a savings' bank, and two academies. It has about eighty vessels employed in the fisheries and the coasting trade. Several packets communicate regularly with Boston, and a steamboat daily, in the summer season. It had, in 1840, thirty-two stores, capital 46,600 dollars; two lumber yards, capital 6000 dollars; one furnace, three tanneries, one printing office, one weekly newspaper, two grist mills, one saw mill, one oil mill. Capital in manufactures, 105,800 dollars. Population, 3564.—*U. S. Gaz.*

Hopkinton, twenty-nine miles west-south-west of Boston, watered by branches of Charles and Mill rivers, which afford water power. The Boston and Worcester railroad, and the Blackston canal, run near it. In 1840, it had seven stores, capital 15,100 dollars; three cotton factories, 3952 spindles, one tannery, four grist mills, five saw mills. Capital in manufactures, 127,400 dollars. Population, 2245.—*Official Returns.*

Ipswich, twenty-six miles north-east-by-north of Boston, is a port of entry, with a number of vessels engaged in the coasting trade and fisheries. In 1840, registered ton-

nage, 3739 tons; seven stores, one lumber yard, one fulling mill, two cotton mills, 2640 spindles. Capital in manufactures, 110,000 dollars. Population, 3000.—*Official Returns.*

LANCASTER, thirty-six miles west-by-north of Boston, on the river Nashua. In 1840, it had one woollen factory, two cotton mills. Capital in manufactures, 17,830 dollars. Population, 2019.—*Official Returns.*

LEOMINSTER, forty-four miles west-north-west of Boston. In 1840, capital in manufactures, 13,825 dollars. Population, 2069.

LEE, 128 miles west of Boston. In 1840, it had one cotton mill, 888 spindles, thirteen paper factories. Capital in manufactures, 267,528 dollars. Population, 2428.

MARBLEHEAD, is situated eighteen miles north-east of Boston, on a rocky point projecting three or four miles into Massachusetts bay. Its harbour is good, of easy access, and it has about 100 vessels employed in the fisheries and foreign coasting trade, estimated at 12,478 dollars. It had, in 1840, a population of 6575. Two banks, with a capital of 220,000 dollars; two insurance companies, capital 100,000 dollars; and twenty-nine stores.—*Official Returns.*

MARLBOROUGH, twenty-seven miles west of Boston. Population, 2101.

MEDWAY, twenty-eight miles south-west of Boston, watered by Charles river, which affords good water power. In 1840, the township contained eight stores, capital 12,850 dollars; six cotton factories, 2859 spindles, four grist mills, eight saw mills. Capital in manufactures, 86,800 dollars. Population, 2043.—*Official Returns.*

MENDON, thirty-three miles south-west of Boston. In 1840, it contained ten stores, five fulling mills, six cotton factories, 19,008 spindles. Capital in manufactures, 420,075 dollars.

METHUEN, twenty-six miles north-by-west of Boston. Situated on the north side of Merrimac river, watered also by Spicket river, which has a fall of thirty feet, two miles above its entrance into the Merrimac, affording extensive water power. In 1840, the township contained four stores, capital 15,000 dollars; two cotton factories, 4588 spindles, one tannery, two paper factories, two grist mills, two saw mills. Capital in manufactures, 260,500 dollars. Population, 2251.

MIDDLEBOROUGH, forty miles south-by-east of Boston. It has several ponds, the outlets of which afford extensive water power, and flow into Taunton river. In 1840, it had eight stores, capital 51,000 dollars; one fulling mill, two cotton factories, 2500 spindles, one furnace, two forges. Capital in manufactures, 122,000 dollars. Population, 5085.—*Official Returns.*

MILLBURY, forty-three miles west-by-south of Boston. In 1840, it had eleven fulling mills, five woollen factories, three cotton factories, with 4960 spindles. Capital in manufactures, 261,600 dollars. Population, 2171.—*Official Returns.*

MONSON, seventy-five miles south-west of Boston. Capital in manufactures, 16,903 dollars. Population, 2151.

NEW BEDFORD is a port of entry fifty-eight miles south of Boston, to which it is connected by railroad, in 41 deg. 38 min. 7 sec. north latitude, and 70 deg. 55 min. 49 sec. west longitude. Population, in 1820, 3947; 1830, 7592; 1840, 12,087. New Bedford is on an arm of the sea, which sets up from Buzzard's bay. The ground rises rapidly from the water, and gives the upper part of the town, which contains many handsome dwellings, a commanding situation. A bridge, near the centre of the place, connects it with Fairhaven. It contains a court house; four banks, capital 1,300,000 dollars; three insurance offices, capital 350,000 dollars, and a savings' institution; fourteen churches, one Baptist, three Congregational, one Episcopal, two Christian, one Friends, two Methodist, one Roman Catholic, one Unitarian, one Universalist, one Bethel, and one African. There are seventeen candle houses and oil manufactories. The harbour is safe and spacious. The surrounding country affords few exports, and the inhabitants and capital of the place are chiefly devoted to the whale fishery. Its tonnage, in 1840, was 89,089 tons, being the second district in this respect in the state. There were, in 1840, 174 stores, capital 482,350 dollars; six lumber yards, capital 34,800 dollars; capital employed in the fisheries, 4,512,000 dollars; salt produced, 13,100 bushels; three tanneries, four grist mills, two saw mills, one rope-walk, one paper factory, three printing offices, one bindery, two daily and two weekly newspapers. Capital in manufactures, 527,800 dollars. —*U. S. Gaz. Official Returns.*

The following table shows the number of ships, brigs, schooners, and sloops, together with the amount of tonnage belonging to the district of New Bedford, on the 30th of September in each year:

YEARS.	Ships.	Brigs.	Schooners	Sloops.	TOTAL.	Tonnage.
1822.....	53	11	48	124	236	
1832.....	154	33	49	108	347	69,524
1833.....	199	32	50	103	384	76,655
1834.....	194	24	49	79	366	75,607
1835.....	200	21	47	94	362	75,207
1836.....	217	17	51	85	370	80,475
1837.....	224	30	54	50	388	83,884
1838.....	225	27	57	71	380	85,400
1839.....	258	31	45	72	388	89,277

NEWBURY, situated on the south side of Merrimac river, is thirty-one miles from Boston. Population of the township in 1840, 3789. The surrounding country is well cultivated.

NEWBURYPORT, a port of entry, thirty-eight miles north-by-east of Boston, is beautifully situated on a gentle acclivity, on the south bank of the Merrimac river at its entrance into the Atlantic. It contains a territory of one mile square of excellent land. The streets are wide, intersecting each other at right angles, and it has a brick court house, a stone gaol, a custom house of rough granite, with a fine wrought Grecian Doric portico and pilastres on the sides, which cost 25,000 dollars; eight churches—two Presbyterian, one Congregational, one Independent, one Episcopal, one Baptist, and one Methodist; an academy, three banks, with a capital of 700,000 dollars, besides a bank for savings; three insurance companies, almshouse, and lyceum. In 1840, it had a population of 7161 inhabitants; fifteen commercial houses, capital 781,000 dollars; 116 stores, capital 225,000 dollars; four lumber yards, four cotton factories, with 17,736 spindles, two distilleries, three printing offices, one weekly, one semi-weekly, and one daily paper. Capital in manufactures, 647,800 dollars.—*Official Returns. U. S. Gaz.*

NORTH BRIDGEWATER is twenty-two miles south-by-east of Boston. Population, in 1840, 2615.

NORTHAMPTON, on the west bank of the Connecticut river. The public buildings are a court house, gaol, and five churches, some of which are spacious and handsome—two Congregational, one Baptist, one Episcopal, and one Unitarian, and a female seminary. The Round Hill School is a celebrated seminary, on the plan of a German gymnasium. There is a bank and an insurance company. A fine bridge, 1080 feet long, and twenty-six wide, supported on piers, some of them forty feet high from the bottom of the river, completed in 1826, connects this place with Hadley. A canal, which here joins the Connecticut river, connects Northampton with Newhaven county. Mount Tom, in this town, and Mount Holyoke on the opposite side of the river, are lofty summits, often visited for their commanding prospects. This stream passes through the centre of the town, which affords good water power. There were, in 1840, in the township, thirty-four stores, capital 125,700 dollars; two fulling mills, two woollen factories, capital 110,000 dollars; one tannery, one flouring mill, three grist mills, eleven saw mills, one paper factory, four printing offices, two binderies, three weekly papers. Capital in manufactures, 254,800 dollars; one academy, fifty-six students, twenty-one schools, 937 scholars. Population, in 1830, 3613; 1840, 3750.—*U. S. Gaz. Official Returns.*

PALMER, eighty-one miles west of Boston, on the Wore and Swift rivers. In 1840, there were 2139 inhabitants, eight stores, two cotton factories, 22,000 spindles, three grist mills, three saw mills. Capital in manufactures, 315,100 dollars.—*Official Returns.*

PITTSFIELD, 131 miles west of Boston; is drained by branches of the Housatonic river, which affords good water power. The railroad from Boston to Albany passes through it. Agriculture has been greatly improved in this township. The village near the centre is one of the largest and best built in the county. The houses are generally of wood, neatly painted white, and ornamented with shrubbery. It lies chiefly on two streets crossing each other at right angles, and has a central square of four acres, ornamented by a lofty elm tree in the middle, the remains of the original forest. It contains four churches—one Congregational, one Episcopal, one Baptist, and one Methodist; a bank, a printing

office, a male and a female academy, 350 dwellings, and 2500 inhabitants. The Berkshire Medical Institution, located here, was founded in 1823, has five professors, seventy-four students, 473 graduates; and the lectures commence on the first Thursday in September. It is connected with Williams' College, at Williamstown. There were, in 1840, in the township, one cotton factory, 1500 spindles, three tanneries, one brewery, one printing office, one weekly newspaper, two grist mills, eight saw mills. Capital in manufactures, 111,200 dollars. Population, 3747.

PLYMOUTH, thirty-eight miles south-east of Boston. The soil near the coast is generally good; the rest is barren, and still remains a forest, mostly pine, with some oak. The township is of great extent, and contains a large number of ponds. The village is pleasantly situated and well built, chiefly of wood. It contains a court house, gaol, six churches—two Congregational, one Unitarian, one Baptist, one Methodist, and one Universalist—two banks, an insurance company, and Pilgrim Hall. The harbour is spacious, but shallow, and about forty-five vessels are employed in the cod and mackerel fisheries, and others are employed in the West India and European trade. This is the oldest town in New England, and was settled on December 22, 1620, by 101 emigrants, who fled from religious persecution in England, first to Holland, and then to New England. The rock on which they landed was conveyed in 1774 to the centre of the town. The anniversary of the landing is celebrated annually; and for the accommodation of the pilgrim society, Pilgrim Hall, a neat building, has been erected. There are in the town forty-six stores, capital 76,000 dollars; five commercial houses, capital 138,000 dollars; four cotton factories, 40,004 spindles; one tannery, two printing offices, two weekly newspapers, four grist mills, one saw mill. Capital in manufactures, 265,400 dollars. Population, 5281.—*U. S. Gaz. Official Returns.*

MARTHA'S VINEYARD lies off the south shore of Massachusetts. It is twenty-one miles long, two to five broad; area about 120 square miles. The population are chiefly employed in the fisheries, carried on from its three small towns, viz., Roguntuo, population in 1840, 1736; Tesbury, 1520; Milmath, 702.—*Official Returns. U. S. Gaz.*

NANTUCKET ISLAND lies ten miles off Martha's Vineyard, and thirty miles south of Cape Cod, in the Atlantic ocean, and is fifteen miles long, with an average breadth of four miles, containing fifty square miles. Some of the soil is very productive, but most of it is sandy and sterile. The land is chiefly held in common, and a large number of sheep and cows are fed on the commons. The inhabitants are chiefly employed in navigation, and particularly in the whale fishery. The south part of the island is a plain, elevated not more than twenty-five feet above the level of the sea. On the north part the land rises in hills about forty feet high, but one peak is eighty feet high. With a few small adjoining islands, it constitutes Nantucket county. On the south-east of the island are Nantucket shoals, fifty miles long and forty-five broad, where numerous vessels have been wrecked. There were on the island, in 1840, neat cattle 528, sheep 7500, swine 278; wheat ninety-one bushels, produced Indian corn 521 bushels, barley 374 bushels, oats 354 bushels, potatoes 4525 bushels; thirty-three stores, capital 142,000 dollars. Capital invested in fisheries, 2,826,000 dollars; one fulling mill, two woollen factories, four rope factories, three grist mills, two printing offices, two weekly, one semi-weekly, newspapers. Capital in manufactures, 1,181,411 dollars; five academies, 630 students, twenty-eight schools, 2060 scholars. Population, 9012.—*U. S. Gaz. Official Returns.*

NANTUCKET, the capital of Nantucket county, is 119 miles south-south-east of Boston. It is situated on the north side of the island, at the bottom of a bay. It has an excellent harbour, which is nearly land-locked by two projecting points of beach, about three-fourths of a mile apart, on one of which, Brant Point, is a light-house. Nearly two miles north of the harbour there is a bar, with nine feet of water only in depth at low tide. About 150 vessels belong to the port. Tonnage, in 1840, 31,915 tons. Sir Isaac Coffin, of the British Navy, founded a naval academy here in 1827, called the Coffin School, and bequeathed 2500*l.* sterling to it. Most of the inhabitants were distantly related to him. There is a daily steamboat connexion with New Bedford.—*U. S. Gaz.*

The inhabitants of Nantucket have retained more than any others the manners and customs of the early New Englanders. A recent visiter informs a Boston editor, "that the first thing which strikes the traveller, is the appearance of pristine simplicity which the

town presents. With some few exceptions, the buildings are of wood, unpainted, covered with shingles instead of clapboards, bearing the marks of Time's antiquating finger, and constructed in a great variety of fashions, and facing all points of the compass.

"The fences made of rough boards, have, like the houses, grown venerably sombre from buffeting the elements, and the streets follow the track of the flocks, which, time out of mind, have made this island another Goshen.

"The nature of the soil renders it futile to do much for the improvement of the streets, without great expense, and hence, with the exception of a few, which are paved, they are composed of a deep sand, like the beach which surrounds the island.

"There are, however, some good and straight streets, and some edifices, public and private, which are very creditable to the taste and liberality of the inhabitants.

"They have ten houses for public worship, two belonging to the Quakers, and the remainder divided among the Methodists, Baptists, Calvinists, Unitarians, Episcopalians, &c.

"The sandy roads, in connexion with the quiet habits of the people, and the isolated situation of the territory, which prevents the passing through it of persons beyond its borders, render it perhaps the stillest region for its population in the country. Scarcely any sound is heard in most of its streets, by day or night, excepting the shrill voices of the juvenile venders of vegetables and fruit, as they thread the mazy avenues in the well-known vehicle of the island.

"This vehicle (a small green cart, with high sides, and generally without springs or mounting step) is dignified by the cognomen of *calash*, and is in almost universal use, for the various purposes of carrying produce, merchandise, or parties of pleasure; and maintains its respectability among the inhabitants generally, although the chaise is not unfrequently seen, and the *caryall* barouche, and coach even, are known there.

"But while few modern improvements have reached this island, there is one which redounds greatly to the credit of its people—I mean its schools. Since the Board of Education was established, and its gifted secretary has made his annual visit to the island, an impulse has been given to the subject of school instruction, which puts to the blush most of the large towns in continental Massachusetts.

"Grades of schools have been established, answering to English High Grammar, and Primary, with an additional one called *Introductory*, as preparatory to the primary department; and these are taught and managed by skilful and well-paid teachers of both sexes, in spacious, airy, light, well-ventilated buildings, admirably situated, and worthy to be models for other towns in the state. The principal of the High School receives a compensation of 1400 dollars per annum.

"The internal arrangements of his school are excellent, with the exception of the writing desks, which have horizontal tops, and, consequently, must endanger the health of the pupils, who stoop over them, for hours in the day, in performing their personal exercises. The orderly deportment and perfect decorum of the pupils of both sexes, found in these schools, are alike honourable to the teachers and the scholars, as well as delightful to the beholder.

"Besides its churches, public schools, &c., Nantucket has a very neat and commodious building for its Athenæum, containing an ample lecture-room, library, and museum.

"The library is select and sufficiently extensive for its present purposes, and contains many choice works, all kept in fine order.

"The contents of the several cabinets in the museum, are respectable for variety, and neatly and scientifically arranged—all indicating an enlightened taste in those who have them in charge."

By the last valuation, it was estimated that the property of the island amounted to 7,000,000 of dollars; 5,000,000 of which were owned by 121 persons; and the 2,000,000 by the remainder; there being between 9000 and 10,000 inhabitants.

"It would seem by this, that property is very unequally divided, which is doubtless the case; as one-half the taxable persons pay merely a poll-tax. Still, there is a remarkable degree of industry and contentment, very few paupers, (about eighty adults only) and a healthy state of public morals.

"The great ambition of most of the boys, is to arrive at the honour of harpooning a whale; and this they cherish from a very tender age; which often makes them impatient

of the restraints of the school-room, and they become as skilful boatmen at the age of ten or twelve, as the boys of the Sandwich islands.

"The great business and principal source of wealth of Nantucket (*See Fisheries*), is the whale fishery, which, in the great variety of labour it provides for, employs a large portion of the population; every department of industry and traffic, however, finds its votaries, who secure thereby a comfortable subsistence, and many do much more than this.

"Much of the soil is very thin, and sand is the principal element in it; still, there is not wanting excellent land for vines and fruits, for vegetables and grass. Several farms are cultivated, a few miles from town, which pay an annual clear profit of twenty per cent; and thus offer better encouragement to the agriculturist than almost any farms on the main. Would that more of the land was appropriated to similar objects, instead of being devoted (as a large share of the island is) to the purpose of a sheep pasture.

"In the ride to Siasconset, at the east end of the island, seven miles from town, (a summer retreat for many of the wealthy inhabitants) one is impressed with the peculiarity of the scene. A wide expanse of territory presents itself, with neither house, nor tree, nor fence, nor bush, within the reach of the eye; while the road, consisting of five or six pairs of parallel tracks, where wheels have left their marks in deep ruts, with the path for the horse in the centre, and ridges of grass rising up between, is the only guide to the little settlement. One stretches up the rock in vain to find some earthly boundary on either side. As at sea the ocean seems to touch the sky, so here the horizon is formed in almost every direction, by the meeting of the blue azure and the land.

"Passing Siasconset, the land appears better; there is at present, more verdure, and the sheep (a few only of which were found on our drive) were here numerous. The expediency of devoting so much territory to the use of the sheep may be called in question; as may also the humanity of the practice of leaving them exposed to the rigours of the climate, during the winter. It is said that the temperature of the island is, on an average, ten degrees lower in summer, and as many degrees higher in winter, than with us; still, in severe seasons, many of the sheep perish for lack of food and shelter. And seldom, if ever, are they fat enough to butcher; but, in this region of the woolly race, the inhabitants are dependent on their neighbours of the continent, for their supplies of mutton, while the land is, from year to year, becoming poorer and poorer, and the prospect is, that in no long time, it will be rendered wholly worthless, by the trampling browsing of its thousand tenants. Since the opening of the New Bedford railroad, and the connexion with it of the steamboat to Nantucket, the travel to the island has much increased."

Randolph is sixteen miles south of Boston. In 1840 there were in the township twenty stores, capital 96,400 dollars; one tannery, one grist mill, four saw mills. Capital in various manufactures, 235,985 dollars. Population, 3213.

Reading, twelve miles north of Boston. Population, in 1840, 2193; has numerous manufactures of boots, shoes, and house furniture.

Rehoboth, forty miles south by-west of Boston. It had, in 1840, five stores, capital 6600 dollars; two cotton factories, 1840 spindles; four grist mills, four saw mills. Capital in manufactures, 30,100 dollars. Population, 2169.

Rockport, thirty-two miles north-east of Boston, is a port for small vessels, and for the coasting trade and fishery. Population, 2650.

Rochester, fifty-four miles south-south-east of Boston. Population, in 1840, 3864; a good seaport, with ship yards and several large ships engaged in the whale fisheries. Salt is also made in this place.—*See Fisheries hereafter.*

Salisbury, forty-two miles north-north-east of Boston. The Atlantic bounds it on the east, the Merrimac river on the south, and the Powow river on the west. The railroad from Boston to Portsmouth passes through this township. There are in the township twenty-three stores, capital 13,650 dollars; sixteen fulling mills, three woollen factories, three tanneries, one printing office, one weekly newspaper, three grist mills, two saw mills. Capital in manufactures, 561,450 dollars. Population, 2739.

Scituate, twenty-six miles south-east-by-south of Boston. The harbour is small and of difficult access, but as many as thirty fishing and coasting vessels are owned here. The village contains about thirty dwellings. The township has sixteen stores, capital 16,900

dollars; nine grist mills, nine saw mills. Capital in manufactures, 50,400 dollars. Population, 3886.

SHEFFIELD, 138 miles west-south-west of Boston. It is the oldest township in the county, having been chartered in 1733, reduced to its present limits in 1761. In 1840 there were in the township eight stores, capital 22,000 dollars; two fulling mills, three tanneries, three distilleries, one grist mill, eight saw mills. Capital in manufactures, 10,000 dollars. Population, 2322.

SPRINGFIELD, on the east side of the Connecticut river, twenty-four miles north of Hartford, ninety-one west of Boston. Population, in 1830, 6784; 1840, 10,985. Watered by the Chickapee and Mill rivers. On the river are rich alluvial meadows. The main street extends along the river between two and three miles. The houses are well built. Springfield has a court house, gaol, seven places of worship, two banks, and the principal government manufactory of arms in the country. The armoury is situated on elevated ground, half a mile east of the village. The buildings stand on a large square, and consist of one brick edifice 240 feet by thirty-two, two stories high, occupied by lock filers, stockers, and finishers; a brick forging shop, 150 feet by thirty-two; a brick building, sixty feet by thirty-two, two stories high, the second story forming a spacious hall, devoted to religious worship; a brick building 100 feet by forty, and two stories high, used as a depository of arms, and numerous smaller stores and shops. The water works are situated on the Mill river, about one mile south of the armoury, on three different sites, called the Upper, Middle, and Lower Water shops, the whole comprising five workshops, twenty-eight forges, ten trip-hammers, eighteen water-wheels. The whole establishment employs from 240 to 250 workmen, who make about forty-five muskets daily. The muskets made on the old model cost, as stated by a correspondent of the *New York Journal of Commerce*, 11 dollars 70 cents, and that those on the new model would cost about two dollars more, or 53*s*. to 55*s*.; an enormous price compared with the cost of English muskets. The iron used (which is malleable) is obtained for the most part from the Salisbury mines in Connecticut; it is brought in bars three inches and three quarters wide, and three quarters of an inch thick, and eight or ten feet long, the length not being material. The gun stocks are manufactured from black walnut, obtained in Pennsylvania; it is purchased roughly sawed somewhat in the shape of a musket. The steel and many tools used in the workshops, are purchased chiefly in the city of New York: each part, of the musket, even to a screw, being made at the works. Many of the tools and much of the machinery are also made there, as the old decay, or as improvements are suggested. Most of the work of the stock is done by means of water power, and it comes from the machinery nearly ready to be united with the barrel. There were in Springfield, in 1840, sixty-eight stores, capital 250,000 dollars; value of machinery manufactured, 120,000 dollars; hardware and cutlery, 25,000 dollars; thirty cannon and 14,000 small arms; eight cotton factories, 43,700 spindles, capital 1,650,000 dollars; three tanneries, two breweries, three grist mills, three saw mills, four paper factories, seven printing offices, four weekly newspapers. Capital in manufactures, 2,631,500 dollars; three academies, 140 students, thirty-six schools, 1512 scholars.—*Official account.* At the mouth of the Chickapee river, where it enters the Connecticut, lies Chickapee, four miles north of Springfield, a manufacturing village in the township of Springfield, which has four cotton factories, one paper factory, 150 houses, and about 1200 inhabitants.

WEST SPRINGFIELD, ninety-three miles west of Boston. Bounded on the east by the Connecticut river, over which there is a bridge, connecting it with Springfield. It has spacious streets, bordered by lofty elms, and handsome buildings. The Boston and Albany railroad passes through it. In 1840, there were in the township ten stores, capital 20,700 dollars; one fulling mill, one cotton factory, 3400 spindles, twenty-seven schools, 791 scholars. Population, 3626.

SOUTHBRIDGE, sixty-one miles south-south-west of Boston. Population, in 1840, 2031; one woollen factory, eight cotton factories, 14,600 spindles; capital in manufactures, 160,875 dollars.

STURBRIDGE, sixty-one miles west-south-west of Boston. It had, in 1840, five stores, capital 14,000 dollars; one fulling mill, five cotton factories, 11,412 spindles; two tan-

neries, three grist mills, eight saw mills. Capital in manufactures, 138,300 dollars. Population, 2005.

SUTTON, forty-six miles west-by-south of Boston. It contained, in 1840, six stores, capital 10,800 dollars; one fulling mill, one woollen factory, four cotton factories, 6928 spindles. Population, 2370.

TAUNTON, thirty-two miles south of Boston. Population, in 1840, 7645. Situated on the Taunton river, navigable up to the town for small vessels; had one dyeing and one printing establishment, one fulling mill, six cotton factories, with 19,956 spindles; furnaces, forges, fabrics of hardware and cutlery, pottery, and paper. Capital in manufactures, 620,950 dollars.

UXBRIDGE, thirty-eight miles south-west of Boston. In 1840, population 2004; it had twelve fulling mills, five woollen factories, three cotton factories, 5500 spindles. Capital in manufactures, 163,000 dollars.

WATHOM, ten miles west of Boston. In 1840, population 2504; it had eleven cotton factories, with 11,000 spindles; and fabrics of wool, paper, &c. Capital in manufactures, 463,500 dollars.

WAREHAM, fifty-three miles south-south-east of Boston. In 1840, population 2005; had one cotton factory, and some other factories, with some shipping and trade.

WESTPORT, is fifty-nine miles south of Boston. In 1840, population 2820; it had then one cotton factory, 2000 spindles: and various small fabrics. Capital in manufactures, 19,600 dollars.

WESTFIELD, 100 miles west from Boston. In 1840, population 3526; it had one tannery, four powder factories, two paper factories. Capital in manufactures, 102,000 dollars.

WEYMOUTH, twelve miles south-south-east of Boston. In 1840, population 3738. Capital in various manufactures, 219,400 dollars.

WILLIAMSTOWN, 131 miles west-by-north of Boston. It is the seat of Williams College, founded in 1793, which has a president and seven professors or other instructors, 933 alumni, of whom 331 have been ministers of the gospel, 155 students, and 7500 volumes in its libraries. In 1840, there were in the township, seven stores, capital 24,000 dollars; one fulling mill, two cotton factories, 1788 spindles, two tanneries, two grist mills, five saw mills. Capital in manufactures, 49,700 dollars. Population, 2153.

WORCESTER, forty-two miles west-by-south of Boston. Population, in 1830, 4172; 1840, 7497. The surface of the township is agreeably diversified, and the soil is generally fertile and well cultivated. The village is one of the largest of the inland towns of New England. The houses, many of which are of brick, are chiefly on one broad street, a mile in length. It contains a court house, which cost 20,000 dollars, four banks, seven churches —three Congregational, one Unitarian, one Baptist, one Methodist, and one Roman Catholic; and the hall of the American Antiquarian Society, with a library of 6000 volumes of rare and valuable books, and a cabinet: the Massachusetts Lunatic Asylum is a spacious edifice. Worcester enjoys great facilities for communication and for trade. The Blackstone canal connects it with Providence. The railroad from Boston to Springfield and Albany passes through the place; and a railroad to Norwich, Connecticut, is connected with steamboats, forming a daily communication with New York, which renders Worcester one of the greatest thoroughfares in the country, and cannot but add to its growth and prosperity. It is surrounded by a fertile and well cultivated country. It had, in 1840, ninety stores, capital 413,000 dollars; machinery produced to the value of 90,000 dollars; one furnace, one woollen factory, capital 40,000 dollars; one cotton factory, 1672 spindles; two grist mills, two saw mills, two paper factories, four printing offices, four weekly newspapers, one periodical. Capital in manufactures, 400,000 dollars. Three academies, 120 students; thirty schools, 1488 scholars.

WRENTHAM, thirty-two miles south-south-west of Boston. In 1840, population 2915; four cotton factories, 3500 spindles. Capital in manufactures, 46,825 dollars.—*Official Returns, U. S. Gaz.*

The foregoing include all the principal seats of trade and manufacturing industry: being the object chiefly of this work in giving any account of towns.

V. RHODE ISLAND.

Rhode Island, originally called Rhode Island and Providence Plantations, is situated between 41 deg. 22 min., and 42 deg. 3 min. north latitude; and between 71 deg. 6 min., and 71 deg. 38 min. west longitude; and between 5 deg. 7 min., and 5 deg. 54 min. east from Washington. It is the smallest of the United States, being only about forty-nine miles long, and twenty-nine broad, containing an area of 1360 square miles: of which Narraganset bay occupies 130 square miles.

The number of inhabitants in 1790, was 58,825; in 1800, 69,122; in 1810, 76,931; in 1820, 83,059; in 1830, 97,212; in 1840, 108,830. Of these, 51,362 were white males; 54,225 white females; coloured free males, 1413; coloured females, 1825. Employed in agriculture, 16,617; in commerce, 1348; manufactures and trades, 21,271; navigating the ocean, 1717; learned professions, &c., 457.

This state is divided into five counties, which, with their population, in 1840, and their capitals, were as follows: Providence, 58,073, C. Providence; Newport, 16,874, C. Newport; Bristol, 6476, C. Bristol; Kent, 13,083, C. East Greenwich; Washington, 14,324, C. South Kingston.

Newport and Providence are the principal seats of government; but the legislature meets annually at the former in May, and at the latter, alternately with South Kingston, in October.

The north-west part of the state is hilly, sterile, and rocky. Hills, though not elevated, pervade the northern third of the state; the other parts are level, or generally undulating; especially near Narraganset bay, and on the islands within it. The soil is in many parts arable, and the farmers affluent. The lands are generally better adapted for grazing than for corn, and it is renowned for the excellence of its cattle and sheep, and its butter and cheese. Maize, or Indian corn, rye, barley, oats, and, in some places, wheat, are grown; but scarcely in sufficient quantity for home consumption. Fruits, and culinary vegetables are produced in great perfection and abundance.

The climate is healthy, and more mild, particularly on the islands, than in any other part of New England. The sea-breezes moderate the heat of summer and the cold of winter; and Newport is a favourite resort, particularly during the summer.

There were, in 1840, in the state, 8024 horses and mules; 36,891 neat cattle; 90,146 sheep; 30,659 swine. There were raised 3098 bushels of wheat; 66,490 bushels of barley; 171,517 bushels of oats; 34,521 bushels of rye; 2979 bushels of buckwheat; 450,498 bushels of Indian corn; 183,830 lbs. of wool; 911,973 bushels of potatoes; 383 tons of hemp and flax. The products of the dairy amounted to 223,229 dollars; of the orchard, 32,098 dollars; of lumber, 44,455 dollars.

The exports consist chiefly of flax-seed, horses, cattle, beef, pork, fish, poultry, onions, butter, cheese, barley, and cotton goods. The manufactures exceed those of any other state, in proportion to its population, the principal of which is cotton. There are also woollen manufactures, iron, cordage, &c.

The principal rivers are Pawtucket, Providence, Pawtuxet, Pawcatuck, and Wood. Narraganset bay extends from north to south over thirty miles into the state, and contains a number of fine islands. The principal are Rhode Island, fifteen miles long, with an average width of two miles and a half; Canonicut, eight miles long and one broad; Prudence, six miles long; and Block Island, ten miles out in the Atlantic, eight miles long, and from two to four broad. Newport, on the south-west part of Rhode Island, has one of the finest harbours in the world, being spacious, safe, and easily accessible. Providence, at the head of Narraganset bay, thirty-six miles above Point Judith, is accessible by large ships. In population, commerce, and wealth, this is the second city in New England. It has been extensively engaged in the West India, and also in the East India, trade. Bristol, on the east side of the bay, fifteen miles north of Newport, has a safe and commodious harbour, and considerable trade. Pawtucket, four miles north of Providence, and Pawtuxet village, ten miles south of Providence, have extensive manufactures.

There were, in 1840, in the state of Rhode Island, forty-four commercial and fifty-seven

commission houses engaged in foreign trade, with a capital of 2,043,507 dollars; 930 dry goods and other retail stores, employing a capital of 2,810,125 dollars; fifty-eight persons engaged in transportation, with eighty-three butchers, packers, &c., employing a capital of 71,050 dollars; 262 persons engaged in the lumber trade, employing a capital of 254,900 dollars; 1160 persons employed in the fisheries, and a capital of 1,077,157 dollars.

Home-made, or family made goods were produced to the value of 51,180 dollars; forty-one woollen manufactories, with forty-five fulling mills, employing 961 persons produced goods to the value of 842,172 dollars, with a capital of 685,350 dollars; 209 cotton manufactories, with 518,817 spindles, employed 12,086 persons, producing articles to the amount of 7,116,792 dollars, and employed a capital of 7,326,000 dollars; twenty-seven persons produced 1000 tons of anthracite coal, with a capital of 6000 dollars; five furnaces produced 4126 tons of cast iron, and had a capital of 22,250 dollars; two paper mills produced articles to the value of 25,000 dollars, and other paper manufactures produced to the value of 8500 dollars, employing fifteen persons, and a capital of 45,000 dollars; hats and caps were manufactured to the value of 92,465 dollars, and straw bonnets to the value of 86,106 dollars, the whole employing 411 persons, and a capital of 66,427 dollars; twenty-seven tanneries employed eighty-nine persons, and a capital of 72,000 dollars; forty-four saddleries and other leather manufactories produced to the value of 182,110 dollars, with a capital of 70,695 dollars; forty-three persons manufactured granite and marble to the value of 36,202 dollars; 113 persons produced bricks and lime to the value of 66,000 dollars; 534 persons produced machinery to the value of 437,100 dollars; 164 persons produced hardware and cutlery to the value of 138,720 dollars; 179 persons manufactured the precious metals to the value of 283,500 dollars; fifty-seven persons produced 1,237,050 lbs. of soap, 157,250 lbs. of tallow candles, 264,500 lbs. of spermaceti or wax candles, with a capital of 252,628 dollars; 161 persons manufactured carriages and waggons to the value of 78,811 dollars, with a capital of 36,661 dollars; various mills produced articles to the value of 83,683 dollars, employing 166 persons, and a capital of 152,310 dollars; nine rope-walks employed forty-five persons, and produced cordage to the value of 49,700 dollars, with a capital of 28,300 dollars; ships were built to the value of 41,500 dollars; 195 persons produced furniture to the value of 121,131 dollars, with a capital of 83,300 dollars; four distilleries produced 885,000 gallons, and three breweries 89,600 gallons, with a capital of 139,000 dollars; six brick and 292 wooden houses were built, employing 887 persons, at a cost of 379,010 dollars; there are sixteen printing offices, eight binderies, two daily, four semi-weekly, and ten weekly, newspapers, and two periodicals, the whole employing 122 persons, and a capital of 35,700 dollars. The whole value of capital employed in manufactures in the state, was 10,696,136 dollars.

Education.—Brown University, at Providence, was founded in 1764, at Warwick, and was removed to Providence in 1770. A majority of the corporation are required to be of the Baptist denomination. In common school education this state is accused of being in arrear of the other states of New England, but its number of common schools is increasing. In 1840 there were in Brown University, and in a high school, which partakes of the nature of a college, 324 students; fifty-two academies and grammar schools, with 3664 students; 434 common and primary schools, with 17,355 scholars. By an act of the general assembly, in 1828, a permanent school fund was created and founded.

Since 1838, regular returns have been required. The following is a comparative statement of a portion of these returns:

YEARS.	SCHOLARS.		EXPENDED FOR	
	Male.	Female.	Incidentals.	Instruction.
			dollars.	dollars.
1839	8,112	5,636	2,971 50	32,383 36
1840	10,202	7,550	4,103 80	36,095 98
1841	11,253	9,000	6,312 64	40,516 01
1842	12,479	9,372	5,482 00	39,088 43
1843	11,960	8,132	5,898 55	42,944 29

There is a literary institution at Providence, called the "Providence Athenæum," the library of which contains 9693 volumes. Another, at Newport, called the "Redwood Library," contains 4500 volumes.

RELIGION.—The principal religious denominations are the Baptists, the Congregationalists, the Episcopalians, and the Methodists. In 1836 the Baptists had twenty congregations and eighteen ministers, besides nine others of a different denomination; the Congregationalists had sixteen congregations, sixteen ministers, and 2100 communicants; the Episcopalians had sixteen congregations, eighteen ministers, and 1655 communicants; the Methodists had ten ministers. Besides these, there are some Friends, Unitarians, Roman Catholics, Universalists, and Christians.

BANKS.—In the commencement of 1840, this state had sixty-two banks, with an aggregate capital of 9,880,500 dollars, and a circulation of 1,719,230 dollars. The banks are numerous, averaging two to a town, yet they have preserved their credit unimpaired.

PUBLIC WORKS.—Several works of internal improvement contribute to the prosperity of this state. The Blackstone canal, which connects Providence with Worcester, Massachusetts, lies partly in this state. The same is true of the Providence and Boston railroad. This connects with a line of steamboats to the city of New York. The Providence and Stonington railroad lies chiefly in this state, and is forty-seven miles long. This road also connects with a line of steamboats to the city of New York. When the Long Island railroad shall have been completed through the island, this road will become of great importance. Coal has been discovered, and a mine is worked near the north end of the island.

FINANCES.

Rhode Island has no Public Debt.—The revenue of this state is derived from a tax on banks, pedlars, lottery grants, sales of lottery tickets, spirit licences, auction duties, bank bonusses, courts, civil commissions, and dividends on bank stocks.

The expense of suppressing the insurrectionary movement in 1842 was 102,949 dollars 63 cents, which was defrayed from the United State "Deposit Fund." The permanent school fund, invested chiefly in shares of the Mechanics' and Globe Banks, amounts to 55,711 dollars 42 cents. The Surplus Revenue Deposit Fund, invested in loans to cities, bank stocks, &c., before the cost of the insurrection in 1842, was substracted from it, amounted to 382,335 dollars 30 cents.

REVENUE and Expenditure of the State in 1843-4.

RECEIPTS.	dollars.		EXPENDITURES.	dollars.	
Balance in May, 1843	15,003	08	Salaries	3,600	00
From Supreme Court	1,582	83	Senators	2,269	30
Common Pleas	511	31	Representatives	5,347	60
Licences, &c.	3,230	50	Supreme Court	8,483	85
Pedlars	3,225	00	Common Pleas	2,761	53
Bank Tax	25,249	15	Printing laws	278	97
Interest on Deposit Fund	11,951	30	Accounts allowed	24,069	30
Lotteries	6,750	00	Insurrectionary expenses	922	59
Interest on School Fund Stock	2,565	00	Constitutional Convention	45	00
Pawtucket Turnpike	850	00	Public Schools	24,410	05
Miscellaneous	1,363	47	State Prison	5,500	00
United States Public Lands	468	75	Balance in May, 1844	6,159	20
From Governor King, &c.	1,100	00			
From Deposit Fund	10,000	00			
Dollars	83,850	39	Dollars	83,850	39

COMMERCE of Rhode Island, from 1791 to 1844.

YEARS.	EXPORTS.			Imports.	Duties on Foreign Merchandise Imported.	Drawbacks paid on Foreign Merchandise Exported.	Registered Tonnage.
	Domestic.	Foreign.	TOTAL.				
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1791.....	....	....	470,131	....	153,137	522	17,003 00
1792.....	....	....	698,109	....	102,000	12,715	17,407 00
1793.....	....	....	616,432	....	180,544	2,886	18,604 42
1794.....	....	....	945,599	....	144,548	25,019	17,933 00
1795.....	....	....	1,222,917	....	348,025	63,789	20,327 27
1796.....	....	....	1,589,872	....	338,716	150,695	20,159 36
1797.....	....	....	975,530	....	399,876	95,986	19,686 13
1798.....	....	....	917,827	....	249,946	112,875	19,[illegible]02 84
1799.....	....	....	1,055,273	....	367,913	72,517	18,562 39
1800.....	....	....	1,322,945	....	554,084	109,348	18,841 20
1801.....	....	....	1,832,773	....	523,763	211,346	23,747 29
1802.....	....	....	2,433,363	....	475,649	243,785	23,603 01
1803.....	664,230	611,366	1,275,596	....	544,534	151,850	23,890 66
1804.....	917,736	817,935	1,735,671	....	643,497	199,896	26,123 36
1805.....	1,065,579	1,506,470	2,572,049	....	648,456	274,910	28,531 33
1806.....	949,336	1,142,499	2,091,835	....	675,297	289,365	28,617 19
1807.....	741,988	915,476	1,657,564	....	437,843	292,737	28,492 24
1808.....	139,684	102,350	442,034	....	328,425	37,325	23,282 93
1809.....	658,397	626,135	1,284,532	....	266,373	211,808	28,403 55
1810.....	874,870	456,706	1,331,576	....	549,493	101,665	28,574 93
1811.....	944,868	626,556	1,571,424	....	387,488	63,285	30,255 44
1812.....	604,891	150,246	755,137	....	561,053	76,015	24,261 50
1813.....	234,449	2,353	236,802	....	744,554	4,743	23,198 73
1814.....	446,080	26,354	472,434	....	587,269	17,702	25,807 13
1815.....	357,684	203,499	561,183	....	272,131	31,539	29,019 72
1816.....	418,996	193,798	612,794	....	391,533	15,766	24 229 17
1817.....	577,911	372,556	950,467	....	376,159	58,423	27,021 34
1818.....	534,288	493,003	1,027,291	....	426,888	92,118	30,117 27
1819.....	559,754	721,680	1,281,434	....	600,641	62,442	30,849 40
1820.....	569,902	502,860	1,072,762	....	320,107	171,886	29,388 91
1821.....	481,365	515,463	996,828	1,032,968	291,531	110,825	28,457 15
1822.....	601,238	261,125	862,363	1,884,144	654,707	41,270	30,707 60
1823.....	520,614	412,500	933,114	1,412,953	442,786	128,102	30,252 13
1824.....	556,582	316,317	872,899	1,388,336	411,396	103,976	30,307 54
1825.....	519,589	158,878	678,467	907,906	254,188	72,972	29,291 57
1826.....	565,370	216,170	781,540	1,185,934	414,323	40,779	26,917 37
1827.....	596,177	208,010	804,187	1,241,828	362,636	53,707	28,000 01
1828.....	541,675	180,491	722,166	1,128,226	284,012	35,689	27,352 84
1829.....	337,468	52,913	390,381	423,811	232,503	9,104	23,950 89
1830.....	206,965	71,985	278,950	488,756	187,001	32,954	21,411 44
1831.....	348,250	19,215	367,465	562,161	369,389	25,295	24,520 04
1832.....	377,656	156,803	534,459	657,969	244,477	37,229	30,163 78
1833.....	330,869	154,612	485,481	1,042,286	203,676	33,098	32,609 78
1834.....	420,885	80,741	501,626	427,024	143,553	9,829	33,688 07
1835.....	182,866	113,137	296,003	597,713	105,404	2,514	32,606 57
1836.....	212,297	16,123	228,420	555,199	101,645	352	35,745 05
1837.....	411,906	76,452	488,258	523,610	....	....	32,809 19
1838.....	270,065	21,192	291,257	656,613	....	....	30,252 58
1839.....	175,808	9,426	185,254	612,057			
1840.....	203,096	3,983	206,689	274,534			
1841.....	266,276	12,189	278,465	339,592			
1842.....	323,437	25,259	348,392	323,692	....	....	30,618 17
1843*	105,292	555	105,847	155,758			
1844.....							

* For the first nine months, ending June 30.

FISHERIES.

The *Providence Journal* says, that the annual value of fish taken in the waters of Rhode Island is estimated as high as the annual interest on one or even on two millions of capital. In the Point Judith and Westerly Ponds alone, the value of fish caught during the preceding season was more than 30,000 dollars. In Point Judith ponds the value of bass taken was 16,000 dollars; smelts, 200 dollars; eels, 720 dollars; herrings, 500 dollars; oysters, 500 dollars; perch, 100 dollars:—in Westerly, bass, 8000 dollars; smelts, 1000 dollars; scup and menhaden, 2000 dollars; and so on. The above is exclusive of Petaquamscutt and other ponds, and the sea bass, cod, mackerel, lobster, and shell fisheries in Washington county. The lobster and shell fishery is very valuable, but we have no data from which to form an estimate. Now, take into consideration the immense shell fishery in Kent county, and the oyster fishery in Providence river, which is estimated at 30,000 dollars yearly, besides seventy-five boats or more, constantly employed in the Narragansett bay, in the season of catching them, and the shad and mackerel fishery at Block Island, the menhaden and other fisheries in this state, and the whole value will exceed the annual interest on two millions of capital.—*See Fisheries of America, hereafter.*

PRINCIPAL SEAPORTS AND TOWNS IN RHODE ISLAND.

BRISTOL, port of entry, eighteen miles south-by-east of Providence, on the east side of Narragansett bay, has a good harbour, with coasting trade and the fisheries. Here, on Mount Hope, the celebrated King Philip, chief of the Pequods, and the terror of the early colonists, held his court. In 1840, shipping, 15,890 tons. Nine foreign commission houses, capital 130,200 dollars; forty-one stores, capital 70,075 dollars; capital in fisheries, 220,000 dollars; one cotton factory, 6000 spindles, three grist mills, one rope-walk, one printing office, one weekly newspaper. Capital in manufactures, 155,706 dollars. Population, 3490.

BURRIVILLE, nineteen miles south-west of Providence. In 1840, population 1982. Two woollen factories, one cotton mill, 1050 spindles. Capital in manufactures, 39,860 dollars.

COVENTRY, thirteen miles south-west of Providence, on a branch of the Pawcatuck. In 1840, population 3433; one fulling mill, two woollen factories, fourteen cotton factories, 24,612 spindles. Capital in manufactures, 393,800 dollars.

CRANSTOUN, five miles south-west of Providence. In 1840, population 2962; had one furnace, one fulling mill, four cotton factories, 3176 spindles, two dyeing works. Capital in manufactures, 275,705 dollars.

EXETER, twenty-four miles south-west of Providence. In 1840, population 1776; one fulling mill, three woollen factories. Capital in manufactures, 83,860 dollars.

FOSTER, nineteen miles west-by-south of Providence. In 1841, population 2181. It had one fulling mill, and one cotton factory, with 624 spindles. Capital, 18,645 dollars.

GLOUCESTER, sixteen miles west-south-west of Providence. In 1840, population 2304. Two cotton factories, 1668 spindles, one tannery, four grist mills, twelve saw mills. Capital in manufactures, 43,600 dollars.

GREENWICH, EAST, fourteen miles south of Providence. Population, in 1840, 1509; had eight fulling mills and one woollen factory, capital 9502 dollars.

GREENWICH, WEST, eighteen miles south-west of Providence. Population, in 1840, 1415; it had three cotton factories, 2374 spindles, capital 6000 dollars.

HOPKINTON has valuable water power, and it has cotton, woollen, and iron manufactures. The soil is fertile, adapted to grain and to grazing. The Pawcatuck river affords fisheries of shad and alewives. Hopkinton city is a flourishing village, situated on a branch of the Charles river. It had, in 1840, one woollen factory, five cotton factories, 4300 spindles; two tanneries, two grist mills, one saw mill. Capital in manufactures, 76,750 dollars. Population, 1726.

KINGSTON, NORTH, twenty-one miles south of Providence. Population, in 1840, 2909; four woollen factories, five cotton factories, with 5756 spindles. Capital in manufactures, 71,650 dollars.

KINGSTON, SOUTH, thirty miles south-west of Providence. Population, in 1840, 3717; ten woollen factories, one cotton factory, 1000 spindles. Capital in manufactures, 181,500 dollars. Its fisheries and navigation are considerable.

NEWPORT, thirty miles south-by-east of Providence, situated on the south-west side of Rhode Island, five miles from the ocean. The harbour is one of the best in the United States, being safe, easy of access, and capacious, and sufficiently deep for vessels of the largest class. The harbour is defended by Fort Adams, situated on Brenton's Point, Rhode Island, a mile and a half west-south-west of the town, and is garrisoned by four companies of United States Artillery. The site of the town is a beautiful and gentle acclivity, which rises gradually from the harbour, exhibiting it to great advantage, as it is approached from the water. The pleasantness of its situation, and the healthfulness of its climate, its fine views, and its cooling ocean breezes, have rendered it a favourite summer resort to the inhabitants of the cities and of the southern states. It contained, in 1840, a state house, market house, theatre, almshouse, a library, containing over 3000 volumes; three academies, with over 100 students; seven banks, twelve churches—four Baptist, two Congregational, two Episcopal, one Friends, one Moravian, one Methodist, and a Jews' synagogue; 1200 dwellings, and 8333 inhabitants. The commerce of Newport is considerable with Europe, the East and West Indies, in the coasting trade, and the fisheries. It had, in 1840, five commercial and two commission houses, capital 126,700 dollars; 104 stores,

capital 346,515 dollars; three lumber yards, capital 26,800 dollars; one fulling mill, two woollen factories, four cotton factories, 20,290 spindles; three tanneries, one distillery, one brewery, three printing offices, two binderies, three weekly newspapers, seven grist mills. Capital in manufactures, 726,983 dollars. Eight schools, 265 scholars. Tonnage, in 1840, 10,924 tons.—*Official Returns, U. S. Gaz.*

NORTH PROVIDENCE.—This township contained, in 1840, thirty stores, capital 65,700 dollars; one lumber yard, capital 15,000 dollars; two furnaces, two fulling mills, twenty cotton factories, 30,000 spindles; two tanneries, two printing offices, one bindery, one weekly newspaper, five grist mills, one saw mill. Capital in manufactures, 319,500 dollars. Two academies, eighty students, eight schools, 265 scholars. Population, 4207.

PROVIDENCE is situated at the head of Narragansett bay, thirty-six miles from the ocean, in 41 deg. 51 min. north latitude, 71 deg. 16 min. west longitude. Its commerce is rather important, and its navigation extends to China. Population, in 1840, 23,171; twenty-three foreign commercial houses, and fifty-five commission houses, capital 1,582,850 dollars; 329 retail stores, capital 1,758,040 dollars; eighteen lumber yards, capital 170,150 dollars; fisheries, capital 130,000 dollars; value of machinery manufactured, 270,200 dollars; of precious metals, 257,000 dollars; of various metals, 147,550 dollars; one fulling mill, one woollen factory, thirty-two cotton factories, 76,550 spindles; eight dyeing and print works, three tanneries, two distilleries, two breweries, manufactories of paint, drugs, &c. &c. Total capital in manufactures, 3,012,588 dollars. Providence has an university and numerous institutions, and an active intercourse, by steamboats and railroads, with other parts of the union.

The integrity of its inhabitants has been very justly extolled; and it is stated—"As evidence of the integrity and solvency of the merchants, and the vigilance and honesty of the officers of the customs in this district, we state as a matter of fact, that, since the adoption of the constitution of the United States by Rhode Island, there has been collected and paid into the treasury of the general government, up to this time, more than *twelve millions of dollars;* and that the whole amount of loss to the country, during said time, upon bonds or otherwise, accruing from this office, will not exceed *four hundred dollars.*"—*Providence Courier.*

The city tax for 1840 was 65,000 dollars.

This tax is assessed on a valuation of above 17,000,000 dollars, being at the rate of 37 cents and 8 mills on each 100 dollars of valuation.

One hundred and nineteen persons, or estates, pay over 100 dollars each of the tax; their aggregate valuation is 8,342,500 dollars; aggregate taxes, 30,867 dollars 25 cents.

			dollars.	
18	individuals and estates	are taxed for	100,000	or over.
27	"	"	50,000	"
19	"	"	40,000	"
18	"	"	35,000	"
21	"	"	30,000	"
16	"	"	26,500	"

Of the three largest estates, one is taxed for 659,000 dollars, one for 592,000 dollars, and one for 583,000 dollars.

The next largest is taxed for 186,000 dollars; the next, 170,000 dollars; the next, 163,300 dollars; the next, 163,000 dollars; the next, 162,600 dollars; making only eight estates valued as high as 150,000 dollars, or over.—*Official Returns.*

PORTSMOUTH, Rhode Island, seven miles north-west of Newport. Population, in 1840, 1706; who are engaged in agriculture, fisheries, coasting trade, and some manufactures.

PAWTUCKET, four miles north of Providence. It is situated on both sides of the Pawtucket river, and is partly in Rhode Island and partly in Massachusetts. It is a large and flourishing manufacturing village. It had, in 1840, three banks, two in Rhode Island; twelve cotton factories, 35,000 spindles, and over 1000 looms, and about 6000 inhabitants. The river is navigable to this place.

RICHMOND, thirty miles south of Providence. Population, in 1840, 1361. It had

then two fulling mills, three woollen factories, six cotton factories, 70,768 spindles. Capital in manufactures, 113,400 dollars.

SMITHFIELD, sixteen miles north of Providence. There were, in 1840, in the township thirty-three stores, capital 48,800 dollars; ten fulling mills, one woollen factory, thirty-one cotton factories, 88,208 spindles; one paper factory, thirteen grist mills, nineteen saw mills. Capital in manufactures, 1,764,000 dollars. One academy, forty students, forty-five schools, 1841 scholars. Population, 9534.

SCITUATE, twelve miles west of Providence. Population, in 1840, 4090; fifteen stores, one fulling mill, one woollen factory, eleven cotton factories, 19,654 spindles. Capital in manufactures, 411,130 dollars.

TIVERTON, thirteen miles north-east of Newport. Its navigable waters afford great facilities for navigation, employed chiefly in the fisheries. It has several ponds, well stored with fish, the outlets of which afford water power. A stone bridge, 1000 feet long, connects it with Rhode Island. It had, in 1840, fourteen stores, capital 10,575 dollars; two woollen factories, six cotton factories, 1600 spindles; eight [illegible] four saw mills. Capital in manufactures, 132,900 dollars. Population, 31[illegible]

WARREN, sixteen miles south-east of Providence, on the east side of Narragansett bay. Population, in 1840, 2437. It has a harbour for vessels of 300 tons, a considerable trade, thirteen wharfs, seven commercial and commission houses, capital 184,000 dollars; twenty-two stores, capital 60,500 dollars.

WARWICK, eleven miles south-west of Providence. There were, in 1840, sixty-eight stores, capital 152,000 dollars; three lumber yards, capital 9000 dollars; two woollen factories, twenty-eight cotton factories, 73,041 spindles; [illegible] tanneries, eight grist mills, two saw mills. Capital in manufactures, 1,252,200 dollars. [illegible] academies, 186 students, thirty-six schools, 1320 scholars. Population, 6726.

WESTERLY, forty-two miles south-south-west of Providence. The surface is uneven and rough; soil, gravelly loam, adapted to grazing. Bounded on the south by the Atlantic, and on the west by Connecticut. Pawcatuck river runs on its north and west border, and affords water power. Pawcatuck village is situated on Pawcatuck river, in its west part, six miles from the ocean, and contains three churches—one Episcopal, one Baptist, and one free; two banks, two academies, eight or ten stores, one cotton factory, and about sixty dwellings. Ship building is a considerable business. Vessels of forty tons come to the place, and of eighty tons two miles below. A bridge crosses to Stonington, where is a small connected village. The Providence and Stonington railroad passes through the place. There are in the township twelve stores, capital 24,500 dollars; two fulling mills, four woollen factories, two cotton factories, 2536 spindles; two tanneries, three grist mills, two saw mills. Capital in manufactures, 106,450 dollars. Fourteen schools, 574 scholars. Population, 1912.

VI. CONNECTICUT.

CONNECTICUT is bounded on the north by Massachusetts, on the east by Rhode Island, on the south by Long Island Sound, and on the west by New York. It lies between 41 and 42 deg. 2 min. north latitude, and 71 deg. 20 min. and 73 deg. 15 min. west longitude. Its area, 4674 square miles, or 2,991,360 acres.

The population, in 1790, was 237,946; in 1800, 251,002; in 1810, 261,942; in 1820, 275,248; in 1830, 297,711; in 1840, 300,015. Of these 148,300 were white males, 153,556 white females, 3881 free coloured males, 4214 free coloured females. Employed in agriculture, 56,955; in commerce, 2743; manufactures and trades, 27,932; navigating the ocean, 2700; navigating the rivers, &c., 431; learned professions and engineers, 1697.

The state is divided into eight counties, viz:—Fairfield, population 49,917, capitals Fairfield and Danbury; Hartford, population 55,629, capital Hartford; Litchfield, population 40,448, capital Litchfield; Middlesex, population 24,879, capital Middletown; New Haven, population 48,582, capital New Haven; New London, population 44,463, capitals New London and Norwich; Tolland, population 17,980, capital Tolland; Windham, population 28,080, capital Brooklyn. These are subdivided into 144 cities and townships

Connecticut is chiefly an undulated and hilly, but not a mountainous, country. In the north-west parts of the state only are the hills called mountains. The soil is generally good, but more adapted to grazing than to agriculture. The alluvial or interval land on the Connecticut river is remarkably fertile, and easily tilled. The arable lands are carefully tilled, and yield Indian corn, rye, some wheat, oats, barley, buckwheat, flax, some hemp, potatoes, pumpkins, turnips, peas, beans, tobacco, &c. The state abounds with orchards, apples especially, and some other fruits. Horned cattle, horses, sheep, butter, and cheese, are produced extensively.

Live Stock and Agricultural Produce.—In 1840 there were in the state 34,650 horses and mules, 283,650 neat cattle, 403,462 sheep, 131,961 swine; poultry to the amount of 176,629 dollars. There were produced 87,009 bushels of wheat, 33,759 bushels of barley, 1,453,262 bushels of oats, 737,424 bushels of rye, 303,043 bushels of buckwheat, 1,500,441 bushels of Indian corn, 889,870 lbs. of wool, 3,414,238 bushels of potatoes, 426,704 tons of hay, 83,764 lbs. of hemp and flax, 471,657 lbs. of tobacco, 17,538 lbs. of silk cocoons, 51,764 lbs. of sugar. The products of the dairy amounted to 1,376,534 dollars, and of the orchard to 296,232 dollars; value of lumber, 147,841 dollars; and 2666 gallons of wine were made.—*Official Returns.*

The sea coast of this state is indented with numerous bays and harbours. Long Island, which extends before the whole length of the state, facilitates the coasting trade, by sheltering the vessels sailing along its sound from the gales of the Atlantic. The principal trade is that with the West Indies and the whale fishery. The exports of this state consist of beef, pork, horses, cattle, mules, butter, cheese, Indian corn, rye, flax seed, fish, candles, and soap.

Iron ore of an excellent quality is mined in the counties of Salisbury and Kent; the iron made from the ore of the former is used, on account of its quality, for making anchors. Good marble is found in Milford and the vicinity. Freestone, quarried in Chatham and Haddam, is extensively used for basements, lintels, &c.

The principal rivers are the Connecticut, navigable for vessels drawing about eight feet of water fifty miles to Hartford, from the sound between Saybrook and Lyme; the Housatonic, navigable for twelve miles for small vessels; the Thames, navigable fourteen miles up to Norwich, and flowing into the Atlantic at New London.

Trade.—The value of exports from this state, in 1840, amounted in value to 518,210 dollars, and that of the imports to 227,072 dollars. There were ten commercial and thirteen commission houses engaged in foreign trade, with a capital of 565,000 dollars; 1630 retail dry goods and other stores, with a capital of 6,687,636 dollars; 582 persons in the lumber trade employed a capital of 438,425 dollars; 293 persons engaged in transportation, with seventy-six other persons as butchers, packers, &c., employing a capital of 162,065 dollars; 2215 persons were employed in the fisheries, with a capital of 1,301,640 dollars.—*Official Returns.*

Manufactures.—There were, in 1840, home-made or family goods produced to the value of 226,162 dollars; 119 woollen manufactories, employing 2356 persons, producing articles to the value of 2,494,313 dollars, and employing a capital of 1,931,335 dollars; 116 cotton factories, with 181,319 spindles, employing 5153 persons, producing articles to the value of 2,715,964 dollars, and employing a capital of 3,152,000 dollars; twenty-eight furnaces, producing 96,405 tons of cast iron, and forty-four forges and rolling mills, producing 3632 tons of bar iron, the whole employing 895 persons, and a capital of 577,300 dollars; thirty-six paper manufactories, produced articles to the value of 596,500 dollars, and other paper manufactures produced 64,000 dollars, the whole employing 454 persons, with a capital of 653,800 dollars; hats and caps were manufactured to the value of 649,580 dollars, and straw bonnets to the value of 236,730 dollars, the whole employing 1814 persons, and employing a capital of 350,823 dollars; 197 tanneries employed 1359 persons, with a capital of 494,477 dollars; 408 other leather manufactories, as saddleries, &c., produced articles to the value of 2,017,931 dollars, and employed a capital of 829,267 dollars; two glass houses, with sixty-four persons, value of fabrics produced, 32,000 dollars, with a capital of 32,000 dollars; fourteen potteries, employing forty-four persons, produced 40,850 dollars, with a capital of 31,880 dollars; eight powder mills, employing twenty-six persons, produced 662,500 pounds of powder, with a capital of 77,000 dollars; 335

persons produced machinery to the value of 319,680 dollars; 1109 persons produced hardware and cutlery to the value of 1,114,725 dollars; fifty-five persons manufactured granite, marble, &c., to the value of 50,866 dollars; bricks and lime were produced to the value of 151,446 dollars; soap, and tallow and wax candles employed a capital of 46,000 dollars; 1289 persons produced carriages and waggons to the value of 929,301 dollars, with a capital of 513,411 dollars; seven flouring mills produced 15,500 barrels of flour, and with grist mills, saw mills, and other mills, employed 895 persons, and manufactured articles to the value of 543,509 dollars, and employed a capital of 727,440 dollars; seventy distilleries employed forty-two persons, and produced 215,892 gallons of spirits, with a capital of 50,380 dollars; ships were built to the value of 428,900 dollars; sixteen rope-walks employed 107 persons, and produced articles to the value of 150,775 dollars, with a capital of 85,700 dollars; 786 persons manufactured furniture to the value of 253,675 dollars, with a capital of 342,770 dollars; ninety-five brick and 517 wooden houses were erected by 1599 men, value 1,086,295 dollars; there were thirty-six printing offices, and seventeen binderies, two daily, twenty-seven weekly, and four semi-weekly newspapers, and eleven periodicals, the whole employing 368 persons, and a capital of 217,075 dollars. The whole value of capital employed in manufactures was 13,669,139 dollars.—*Official Returns.*

Education.—Yale college, at New Haven, is one of the oldest institutions of the kind in the United States. It was founded in 1701, and removed from Saybrook to New Haven, in 1717. Washington college, at Hartford, under the direction of the Episcopalians, was founded in 1826. The Wesleyan university, at Middletown, is under the direction of the Methodists. The Asylum for the Deaf and Dumb, at Hartford, is the oldest and most useful institution of the kind in the United States, with about 130 students. In 1840 there were in those colleges, 700 students; there were 127 academies and grammar schools, with 4865 students; 1619 common and primary schools, with 65,739 scholars; and 526 persons over twenty years of age who could neither read nor write, the least number of any state in the union. Connecticut has a larger school fund, in proportion to its population, than any other state, amounting to about 2,000,000 dollars. It is invested in bonds, contracts, bank stock, &c., and yields about 118,000 dollars per annum. This growing fund originated chiefly from the sale of the Western Reserve land, which constituted a large part of the northern portion of the state of Ohio, included in its original charter, and ceded to it by the United States, by way of compromise, 1840. The revenue of the school fund, according to Governor Ellsworth's speech, *was appropriated to the instruction of* 82,676 *children.* In 1842, this number increased to 84,233. —*Official Returns, U. S. Gaz.*

The principal religious denominations are the Congregationalists, the Baptists, the Episcopalians, and the Methodists. In 1836 the Congregationalists had 232 churches, 271 ministers, and 29,579 communicants; the Baptists, ninety-two churches, ninety ministers, and 10,039 communicants; the Episcopalians, one bishop, and sixty-three ministers; the Methodists, seventy-three ministers. Besides these, there were a few Roman Catholics, Unitarians, and Universalists.

There is a state prison at Wethersfield, erected in 1826.

Public Works.—The principal internal works are the Farmington canal, extending from New Haven, fifty-six miles, to the north line of the state, whence it is continued to Northampton, Massachusetts; at Enfield a canal extends around the falls in the Connecticut river of five miles and a half, which, without her improvements above, is designed to render the river navigable for boats and steamboats to the White river, in Vermont; the Norwich and Worcester railroad, fifty-eight miles and a half, extends from Norwich north through the state; the New Haven and Hartford railroad, thirty-six miles, connects those two places, and is to be extended to the Western Massachusetts railroad at Springfield; the Housatonic railroad commences at Bridgeport, and extends to North Canaan, at the north line of the state, seventy-three miles, and is continued to meet the Western railroad of Massachusetts, at West Stockbridge.—*Official Returns, U. S. Gaz.*

FINANCES FOR 1842—43.

This state owes no debt, and has, beside the school fund, a permanent productive bank stock amounting to 400,000 dollars.

WAYS and Means for 1842-43, from *Official Returns.*

	dollars.
Balance in Treasury, April 1st, 1842	19,878.81
Avails of State tax of one cent on the dollar of the Grand List	36,500.00
Dividend on Bank Stock owned by the State	26,798.00
Avails of Courts, forfeited Bonds, &c.	3,980.22
Pedlars' licences, auction duties, &c.	2,542.35
Interest on School Fund	118,753.37

PRINCIPAL Heads of Expenditures from March 31st, 1842, to April 1st, 1843.

	dollars.
Pay of Members, and contingent expenses of General Assembly	21,930.48
Salaries of Executive Officers	3,184.00
Clerks, and contingent expenses of State Offices, about	4,000.00
Salaries of Judges, and Reporter of Supreme and County Courts	8,350.00
Judicial expenses	31,336.35
Salary of Directors of State Prison	300.00
Support of State Paupers	1,500.00
Ditto of Pupils at Blind Asylum, Boston	495.35
Ditto ditto at American Asylum, Hartford	1,825.16
Ditto of insane Poor, at the Retreat, Hartford	330.81
Payments to County Agricultural Societies	1,135.50
Printing Geological Report	1,512.00
Support of Common Schools (payable out of School Fund)	116,632.15
Expenses of managing School Fund (ditto)	2,121.22
Balance in the Treasury, March 31st, 1843	23,105.30
Ditto of interest on School Fund, undivided	28,900.00
Ordinary expenses of the Government, exclusive of appropriations to Schools	72,000.00

Connecticut Legislature. — The number of the members of the present House of Representatives of this state is 207—of which there are, farmers, 134; mechanics, 18; merchants, 14; manufacturers, 20; ship-masters, 2; teachers, 2; lawyers, 10; occupations unknown, 3; bank cashier, 1; physicians, 3. Total, 207.

COMMERCE of Connecticut from 1791 to 1844.

YEARS.	EXPORTS.			Imports.	Duties on Foreign Merchandise imported.	Drawbacks paid on Foreign Merchandise exported.	Registered Tonnage.
	Domestic.	Foreign.	TOTAL.				
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	tons.
1791.....	....	....	710,353	....	214,267	....	18,140
1792.....	....	....	879,753	....	149,162	33	16,523
1793.....	....	....	770,255	....	169,770	1,198	18,015 85
1794.....	....	....	812,765	....	186,535	876	20,511 59
1795.....	....	....	819,465	....	168,798	1,796	23,549 91
1796.....	....	....	1,452,793	....	191,309	33,685	26 045 39
1797.....	....	....	814,506	....	160,488	30,398	19,634 25
1798.....	....	....	763,128	....	181,960	37,819	23,549 44
1799.....	....	....	1,143,818	....	334,870	21,021	31,632 63
1800.....	....	....	1,114,743	....	204,839	15,748	31,260 39
1801.....	....	....	1,446,216	....	367,861	15,721	34,465 58
1802.....	....	....	1,606,809	....	339,870	53 522	24.940 05
1803.....	1,238,388	10,183	1,284,571	....	350,110	21,402	26.770 54
1804.....	1,486,882	29,228	1,516,110	....	429,531	47,150	23,683 67
1805.....	1,353,537	90,190	1,443,727	....	464,592	80,488	29,563 31
1806.....	1,522,750	193,078	1,715,828	....	478,664	114,715	26,026 37
1807.....	1,519,083	105,644	1,624,727	....	464,467	114,896	27,071 11
1808.....	397,781	15,910	413,691	....	254,769	24,314	22,297 87
1809.....	655,228	11,255	666,513	....	163,684	16,729	21,366 46
1810.....	762,785	5,858	768 643	....	187,521	8,312	22 671 35
1811.....	994,216	38,138	1,032,354	....	256,361	3,709	26,502 65
1812.....	720,805	....	780,805	....	873,829	14,220	29,953 54
1813.....	968,729	5,574	974,303	....	448,595	24,557	24,241 00
1814.....	1,042,776	360	1,043,136	....	100,707	....	25,016 54
1815.....	383,135	....	383,135	....	230,229	35,261	33,472 12
1816.....	587,007	6,799	593,806	....	347,436	5,595	24,624 62
1817.....	574,290	29,849	604,139	....	176,837	5,855	21,127 64
1818.....	574,500	3,064	577,564	....	205,470	5,701	13.499 31
1819.....	437,851	683	438,534	....	238,190	3,038	14,378 30
1820.....	415,830	6,101	421,931	....	208,756	1,298	14,341 67
1821.....	366,180	10,007	376,187	312,090	196,193	2,940	14,084 85
1822.....	479,353	5,959	485,312	507,094	262,375	1,437	16,419 84
1823.....	480,941	1,120	482,061	456,463	242,496	6,090	16,258 81
1824.....	570,634	5,218	575,852	581,510	306,936	5,157	14,558 75
1825.....	684,686	4,584	689,270	707,478	275,933	10,856	13,084 78
1826.....	695,454	13,439	708,893	736,194	274,703	6,369	13,351 36
1827.....	567,100	23,175	590,275	630,004	189,823	12,196	14,704 76
1828.....	493,925	27,620	521,545	485,174	238,562	1,620	16 814 44
1829.....	450,985	6,985	457,970	309,538	166,544	20,304	16,916 42
1830.....	385,610	3,901	389,511	269,583	125,386	20,503	14,989 05
1831.....	482,073	810	482,883	405.066	113,125	12,433	17,064 43
1832.....	430,466	....	430,466	437,715	114,528	6,069	21,068 85
1833.....	427,603	....	427,603	352,014	87,122	3,887	21,805 33
1834.....	421,419	997	422,416	385,720	83,443	374	24,939 79
1835.....	487,510	25,460	512,970	439,502	82,742	1,441	26,112 74
1836.....	431,176	7,023	438,199	468.163	106,521	2,164	27,398 35*
1837.....	523,103	9,487	532,590	318,849	....	....	28,716 03*
1838.....	513,610	....	513,610	343,331	....	....	28,451 19*
1839.....	583,226	....	583,226	446 191	....	....	83,014 34†
1840.....	518,210	....	518,210	277,072			
1841.....	509,348	....	509,348	295,989			
1842.....	532,392	....	332,392	335,707			
1843.....	307,223	....	307,223	230,841	....	....	31,415 59
1844.....							

* The above is the ascertained tonnage.
† Total tonnage in 1839, including enrolled or coasting and fishing tonnage.

In 1843 the registered tonnage of Connecticut amounted to 31,415.59 tons, the enrolled and licensed tonnage to 28,794.29 tons. Total, 60,209.88-95ths tons.

For 1843 the trade is only for nine months, ending June 30, the commercial year ending, by recent law, on that date.

PRINCIPAL SEAPORTS AND TOWNS IN CONNECTICUT.

NEWHAVEN, is very pleasantly situated around part of a bay, which enters the state from Long Island Sound, in 41 deg. 18 min. north latitude, and 72 deg. 56 min. west longitude. The population, in 1810, amounted to 5772 inhabitants; in 1840, to 12,960 inhabitants. This city extends about three miles from east to west, and two from south to north. It is laid out with great regularity, and consists of two parts, the old town, and the new township. The old town was laid out in the form of a square, half a mile on a

side, divided into nine smaller squares, each fifty-two rods on a side, separated by streets four rods in width. The squares have generally been divided into four parts, by streets intersecting them. The central square was reserved for public purposes, and is divided into two parts by Temple-street. The eastern half of this square is unoccupied by buildings, but ornamented by lofty trees. On the square on the west side of Temple-street are three elegant churches; two Congregational, of brick, and one Episcopal, of stone, the latter of Gothic architecture; and a finer row of churches are nowhere found in the United States. A little to the west of Temple-street, on the western half of the square, is the state house, a large and splendid edifice, of Grecian architecture, built of brick. On the west side of the square, and fronting toward the east, is the row of buildings belonging to Yale college, of very commanding appearance, with handsome trees in front. The whole square, with its fine public buildings, and its lofty and graceful elms, presents an assemblage of beauty unsurpassed by any public ground of any city in the country. The houses of the city are generally built of wood, and neatly painted, and surrounded by court yards and gardens, ornamented by shrubbery and fruit trees; but many of the houses recently built are of brick, and constructed generally with elegance and taste. The whole city has a quiet and rural aspect, scarcely elsewhere to be found in so large a place. The new township is regularly laid out, and finely built, and has a fine public ground called Wooster-square, containing five acres. At the north-east corner of the old town is the public cemetery, containing over seventeen acres, intersected by avenues and alleys at right angles with each other, and divided into family lots, thirty-two feet in length, and eighteen feet broad. All the avenues and alleys are bordered by railings painted white, with the names of the owners of the lots inscribed on them. The cemetery contains many elegant monuments, and is beautifully ornamented by shrubbery, and deservedly attracts much public attention.—*U. S. Gaz.*

The harbour is shallow, and gradually filling up with mud. It has about seven feet depth of water over the bar at low tide, and the common tides rise to six feet, and the spring tides about seven or eight feet. Long wharf, the longest in the United States, is 3943 feet in length. There is less depth of water at its termination now, than there was in 1765, when it was only twenty rods long. There is another wharf, which has a basin, in which, by means of flood-gates, the water is always kept at the elevation of high tide. The foreign and coasting trades are considerable. The southern sealing business, connected with the China trade, formerly brought considerable wealth into the city. At present its foreign trade is chiefly with the West Indies. The tonnage of the port, in 1840, was 11,500 tons. A line of steamboats and several lines of sailing packets ply between this city and New York. The Farmington canal connects this place with Northampton, Massachusetts, and Connecticut river near it; and a railroad connects it with Hartford. There are also a custom house, a museum, four banks, and a savings' institution, various benevolent societies, the Young Men's Institute, and an institution for popular lectures, with one of the best libraries in the union. Yale college is one of the oldest and most useful institutions in the United States. It was founded in 1701, originally at Killingworth. It was removed to Saybrook in 1707, and to Newhaven in 1717. It has more students, and has educated more men than any other college in the country. In 1841, the officers were thirty in number. Of these, besides the president, seventeen were professors, and the remainder were tutors or subordinate officers; fifteen are connected with the college proper. The whole number of students of all descriptions was 550. Of these 410 were under-graduates; fifty-nine theological students; thirty-one law; forty-seven medical; and three resident graduates. The whole number of graduates is over 5000, of whom nearly 1400 were ministers. The number of volumes in the various libraries is 33,000, among which are many old and rare, as well as many splendid modern works.—*Official Returns, U. S. Gaz.*

HARTFORD is situated on the west side of Connecticut river, fifty miles from its mouth, at the head of the navigation for sloops and small sea-going vessels, in 41 deg. 45 min. north latitude, and 70 deg. 50 min. west longitude. It is thirty-four miles north-north-east from Newhaven, and 123 north-east from New York. The population, in 1810, was 3955; in 1820, 4726; in 1830, 7076; in 1840, 9468, and, including the lower city, 12,793. Engaged in commerce, 575; in manufactures and trades, 1081; learned professions, 112.—*Official Returns.*

The compact part of the city is more than a mile in length, and three-fourths of a mile wide. The ground rises gradually from the river. The streets are not laid out with much regularity. Main-street, which passes through the place in a north and south direction, about sixty rods from the river, is broad, and well built. Hartford is well situated for a commercial capital. Connecticut river, which has been made navigable for boats, 220 miles, to the mouth of Wells river, in Newbury, Vermont, opens an extensive country to the north. A covered bridge, 1000 feet long, and which cost about 100,000 dollars, connects the city with East Hartford, which has 2389 inhabitants. A line of steamboats ply to and from New York; and a railroad extends thirty-eight miles to Newhaven. There were, in 1840, three foreign commercial and ten commission houses, capital 383,000 dollars; 245 retail stores, capital 1,954,250 dollars; six lumber yards, capital 76,000 dollars; machinery produced 6000 dollars; five furnaces, capital 54,000 dollars; precious metals produced 27,000 dollars; various metals 121,500 dollars; silk, capital 30,000 dollars; one tannery, capital 500 dollars; manufactures of leather, capital 130,370 dollars; one pottery, capital 12,000 dollars; one ropewalk, capital 6000 dollars; one flouring mill, one grist mill, two saw mills, capital 43,000 dollars; eleven printing-offices, six binderies, one daily, ten weekly, and three semi-weekly newspapers, six periodicals, employed 191 persons, capital 43,775 dollars. Total capital in manufactures, 578,195 dollars.—*Official Returns, U. S. Gaz.*

Ashford, thirty-two miles east from Hartford. In 1840, population, 2651; had two woollen factories. Capital in manufactures, 84,400 dollars.

Bridgeport, seventy-five miles south-south-west of Hartford, stands on the west side of an arm of Long Island sound. The harbour is eighty rods wide at high water, but not more than twelve of it has water at low tide. The bar, at its mouth, has thirteen feet at high tide. There is a lighthouse on Fairweather Island. A mile and a half above its entrance, the harbour is crossed by a toll bridge, 1237 feet long. It had, in 1840, two banks, and twenty vessels engaged in the coasting trade, and five in the fisheries. Its manufactures, particularly of carriages and saddles, are extensive. The Housatonic railroad connects this place with West Stockbridge, where it meets the railroad from Boston to Albany. Daily steamboats communicate with New York. It contained, in 1840, seventy-three stores; capital 323,500 dollars; six fulling mills, one woollen factory, one cotton factory, 3500 spindles, two tanneries, one pottery, one rope-walk, two grist mills, three printing offices, two weekly papers. Capital in manufactures, 436,300 dollars. Population, 4570.—*Official Returns, U. S. Gaz.*

Berlin, ten miles south-by-west of Hartford, and 327 from Washington. The soil is fertile. The Hartford and Newhaven railroad passes through it. It had, in 1840, twelve stores, capital 79,100 dollars; one fulling mill, two cotton factories, 1000 spindles, one tannery, four grist mills, three saw mills. Capital in manufactures, 330,050 dollars. Population, 3411.—*Official Returns.*

Bristol, seventeen miles south-west of Hartford. Population, in 1840, 2109; four fulling Berlin mills, one woollen factory, seven clock and button fabrics. Capital in manufactures, 160,000 dollars.—*Official Returns.*

Canaan, forty-two miles north-west of Hartford. Iron has been extensively manufactured and wrought here; but the ore is brought from the west part of Salisbury, on the border of the state of New York. It had, in 1840, eight furnaces, ten stores; capital, 21,400 dollars; three fulling mills, two woollen factories, three tanneries, three grist mills, ten saw mills. Capital in manufactures, 61,925 dollars. Population, 2166.—*Official Returns.*

Canaan (New), seventy-four miles west of Hartford. Population, in 1842, 2217. Capital, in various minor manufactures, 81,700 dollars.

Chatham, sixteen miles south of Hartford. In 1840, capital in manufactures, 96,600 dollars. Population, 3413.

Colchester, twenty-four miles south-south-east of Hartford. Capital in manufactures, 1800 dollars. Population, 2101.

Coventry, seventeen miles east of Hartford. It had, in 1840, four stores, capital 9100 dollars; three fulling mills, two woollen factories, two cotton factories, 830 spindles, two

tanneries, one paper factory, three grist mills, six saw mills. Capital in manufactures, 196,137 dollars. Population, 2018.

Danbury, sixty-eight miles south-west of Hartford. It had, in 1840, thirteen stores, capital 34,400 dollars; one tannery, five grist mills, three saw mills, one printing office, one weekly newspaper. Capital in manufactures, 192,200 dollars. Population, 4504.

Derby, forty-four miles south-west of Hartford. It had, in 1840, thirteen stores, capital 32,800 dollars; one lumber yard, capital 8000 dollars; six fulling mills, two woollen factories, three cotton factories, 2378 spindles, three tanneries, four distilleries, one rope factory, two paper factories, one flouring mill, one grist mill, seven saw mills. Capital in manufactures, 260,700 dollars, principally in metals. Population, 2851.

Enfield, eighteen miles north-by-east of Hartford. There is a Shaker's settlement in this township, who have 1000 acres of land under high cultivation. It had, in 1840, eight stores, capital 15,000 dollars; one woollen factory, three tanneries, two distilleries, two grist mills, five saw mills. Capital in manufactures, 260,200 dollars. Population, 2648.

Farmington, nine miles west-by-south of Hartford. The Farmington canal, extending from Newhaven to Northampton, Massachusetts, passes through it. There are, in the township, eight stores, capital 37,000 dollars; one paper factory, three grist mills, six saw mills. Capital in manufactures, 39,500 dollars. Population, 2041.

Fairfield, fifty-eight miles south-west of Hartford. Black Rock harbour, distant one mile and a half; next to New London, one of the best harbours on the sound, having nineteen feet water. There is a lighthouse on Fairweather Island.

Glastonbury, six miles south of Hartford. In 1840, population, 3077; had three fulling mills, four woollen factories, two cotton factories, 5360 spindles. Capital in manufactures, 216,400 dollars.

Granby, sixteen miles north-north-west of Hartford. In this township are the Simsbury copper mines, formerly wrought, but afterwards occupied as the Connecticut state prison. The pit, or cavern, fifty feet deep, was the place of nocturnal confinement; but this miserable hole has been exchanged for a fine state prison at Wethersfield. It had, in 1840, six stores, capital 34,500 dollars; two fulling mills, one woollen factory, three tanneries, eighteen distilleries, three grist mills, seven saw mills. Capital in manufactures, 85,200 dollars. Population, 2611.

Greenwich, eighty-two miles south-west of Hartford; incorporated by the Dutch in 1665, and claimed by New York. It had, in 1840, thirteen stores, capital 34,400 dollars; one forge, three grist mills. Capital in manufactures, 9800 dollars. Population, 3921.

Griswold, fifty miles east-south-east of Hartford. In 1840, it had seven stores, capital, 11,000 dollars; seven cotton factories, 9667 spindles; two tanneries, three grist mills, four saw mills. Capital in manufactures, 297,450 dollars. Population, 2165.

Groton, situated on the east side of the Thames river, at its mouth, opposite to New London. It has a good harbour on the Mystic river, and some whaling and other vessels are owned here. Fort Griswold, one of the fortifications for the defence of the harbour of New London, is on Groton Heights. It had, in 1840, fourteen stores, capital 22,300 dollars; four grist mills, four saw mills. Capital in manufactures, 13,710 dollars. Population, 2963.

Haddan, twenty-three miles south of Hartford. In 1840, population, 2599. Capital in various manufactures, 71,700 dollars.

East Haddan, thirty miles south-south-east of Hartford. The surface is uneven and rocky; soil, fertile. It contained, in 1840, three stores, one saw mill, one cotton factory, and about twenty dwellings. There were in the township, in 1840, twelve stores, capital 46,000 dollars; two lumber yards, capital 12,000 dollars; three fulling mills, seven cotton factories, 6546 spindles. Population, 2620.

Lebanon, thirty-one miles east-south-east of Hartford. It had, in 1840, three stores, capital, 6700 dollars; two fulling mills, two woollen factories, one tannery, four grist mills, seven saw mills. Capital in manufactures, 2000 dollars. Population, 2194.

Litchfield, thirty-two miles west of Hartford. There were, in 1840, in the township twenty-one stores, capital 67,000 dollars: seven fulling mills, five woollen factories, six

tanneries, one forge, one paper factory, two printing offices, two weekly newspapers, six grist mills, four saw mills, one oil mill. Capital in manufactures, 57,550 dollars. Population, 4038.

KILLINGBY, forty-seven miles east of Hartford. Population, in 1840, 3685; one woollen factory, sixteen cotton factories, 21,998 spindles, moved by water power. Capital in manufactures, 404,950 dollars.

MANSFIELD, twenty-four miles east of Hartford. Population, in 1840, 2276; silk grown, and made into sewing silk; one woollen factory, one cotton factory, 1000 spindles. Capital in manufactures, 66,133 dollars.

MIDDLETOWN is pleasantly situated on the west bank of the Connecticut river, thirty-four miles above its mouth, in 41 deg. 33 min. 8 sec. north latitude, and 72 deg. 39 min. west longitude, fourteen miles south of Hartford, twenty-four miles north-east of New Haven, thirty-five miles north-west of New London, 326 miles from Washington. Population, in 1820, 2618; including the township, 6479; in 1830, 2965; including the township, 6892; in 1840, 3511; including the township, 7010. The ground rises gradually from the river, and the principal streets run parallel with it, and are crossed by others running at right angles with them. The city is well built, chiefly of brick, and in the back parts are many elevated and fine situations, with a commanding view of the river and surrounding country. It is at the head of ship navigation, and any vessels which can cross the bar at the mouth of the river, can come up to its wharfs, which have ten feet of water. It has a daily communication with Hartford and the city of New York by steamboats. A ferry boat connects the city with Chatham. Middletown has considerable commerce and manufactures. There were, in 1840, thirty-seven stores, capital 269,500 dollars; three lumber yards, capital 40,000 dollars; one fulling mill, one woollen factory, one cotton factory, 11,000 spindles; one dyeing and printing establishment, two tanneries, one powder mill, two grist mills, five saw mills, one rope-walk, four printing offices, one bindery, two weekly newspapers, one periodical. Capital in manufactures, 379,600 dollars. Tonnage of the port, 14,230 tons.—*U. S. Gaz. Official Returns.*

MILFORD, forty-five miles south-south-west of Hartford. There were, in 1840, in the township eleven stores, capital 16,500 dollars; one lumber yard, capital 2000 dollars; one tannery, four grist mills, three saw mills. Capital in manufactures, 330,050 dollars. Population, 2455.

NEW MILFORD, fifty-one miles west of Hartford. Population, in 1840, 3974; one cotton factory, 1500 spindles. Capital in manufactures, 37,900 dollars.

MYSTIC BRIDGE, fifty-six miles south-east of Hartford. Situated on the west side of the Mystic river, in a village called Portersville, which is connected with Mystic village on the opposite side of the river, by a toll-bridge. The united villages are on the Mystic river, two miles from its mouth, and contain ten stores, about 150 dwellings, and a mariner's church, in Portersville, free to all denominations. The river is navigable for vessels of 400 tons to the bridge. A number of whale ships and coasting vessels are owned here. Several vessels are employed along the coast as wreckers, and cruise as far as the West Indies. About 300 men and boys, in both villages, are employed in navigation. Ship building is carried on at the head of Mystic river.

NEW LONDON, is a port of entry, situated on the Thames, three miles from its entrance into Long Island sound, and is in 41 deg. 24 min. north latitude, and 72 deg. 30 min. west longitude from Greenwich. It is forty-four miles south-east of Hartford. The population, in 1810, was 3238; in 1820, 3330; in 1830, 4356; in 1840, 5519. It is not in general very well built, but there are some houses recently erected, which are neat and elegant. There are three banks and two insurance offices. A daily line of steamboats communicates with New York and Norwich, and connects New London with the railroad to Worcester. There are also several lines of packets. The harbour is the best in Connecticut, and one of the best in the United States. It has a depth of thirty feet, and is spacious and safe. It is defended by two forts. There is a lighthouse on a projecting point of land which divides the harbour from Long Island sound, three miles below the city. The harbour is rarely obstructed by ice. New London has not an extensive back country, the trade of which naturally flows to it; but it serves in some measure as a port to the Connecticut river, which is not generally navigable to vessels of the largest class, nor at all for a

portion of the winter. The foreign trade of New London is chiefly with the West Indies, and its coasting trade with the southern states. The fisheries, and particularly the whale fishery, have extensively engaged the attention, and employed the capital and enterprise of its inhabitants. About 1,000,000 dollars are devoted to the prosecution of this fishery. The tonnage of the port, in 1840, was 44,822 tons. There were, in 1840, forty retail stores, capital 220,000 dollars; three lumber yards, capital 30,000 dollars; capital employed in the fisheries, 830,000 dollars; machinery produced, 20,000 dollars; hardware and cutlery, 61,000 dollars; one tannery, capital 3000 dollars; three rope-walks, capital 10,000 dollars; one printing office, one bindery, one weekly paper. Total capital in manufactures, 91,300 dollars.—*Official Returns, U. S. Gaz.*

Norwich, situated at the head of the tide navigation on the Thames river, in 41 deg. 33 min. north latitude, and 72 deg. 7 min. west longitude, thirteen miles north of New London, thirty-nine miles south-east of Hartford. Population, in 1830, city, 3144; total in township, 5179; in 1840, city, 4200; and including the township, 7239. It consists of three parts—Chelsea Landing, or Norwich City, the Town, and Westville, formerly called Bean Hill. Norwich City, or the Landing, is situated on the point of land between the Shetucket and Yantic rivers, which here unite to form the Thames. The site is singularly romantic, on the steep declivity of a high hill, which causes the streets to rise above each other like terraces, and the houses in the rear to overlook those in front. In the north-west part of the city, on the road to Hartford, is Westville, which contains a number of pleasant dwellings and several manufacturing establishments. A cove sets up about a mile from the Thames, over the mouth of which is a bridge. At the head of this cove the Yantic river enters it by a singularly romantic cataract, affording a fine site for mills and manufactories. A mile east of the landing, on the Shetucket, is Greenville, a flourishing manufacturing village. Steamboats ply between Norwich and New York, and a railroad connects it with Worcester, Massachusetts, and thence with Boston. There were in Norwich, in 1840, ninety-seven stores, with a capital of 337,000 dollars; five lumber yards, with a capital of 32,000 dollars; hardware produced to the amount of 50,000 dollars; one fulling mill, one woollen factory, capital 35,000 dollars; one cotton factory, 4000 spindles, capital 100,000 dollars; one tannery, one pottery, two grist mills, one oil mill, two rope-walks, two paper factories, three printing offices, two binderies, and two weekly newspapers. Capital in manufactures, 408,700 dollars. Three academies, seventy-one students, thirteen schools, 908 scholars. In the township, without the city limits, are fourteen stores, capital 36,000 dollars; six fulling mills, five woollen factories, one cotton factory, with 4626 spindles; one tannery, one pottery, eleven grist mills, two paper factories. Capital in manufactures, 453,500 dollars.—*Official Returns, U. S. Gaz.*

Newton, sixty-two miles south-west of Hartford. Population, in 1840, 3184; it had three woollen factories, one cotton factory, 300 spindles. Capital in manufactures, 70,100 dollars.

North Stonington, fifty-three miles north-east of Hartford. Population, in 1840, 2269. Capital in manufactures, 13,710 dollars.

Plairfield, forty-five miles east of Hartford. Population, in 1840, 2383; it had two woollen factories, seven cotton factories, 15,900 spindles; nine oil mills. Capital in manufactures, 364,000 dollars.

Plymouth, twenty-three miles west of Hartford, celebrated for its manufacture of clocks. There were, in 1840, in the township seven stores, capital 32,000 dollars; one fulling mill, one woollen factory, one cotton factory, 2650 spindles, two furnaces, one tannery, two grist mills, eight saw mills. Capital in manufactures, 84,400 dollars. Population, 2205.

Ridgefield, eighty-one miles south-west of Hartford. It had, in 1840, twelve stores, capital 26,000 dollars; one lumber yard, capital 6000 dollars; one furnace, one fulling mill, two tanneries, two grist mills, four saw mills. Capital in manufactures, 93,100 dollars. Population, 2474.

Saybrook, forty-two miles south-south-east of Hartford. Population, in 1840, 3417. Capital in manufactures, 131,250 dollars. Ship building and the shad fishery are carried on.

STAFFORD.—Population, in 1840, 2469. Capital in manufactures, chiefly woollen, 82,200 dollars.

SALISBURY, fifty-three miles west of Hartford. It had, in 1840, seven stores, capital 29,500 dollars; three furnaces, ten forges, two tanneries, three grist mills, four saw mills. Capital in manufactures, 38,950 dollars. Population, 2561.

SHARON, forty-eight miles west of Hartford. There were, in 1840, in the township six stores, capital 20,300 dollars; one cotton factory, 720 spindles; one furnace, one forge, two tanneries, two grist mills, three saw mills. Capital in manufactures, 77,225 dollars. Population, 2407.

STAMFORD, seventy-seven miles south-west of Hartford. It had, in 1840, seventeen stores, capital 32,750 dollars; two lumber yards, capital 5500 dollars; one furnace, one forge, one tannery, one printing office, one weekly newspaper. Capital in manufactures, 23,200 dollars. Population, 3516.

STONINGTON, sixty miles south-east of Hartford. The borough, or principal village, is on a rocky point of land, which projects half a mile into the east end of Long Island sound, and has a good harbour, protected by a breakwater, constructed by the United States, at an expense of 50,000 dollars. It contains two churches, two academies, a bank, 150 dwellings, and about 1000 inhabitants. It has considerable navigation, employed chiefly in the whaling and sealing business. A railroad connects this place with Providence, which, with the Long Island railroad, not yet completed, will form the most direct route from New York to Boston. There were, in 1840, in the township eighteen stores, capital 49,300 dollars; two lumber yards, capital 11,500 dollars; one fulling mill, four woollen factories, one tannery, four grist mills. Capital in manufactures, 86,025 dollars. Two academies, 103 students, fifteen schools, 807 scholars. Population, 3898.

SUFFIELD, seventeen miles north of Hartford. Population, in 1840, 2669. Capital in manufactures, 111,337 dollars.

THOMPSONVILLE, twenty miles north of Hartford. Situated on the Freshwater river, at its entrance into the Connecticut river, about one mile north of Enfield bridge. It has a large manufactory of carpets, with 120 looms, producing 800 yards daily. The village only contains 800 inhabitants.

THOMPSON, forty-three miles south-east of Hartford. Population, in 1840, 3535. Capital in various manufactures, 424,650 dollars.

WALLINGFORD, twenty-four miles south-by-west of Hartford. There were, in 1840, in the township two woollen factories, one tannery, two grist mills, four saw mills. Capital in manufactures, 43,050 dollars. Population, 2204.

WATERBURY, fifty-two miles south-south-west of Hartford. The township had, in 1840, seventeen stores, capital 88,370 dollars; five fulling mills, three woollen factories, three cotton factories, 570 spindles; two tanneries, three distilleries, five grist mills, sixteen saw mills. Capital in manufactures, 718,309 dollars. Population, 3668.

WATERFORD, forty-six miles south-east of Hartford. It had, in 1840, four stores, capital 4000 dollars; one tannery, three grist mills, one oil mill. Capital in manufactures, 11,500 dollars Population, 2329.

WESTERFIELD, four miles south of Hartford. Population, in 1840, 3844. Capital in manufactures, 157,033 dollars.

WILLON, seventy-four miles west of Hartford. Population, in 1840, 2053. Capital in manufactures, 9600 dollars.

WESTON, sixty-three miles south-west of Hartford. There were, in 1840, in the township eight stores, capital 12,000 dollars; one flouring mill, eight grist mills, thirteen saw mills. Capital in manufactures, 17,050 dollars. Population, 2651.

WINDHAM, thirty-one miles east of Hartford. There were, in 1840, in the township eleven stores, capital 48,000 dollars; two fulling mills, three woollen factories, five cotton factories, 11,950 spindles; one tannery, two paper factories, three grist mills, seven saw mills. Capital in manufactures, 361,350 dollars. Population, 3382.

WINDSOR, seven miles north of Hartford. There were, in 1840, in the township six stores, capital 18,600 dollars; one fulling mill, one woollen factory, three cotton factories, 570 spindles; one tannery, three paper factories, five grist mills, two saw mills. Capital in manufactures, 155,300 dollars. Population, 2283.

East Windsor, seven miles north-east of Hartford. There were, in 1840, in the township thirteen stores, capital 26,800 dollars; five fulling mills, three woollen factories, four distilleries, one paper factory, four grist mills, five saw mills. Capital in manufactures, 129,300. Population, 3600.

Woodstock, forty-three miles east-north-east of Hartford. There were, in 1840, in the township sixteen stores, capital 33,000 dollars; two fulling mills, three woollen factories, three cotton factories, 3292 spindles. Population, 3053.—*Official Returns, U. S. Gaz.*

VII. STATE OF NEW YORK.

The State of New York is bounded on the north by Lake Ontario, the river St. Lawrence, and Lower Canada; on the east by Vermont, Massachusetts, and Connecticut; on the south by the Atlantic, New Jersey, and Pennsylvania; and on the west by Pennsylvania, Lake Erie, and Niagara river. It lies between 39 deg. 45 min. and 45 deg. north latitude, and between 73 deg. and 79 deg. 55 min. west longitude. It is about 316 miles long, and 314 miles broad; its area is about 46,000 square miles, or 11,040,000 acres; being more than one-third of the area of Great Britain and Ireland. The population in 1790, was 340,120; in 1800, 586,050; in 1810, 959,049; in 1820, 1,372,812; in 1830, 1,913,508; in 1840, 2,428,921, viz.: 853,929 white males, 816,276 white females; 6435 free coloured males, 6428 free coloured females. There were employed in mining, 1898; in agriculture, 455,954; in commerce, 28,468; in manufactures and trades, 173,193; in navigating the ocean, 5511; in navigating lakes and canals, 10,167; in learned professions, 14,111. The number of inhabitants in this state on the 1st of January, 1845, may be estimated at, or nearly 3,000,000 inhabitants; which, considering the general fertility of the soil, the internal navigation, and the numerous sources of employment that are capable of development, is not one-fifth the number of persons that this extensive and productive state is capable of adequately maintaining.

Sub-Divisions.—The state is divided into fifty-eight counties; in 1840, its population and capitals were as follows; viz.—Albany, 68,593, C. Albany; Alleghany, 40,975, C. Angelica; Broome, 22,338, C. Binghamton; Cattaraugus, 28,872, C. Ellicottsville; Cayuga, 50,338, C. Auburn; Chautauque, 47,975, C. Mayville; Chemung, 20,732, C. Elmira; Chenango, 40,785, C. Norwich; Clinton, 28,157, C. Plattsburgh; Cortland, 24,607, C. Cortlandville; Delaware, 35,396, C. Delhi; Erie, 62,465, C. Buffalo; Essex, 23,634, C. Elizabethtown; Franklin, 16,518, C. Malone; Fulton, 18,049, Johnstown; Genesee, 59,587, C. Batavia; Hamilton, 1907, C. Lake Pleasant; Herkimer, 37,477, C. Herkimer; Jefferson, 60,984, C. Watertown; Lewis, 17,830, C. Martinsburg; Livingston, 35,140, C. Geneseo; Madison, 40,008, C. Morrisville; Monroe, 64,902, C. Rochester; Montgomery, 35,818, C. Canajoharie; Niagara, 31,132, C. Lockport; Oneida, 85,310, C. Utica, Rome, Whitestown; Onondaga, 67,911, C. Syracuse; Ontario, 43,501, C. Canandiagua; Orleans, 25,127, C. Albion; Oswego, 43,619, C. Oswego, Pulaski; Otsego, 49,628, C. Cooperstown; Rensellaer, 60,295, C. Troy; Saratoga, 40,553, C. Ballston; Schenectady, 17,387, C. Schenectady; Schoharie, 32,358, C. Schoharie; Seneca, 24,874, C. Ovid, Waterloo; St. Lawrence, 56,706, C. Canton; Steuben, 46,138, C. Bath; Tioga, 20,527, C. Owego; Tompkins, 37,948, C. Ithaca; Warren, 13,422, C. Caldwell; Washington, 41,080, C. Salem, Sandy Hill; Wayne, 42,057, C. Lyons; Yates, 20,444, C. Penn Yan; Columbia, 43,252, C. Hudson; Dutchess, 52,398, C. Poughkeepsie; Greene, 30,446, C. Catskill; Kings, 47,613, C. Brooklyn; New York, 312,710, C. New York; Orange, 50,739, C. Goshen, Newburg; Putnam, 12,825, C. Earmel; Queens, 30,324, C. North Hempstead; Richmond, 10,965, C. Richmond; Rockland, 11,975, C. Clarkstown; Suffolk, 32,469, C. Riverhead; Sullivan, 15,629, C. Monticello; Ulster, 45,822, C. Kingston; Westchester, 48,686, C. Bedford, White Plains. The counties are subdivided into 807 townships.—*Official Returns.*

Surface and Configuration.—Two ranges of highlands, or ramifications of the Alleghany chain, traverse the eastern part of the state of New York. Round Top, the highest peak of the Catskill mountains, is 3804 feet high. Several other summits approach to mountainous heights. The highest summits west of Lake Champlain, are

Whiteface, about 5000 feet, and Mount Marcy, 5460 feet high. The country in the eastern part of the state is generally hilly and undulated, near the western boundaries of Pennsylvania; the land in the western part of the county is generally flat.

Soil and Products.—The soil in the eastern and south-eastern parts is generally dry, and in some parts loamy. This section is considered as best adapted to grazing, and the western to arable culture. All the hilly and mountain districts afford excellent pasturage. The soil of the alluvions along the rivers, and of innumerable valleys, is remarkably fertile. The valleys of the Mohawk and the Genesee are among the best wheat-growing soils in the world. A clayey soil prevails round parts of Lake Champlain. Marshes, bogs, and sandy plains, are met with in some parts west of Albany. The west end of Long Island, and Dutchess and Westchester counties, are extolled for good culture and productive crops. The principal are, wheat, Indian corn, grass, rye, barley, oats, buckwheat, and potatoes. Beef and pork, butter and cheese, horses and cattle, pot and pearl ashes, flax seed, peas, beans, and lumber, form the great articles of export. Orchards abound. The apples, pears, plums, and peaches are delicious and abundant. In the state there were, in 1840, 474,543 horses and mules; 1,911,244 neat cattle; 5,118,777 sheep; 1,900,065 swine; poultry to the value of 1,153,413 dollars. There were produced 12,286,418 bushels of wheat; 2,520,060 bushels of barley; 20,675,847 bushels of oats; 2,979,323 bushels of rye; 2,287,885 bushels of buckwheat; 10,972,286 bushels of Indian corn; 9,845,295 pounds of wool; 447,250 pounds of hops; 30,123,614 bushels of potatoes; 3,127,047 tons of hay; 1735 pounds of silk cocoons; 10,048,109 pounds of sugar. The products of the dairy amounted in value to 10,496,021 dollars; and of the orchard, to 1,701,935 dollars; of lumber, to 3,891,302 dollars. There were produced 6799 gallons of wine; and of pot and pearl ashes, 7613 tons; tar, pitch, turpentine, &c., 402 barrels.—*Official Returns, &c.*

In the extensive level country west of the mountains, the climate is more mild than in the same latitude in the east.

Rivers.—The principal rivers are the Hudson, 324 miles long, navigable for ordinary small-decked sea-going vessels, 156 miles to Troy; the Mohawk, 135 miles long, which joins the Hudson a little above Troy; the Genesee, 125 miles long, and enters Lake Ontario, having at Rochester, five miles from its mouth, two falls of ninety-six and seventy-five feet, furnishing many of the best mill seats; the Black river, which rises near the sources of the Hudson, and flows 120 miles, into Lake Ontario; the Saranac, sixty-five miles long, enters Lake Champlain at Plattsburgh; the Oswegatchie, flows 100 miles, into the St. Lawrence; the Oswego proceeds forty miles, from Oneida lake into Lake Ontario; the Au Sable rises in the Adirondack mountains, and, after a course of seventy-five miles, enters Lake Champlain. The St. Lawrence forms a part of the northern boundary of the state. The head branches of the Susquehanna, the Alleghany, and the Delaware, also rise in New York.

Lakes.—The state has numerous lakes which lie wholly within it, besides Lake Ontario on the north, and Lake Champlain on the east, which are but partly within it. Besides these, Lake George, in the north-east, thirty-three miles long and two miles broad, is a beautiful sheet of water, surrounded by the most picturesque scenery, and has an outlet into Lake Champlain. In the western part of the state are Oneida lake, twenty miles long and three miles and a half wide; Skeneateles lake, fifteen miles long, and from one mile, to one mile and a half broad; Owasco lake, eleven miles long, and one to two miles broad; Cayuga lake, thirty-eight miles long, and one to four miles broad; Seneca lake, thirty-five miles long, and two to four miles broad; Crooked lake, eighteen miles long, and one to one mile and a half broad; Canandaigua lake, fourteen miles long, and one mile broad. These lakes all discharge their waters into Lake Ontario. In the extreme west part of the state is Chautauque lake, eighteen miles long, and one to three miles broad; situated near Lake Erie, but discharging its waters south, into the Alleghany river.

Islands.—Long Island, 120 miles long from west to east, and about ten miles is its average breadth. Staten Island, south-west of the harbour of New York, is eighteen miles long, and eight miles wide, and constitutes the county of Richmond. Manhattan Island, on which the city of New York stands, is fifteen miles long, and about one mile and a half wide, at an average breadth. Grand Island, in Niagara river, is twelve miles long, and from two to seven miles wide, and extends to within one mile and a half of the falls.

Harbours.—New York, the first commercial place and seaport of the United States, is accessible all the year. The *Hudson* is navigable for large ships, about 130 miles to Hudson. On the bar, at Sandy Hook, it has a depth of from twenty-one to twenty-seven feet, and is deeper above. Sag Harbour on the east, and Brooklyn on the west end of Long Island, are good harbours. Sacketts Harbour has a good natural, and Oswego a good artificial, harbour, on Lake Ontario. Buffalo, Erie, and Dunkirk, are harbours on Lake Erie.

Brooklyn, on Long Island, opposite New York, Albany, Rochester, Troy, Buffalo, and Utica, are large and flourishing cities. Poughkeepsie, Newburg, Hudson, Cattskill, and Lansingburgh, on the Hudson; Schenectady, on the Mohawk; Geneva, Syracuse, Auburn, Lockport, and Ithaca, in the west, and Plattsburg in the north, are large and flourishing places.

Trade of the State.—In the year 1840, there were 469 commercial and 1044 commission houses engaged in foreign trade, with a capital of 49,583,001 dollars; 12,207 retail dry goods and other stores, with a capital of 42,135,795 dollars; 9592 persons engaged in the lumber trade, with a capital of 2,694,170 dollars; 7593 persons engaged in internal transportation, and 804 butchers, packers, &c., the whole employing a capital of 2,833,916 dollars; the fisheries employed 1228 persons, and a capital of 949,250 dollars.

Manufactures.—The manufactures of the State of New York are also extensive. Home-made or family goods were produced, amounting in value to 4,636,547 dollars; 323 woollen manufactories, with 890 fulling mills, employing 4636 persons, produced articles to the value of 3,537,337 dollars, and employed a capital of 3,469,349 dollars; 117 cotton manufactories, with 211,659 spindles, employed 7407 persons, and a capital of 4,900,772 dollars; 332 persons produced 2,867,884 bushels of salt, employing a capital of 5,601,000 dollars; 186 furnaces produced 29,088 tons of cast iron, and 120 forges, &c., produced 53,693 tons of bar iron, consumed 123,677 tons of fuel, employed 3456 persons, and a capital of 2,103,418 dollars; nine smelting houses produced 670,000 lbs. of lead, employing 333 persons, and a capital of 221,000 dollars; seventy-seven paper mills produced articles to the value of 673,121 dollars, and other paper manufactures produced to the value of 89,637 dollars, the whole employing 749 persons, and a capital of 703,550 dollars; hats and caps were manufactured to the value of 2,914,117 dollars, and straw bonnets to the value of 160,248 dollars, the whole employing 3880 persons, and a capital of 1,676,559 dollars; 1216 tanneries employed 5579 persons, and a capital of 3,907,348 dollars; other leather manufactories, as saddleries, &c., produced articles to the value of 6,232,924 dollars; and employed a capital of 2,743,765 dollars; thirteen glass houses, and eleven glass cutting establishments, employed 498 persons, produced articles to the value of 411,371 dollars, and employed a capital of 204,700 dollars; forty-seven potteries employed 197 persons, producing articles to the value of 159,292 dollars, and employed a capital of 88,450 dollars; machinery was produced to the value of 2,895,517 dollars, employing 3631 persons; hardware and cutlery employed 962 persons, and produced articles to the value 1,566,974 dollars; 112 cannon and 8308 small-arms were manufactured by 203 persons, to the value of 1,106,203 dollars; 1713 persons manufactured the precious metals to the value of 1,106,203 dollars; 1447 persons manufactured granite and marble to the value of 966,220 dollars; 489 persons manufactured 11,939,834 lbs. of soap, 4,029,783 lbs. of tallow candles, and 533,000 lbs. of spermaceti candles, with a capital of 618,875 dollars; 669 persons manufactured tobacco to the value of 831,570 dollars, with a capital of 395,530 dollars; 212 distilleries produced 11,973,815 gallons, and eighty-three breweries produced 6,059,122 gallons, the whole employing 1486 persons, and a capital of 3,107,066 dollars; 4710 persons manufactured carriages and waggons to the value of 2,364,461 dollars, with a capital of 1,485,023 dollars; 338 flouring mills manufactured 1,861,385 barrels of flour, and with other mills produced articles to the value of 16,953,280 dollars, employing 10,807 persons, and a capital of 14,648,814 dollars; ships were built to the value of 797,317 dollars; furniture was manufactured to the value of 1,971,776 dollars, employing 3660 persons, and a capital of 1,610,810 dollars; 3160 persons produced bricks and lime to the value of 1,198,527 dollars; 1233 brick and 5198 wooden houses were built by 16,768 persons, and cost

7,265,844 dollars; 321 printing offices, and 107 binderies, thirty-four daily, thirteen semi-weekly, or tri-weekly, and 198 weekly newspapers, and fifty-seven periodicals, employed 3231 persons, and a capital of 1,876,540 dollars. The whole amount of capital employed in manufactures, in 1840, was 55,252,779 dollars, or 11,500,000*l.* sterling.

Education.—Columbia College (formerly King's) was founded in New York in 1754, and is conducted by the Episcopalians; Union College, at Schenectady, was founded in 1795; Hamilton College, in Clinton, was founded in 1812; Geneva College, conducted by the Episcopalians, was founded in Geneva, in 1823; the University of the City of New York was founded in 1831. The Hamilton Literary and Theological Seminary was founded in Hamilton, by the Baptists, in 1819. The Theological Institute of the Episcopal Church was founded by the Episcopalians, in New York, in 1819; the New York Theological Seminary, connected with the University, was founded by the Presbyterians, in 1836; the Theological Seminary at Auburn, was founded by the Presbyterians, in 1821; the Hartwick Seminary, at Hartwick, in Otsego county, was founded by the Lutherans, in 1816; the Theological Seminary of the Associate Reformed Church was founded at Newburg, in 1836; the College of Physicians and Surgeons, in the city of New York, was founded in 1807; the Albany Medical College was founded in 1839. All these institutions had, in 1840, 1285 students; besides, there were in the state 505 academies, with 34,715 students; and 10,593 common and primary schools, with 502,367 scholars; and 44,452 persons over twenty years of age, who could neither read nor write.—*U. S. Gaz.*

COMMON SCHOOLS in 1843 (compiled from the Annual Report of the Superintendent Jan. 13, 1843).

Whole number of school districts		10,893
Number of districts that have made reports		10,645
Number of children from five to sixteen years old in these districts		*601,765
Ditto ditto who have attended the public schools		*571,130
Ditto ditto attending public schools in the city of New York		27,619
Ditto ditto actually attending when the schools were visited		†280,076
Amount of public money paid to the teachers	dollars	588,506.32
Ditto ditto paid for school libraries	do.	98,290.47
Amount paid to teachers besides the public money	do.	468,688.22
Number of incorporated select and private schools		596
Average number of pupils in these schools		30,709
Number of male teachers		‡4,152
Number of female teachers		‡4,890
Number of teachers under eighteen years of age		‡903
Average monthly pay of teachers, males	dollars	17
Ditto ditto, females	do.	7
Number of schoolhouses in good repair		3,426
Ditto ditto in bad or indifferent repair		2,676
Productive capital of the common school fund	dollars	1,968,290.72

Religious Professions.—Of the religious denominations, in 1838, the Presbyterians and Congregationalists had 564 ministers, and 86,000 communicants; the Baptists had 483 ministers, and 67,183 communicants; the Methodists had 591 ministers, and 30,700 communicants; the Dutch Reformed, 142 ministers, and 15,800 communicants; the Episcopalians had 207 ministers, and about 10,000 communicants; the Associate Reformed had thirty ministers; the Lutherans, twenty-seven ministers; the Roman Catholics, thirty-two ministers; the Universalists, twenty-five ministers; the Unitarians, eight ministers; besides a few others.—*U. S. Gaz.*

Public Works.—New York has taken the lead, and is certainly in advance of all the other states in works of internal improvement; but Massachusetts, and some others, have not failed to profit by the example.

* Excluding the city of New York, from which no returns on this head have been received.
† Partly from estimate. ‡ Not including all the counties.

1. *Canals.*—The Erie canal was commenced in July, 1817, and completed in 1825. It extends from Albany to Buffalo, 363 miles, and cost originally 7,143,789 dollars. This cost will be more than doubled by the present widening of it. The Champlain canal, from Albany to Whitehall, seventy-nine miles, was carried on simultaneously, and cost 1,257,604 dollars. The Oswego canal, from Syracuse to Oswego, thirty-eight miles, was completed in 1828, at a cost of 565,437 dollars. The Cayuga and Seneca canal, from Montezuma to Geneva, twenty-one miles, was completed in 1828, at a cost of 236,804 dollars. The Chemung canal, extends from Elmira to Seneca lake, including a feeder to Painted Post, thirty-nine miles, and cost 331,693 dollars. The Crooked lake canal extends from Crooked lake to Seneca lake, eight miles, and cost 156,776 dollars. Chenango canal extends from Binghamton to Utica, ninety-seven miles, and cost 2,270,605 dollars. The above are all branches of the great Erie canal, and their united length is 655 miles; and the cost of the whole 11,962,711 dollars. The Black River canal extends from the Erie canal, at Rome, to the foot of the high falls in Leyden, on Black river, thirty-five miles, with a navigable feeder of eleven miles; the cost, including the improvement of the navigation of the river, forty miles, to Carthage, 1,068,437 dollars. The Genesee and Alleghany canal extends from Rochester to Olean, on the Alleghany, 107 miles, with a branch of fifteen miles, estimated to cost 2,002,285 dollars. The Delaware and Hudson canal commences at Eddyville, on the Rondout creek, near the Hudson, and reaches to Honesdale, on the Lackawaxen river, passing to, and through Delaware river, 109 miles, and cost 2,231,320 dollars.—*Official Reports, U. S. Gaz. See Tabular Statements of Canal Returns, hereafter.*

2. *Railroads.*—Of the railroads projected in the state, the following have been completed. The Harlem railroad from New York to Fordham, twelve miles; the Long Island railroad from Brooklyn to Suffolk station, forty-one miles, to be continued through the island to Greenport; the Hudson and Berkshire railroad from Hudson to West Stockbridge, thirty-three miles; the Catskill and Canajoharie railroad, to connect the two places, seventy-eight miles, partly completed; the Rensselaer and Saratoga railroad from Troy to Ballston, twenty-three miles; the Mohawk and Hudson railroad connects Albany and Schenectady, sixteen miles; the Saratoga and Schenectady, twenty-one miles and a half, connects the two places; the Utica and Schenectady connects these places, seventy-seven miles; the Syracuse and Utica continues this road, fifty-three miles west, to Syracuse; the Syracuse and Auburn railroad continues this road to Auburn, twenty-six miles; the Auburn and Rochester railroad continues it, eighty miles west, to Rochester. The Towanda railroad connects Rochester and Attica, forty-five miles, and is now being continued to Buffalo. Buffalo and Niagara Falls railroad connects the two places, twenty-three miles. Lockport and Niagara Falls railroad connects these places, twenty miles. Ithaca and Oswego railroad joins the two places, twenty miles; the Rochester railroad from Rochester to Port Genesee, three miles; Bath railroad from Bath to Crooked lake, five miles; Port Kent and Keesville railroad connects the two places, four miles and a half. The New York and Erie railroad is one of the greatest undertakings of the kind in America. It commences at Piermont, twenty-two miles above New York, on the Hudson, and is to extend through the southern counties of the state, 350 miles, to Dunkirk, on Lake Erie. The estimated cost of the work is 5,473,000 dollars. This road is completed to Goshen, forty-five miles from Piermont, and other sections of it are completed or in great progress.—*Official Returns, U. S. Gaz.*

FINANCES OF THE STATE OF NEW YORK.

This state has, during all the embarrassments of a commercial crisis, faithfully discharged its public obligations; and the merchants and others engaged in navigation, trade, and manufactures, as well as the banks and public companies, have as honourably discharged their liabilities and contracts, as those of any country in Europe. Some defaulters may, it is true, be named; but not a

greater number in proportion to the whole population, than in the United Kingdom, or any other trading country.

The following tabular statements exhibit the elements of taxation, and the revenue and expenditure of the state of New York.

VALUATION OF REAL AND PERSONAL PROPERTY OF NEW YORK.

It will be seen that the value of real estate in the State at large, is nearly double what it was in 1828, and in the city more than double. The personal property has increased in nearly the same ratio.

YEARS.	NEW YORK STATE, INCLUDING THE CITY.		NEW YORK CITY.		Total Valuation.	Total Amount of Taxes.
	Real.	Personal.	Real.	Personal.		
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1828	275,861,471	68,785,292	87,603,580	37,684,938		
1831	289,457,104	75,258,726	97,221,870	42,058,344		
1832	299,510,739	77,011,007	104,042,405	42,260,213		
1833	319,879,167	96,601,946	114,129,561	52,365,626		
1834	350,011,629	109,660,506	123,219,280	63,299,231		
1835	402,482,307	124,394,293	143,732,425	74,991,278	531,692,197	2,131,947 53
1836	539,756,874	127,639,186	233,74[illegible],303	75,758,617	672,372,487	2,502,463 73
1837	499,313,276	122,144,173	196,450,109	67,297,241	620,451,087	2,703,914 69
1838	502,861,006	124,660,778	194,543,359	69,609,582	627 544,784	2,869,476 75
1839	519,058,782	131,602,988	196,778,134	70,910,796	650,661,770	3,148,931 54
1840	517,723,170	121,449,830	187,121,464	65,721,699	639,171,000	3,088,408 22
1841	531,987,886	124,311,644	186,347,246	65,430,456	655,299,530	3,173,355 97
1842	504,254,026	116,595,233	176,512,342	61,294,559	620,849,262	4,246,487 78

A STATEMENT showing the Population, and also the aggregate Valuation of the Real and Personal Estate, in the several Cities in the State of New York, in each Year since 1815. Compiled from the Comptroller's Report, January 14th, 1840.

	Year.	Population.	Real and Personal Estate.		Year.	Population.	Real and Personal Estate.
BROOKLYN.			dollars.	ALBANY.			dollars.
United States' Census..	1834	Incorporated	15,612,290	State Census	1816	10,023	5,430,636
State Census	1835	24,529	26,390,151	do.	1817	..	8,067,991
do.	1836	..	32,428,942	do.	1818	..	8,089,196
do.	1837	24,529	26,895,074	do.	1819	..	4,063,030
do.	1838	..	25,198,956	United States' Census..	1820	12,630	4,156,647
do.	1839	..	25,440,634	do.	1821	..	3,970,076
				do.	1822	..	3,953,579
NEW YORK CITY.				do.	1823	..	2,574,784
State Census	1816	95,519	82,074,200	do.	1824	..	6,479,943
do.	1817	..	78,895,735	State Census	1825	15,971	6,658,810
do.	1818	..	80,254,091	do.	1826	..	6,758,065
do.	1819	..	79,113,061	do.	1827	..	7,170,058
United States' Census..	1820	123,706	69,530,753	do.	1828	..	7,201,781
do.	1821	..	68,285,070	do.	1829	..	7,264,710
do.	1822	..	71,289,144	United States' Census..	1830	24,238	
do.	1823	..	70,940,820	do.	1831	..	8,420,127
do.	1824	..	83,075,676	do.	1832	..	
State Census	1825	166,086	101,160,046	do.	1833	..	
do.	1826	..	107,447,781	do.	1834	..	9,179,773
do.	1827	..	112,211,926	State Census	1835	28,109	9,618,790
do.	1828	..	114,019,533	do.	1836	..	9,649,477
do.	1829	..	112,526,016	do.	1837	..	9,680,531
United States' Census..	1830	203,007	125,288,518	do.	1838	..	9,325,986
do.	1831	..	139,280,214	do.	1839	..	9,707,634
do.	1832	..	146,302,618				
do.	1833	..	166,49[illegible],187	TROY.			
do.	1834	..	186,548,511	State Census	1816	Incorporated.	1,621,670
State Census	1835	270,089	218,723,703	do.	1817	4,841	1,856,496
do.	1836	..	309,500,920	do.	1818	..	1,818,596
do.	1837	..	263,747,350	do.	1819	..	1,378,350
do.	1838	..	264,152,941	United States' Census..	1820	5,264	1,344 750
do.	1839	..	266,882,430	do.	1821	..	1,264,520

(continued)

	Year.	Population.	Real and Personal Estate.
TROY.			dollars.
United States' Census..	1822	5,264	1,282,170
do.	1823	..	2,464,285
do.	1824	..	2,609,315
State Census.....	1825	7,859	3,143,143
do.	1826	..	3,409,678
do.	1827	..	
do.	1828	..	3,609,741
do.	1829	..	3,552,629
United States' Census..	1830	11,605	3,857,793
do.	1831	..	4,124,757
do.	1832	..	4,221,604
do.	1833	..	4,348,892
do.	1834	..	4,500,393
State Census.....	1835	16,959	4,879,241
do.	1836	..	5,515,091
do.	1837	..	5,303,578
do.	1838	..	5,496,269
do.	1839	..	5,532,392
ROCHESTER.			
United States' Census..	1834	Incorporated.	2,587,215
State Census.....	1835	14,404	2,908,412
do.	1836	..	3,467,253
do.	1837	..	4,065,611
do.	1838	..	4,097,875
do.	1839	..	4,335,083
BUFFALO.			
United States' Census..	1832	Incorporated.	990,000
do.	1833	..	3,086,115
do.	1834	..	2 245,450
State Census.....	1835	15,661	4,092,256
do.	1836	..	4,865,837
do.	1837	..	5 785,837
do.	1838	..	5,985,857
do.	1839	..	6,252,943
UTICA.			
United States' Census..	1832	Incorporated.	2,716,225
do.	1833	..	2,819,634
do.	1834	..	2 820,613
State Census.....	1835	10,183	2,957,370
do.	1836	..	2,973,368
do.	1837	..	3,256,649
do.	1838	..	3,349,881
do.	1839	..	3,569,057
SCHENECTADY.			
State Census.....	1816	7,134	1,448,584
State Census.....	1817	7,134	1,560,155
do.	1818	..	1,377,211
do.	1819	..	1,320 073
United States' Census..	1820	3,939	1 220,073
do.	1821	..	622,024
do.	1822	..	614,774
do.	1823	..	725,544
do.	1824	..	704,841
State Census.....	1825	4,068	767,934
do.	1826	..	650,856
do.	1827	..	664,756
do.	1828	..	680,513
do	1829	..	
United States' Census..	1830	4,258	
do.	1831	..	698,863
do.	1832	..	656,529
do.	1833	..	831,804
do.	1834	..	885,679
State Census.....	1835	6,272	1,046,989
do.	1836	..	1,121,290
do.	1837	..	1,297,261
do.	1838	..	1,355,809
do.	1839	..	1,839,872
HUDSON.			
State Census.....	1816	4,725	1,252,475
do.	1817	..	1,803,630
do.	1818	..	1,663,678
do.	1819	..	1 079,785
United States' Census..	1820	5,310	974,940
do.	1821	..	939,792
do.	1822	..	915,145
do.	1823	..	1,188,201
do.	1824	..	1,218,701
State Census.....	1825	5,004	1,755,942
do.	1826	..	1,150,701
do.	1827	..	1,613 300
do.	1828	..	1,653,250
do.	1829	..	1,524,770
United States' Census..	1830	5,392	1,503,270
do.	1831	..	1,741,820
do.	1832	..	1,814,380
do.	1833	..	1,666,123
do.	1834	..	1,832,063
State Census.....	1835	5,531	1,795,292
do.	1836	..	1,343,660
do.	1837	..	1,121,050
do.	1838	..	984,100
do.	1839	..	1,201,600

COMPARATIVE Table of the Progress of the Debts of the States of New York and Pennsylvania.

YEARS.	NEW YORK.		PENNSYLVANIA.	
	Amount Borrowed in each Year.	Amount Paid in each Year.	Total of State Liabilities at the close of each Year.	Pennsylvania Debt at the close of Year.
	dollars.	dollars.	dollars.	dollars.
1825.....	....	....	7,737,770	1,680,000
1826.....	377,000	270,000	7,844,770	1,980,000
1827.....	500,000	94,615	8,250,155	2,980,000
1828.....	220,000	21,000	8,450 155	5,780,000
1829.....	387,000	333,942	8,516,013	8,370,000
1830.....	150,000	30,977	8,635,035	12 070,000
1831.....	240,263	9,653	8,865,645	14,965 661
1832.....	561,500	....	9,427,145	17,614,341
1833.....	178,886	1,566,310	8,127,656	20,655,002
1834.....	1,044,876	638,830	8,584,525	22,920,402
1835.....	129,453	782,160	8,007,035	24,400,002
1836.....	650,000	691,778	8,005,785	24,400,002
1837.....	919,973	1,026,912	7,954,114	24,400,002
1838.....	4,350,761	365 011	11,953,852	25,200,002
1839.....	2,139,186	67,300	14,025,738	31,724,002
1840.....	4,497,297	138,139	18,385,309	35,936,002
1841.....	3,609,414	33,770	21 960,953	39,508,147
1842.....	3,814,182	10,544		

DEBT of the State of New York in 1843.

(*From the Annual Report of the Comptroller, made Jan.* 11, 1843.)

General Fund and Railroad Debts.	Principal.		Annual Interest.		Canal Debts.	Principal.		Annual Interest.	
	dollars.		dollars.			dollars.		dollars.	
At 4½ per cent interest..	587,700	00	26,446	50	At 5 per cent interest...	14,998,764	12	749,938	20
At 5 per cent interest..	1,248,331	27	62,416	56	At 6 per cent interest...	1,337,388	06	80,243	28
At 5½ per cent interest..	1,628,000	00	89,540	00	At 7 per cent interest...	3,264,436	00	228,510	52
At 6 per cent interest..	1,170,000	00	70,200	00	Pays no interest (6'd of '37,)	12,771	27		
At 7 per cent interest..	490,358	28	34,325	08					
Total.....	5,124,389	55	282,928	14	Total Canal debts...	19,613,359	45	1,058,692	00
					Total treasury debt.	5,124,389	55	282,928	14
					Aggregate.....	24,737,749	00	1,341,620	14

The principal of this debt is payable as follows:—

	dollars.	cts.		dollars.	cts.
On demand . . .	118,390	48	In the year 1861 . .	1,300,000	00
In the year 1843 . .	227,327	00	„ 1862 . .	900,000	00
„ 1844 . .	235,379	07	„ 1865 . .	28,000	00
„ 1845 . .	4,234,201	61	Payable at pleasure . .	698,074	27
„ 1846 . .	571,304	00			
„ 1847 . .	11,000	00	Total . .	24,737,749	00
„ 1848 . .	1,954,993	00	Available means in the hands of the Commissioners of the Canal Fund, applicable to payment of the debt, 1845	1,407,655	85
„ 1849 . .	1,766,700	00			
„ 1850 . .	1,256,000	00			
„ 1851 . .	50,000	00			
„ 1852 . .	20,000	00			
„ 1854 . .	500,000	00			
„ 1855 . .	4,000,000	00	Total . .	23,330,083	15
„ 1858 . .	3,546,305	34			

There is, in addition to the preceding available means, the sum of 514,869 dollars 62 cents unavailable, and which consists of loans to insolvent banks.

The contingent debt of the state, that is, the stock issued on the faith of the people and loaned to railroad and canal companies, is as follows:—

	Redeemable.	Rate of Interest.	Amount.
			dollars.
Delaware and Hudson Canal Company	1847	5 per cent.	500,000
Delaware and Hudson Canal Company	1848	4½ „	300,000
Auburn and Syracuse Railroad Company.....	„	5 „	200,000
Auburn and Rochester Railroad Company	„	5½ „	200,000
Long Island Railroad Company.....	„	6 „	100,000
Hudson and Berkshire Railroad Company	1865	5½ „	150,000
Tioga Coal Company.....	„	5½ „	70,000
Tonawanda Railroad Company.....	„	5¾ „	100,000
Schenectady and Troy Railroad Company	1867	6 „	100,000
Total.....	....	....	1,720,000

Canal debt, 30th Sept. 1843, 20,411,291 dollars; annual interest, 1,111,662 dollars. General fund debt, 5,423,009 dollars; interest, 265,599 dollars. Total whole debt, 25,834,706 dollars; or about 5,500,000*l.* sterling. This is exclusive of the above contingent debt.

ORDINARY RECEIPTS AND EXPENDITURES.

The whole amount of receipts paid into the Treasury, from ordinary sources of revenue, during the year ending September 30, 1842 (excluding temporary loans), was 643,275 dollars 95 cents; of which the principal items were as follows:—

	dollars.	cts.		dollars.	cts.
Auction duty	200,284	52	Surplus from canal fund . .	200,000	00
Salt duty	114,966	99	Banking associations (act of 1838)	21,023	08
Register and clerk fees .	40,279	59	Arrears of county taxes . . .	27,578	10

The whole amount of expenses "annual in their nature," during the same period, was 647,958 dollars 77 cents; of which the chief items were as follows:

	dollars.	cts.
Salaries of officers	50,216	11
Legislature	106,214	67
Clerks in court and chancery	40,930	62
Interest	227,234	44
Printing for the state	50,310	72
Support of the deaf and dumb	15,444	71
Hospital, New York	16,875	00
Foreign poor, in New York	10,000	00
State prison expenses	10,142	69
Court of errors	19,103	90

OFFICIAL Statement relative to the Real Estate, Capital Stock, Taxes, &c., of Banks, Insurance Companies, and Manufacturing Companies, of the State of New York.

(Comptroller's Report to the State Legislature, Feb. 22, 1844.)

NAME OF INCORPORATION.	County.	REAL ESTATE.		Capital Stock, exclusive of Real Estate.		Amount of Taxes assessed on each Incorporation in 1843.	Rate per cent assessed on other Real and Personal Estate in the same Counties in 1843.
		1840.	1843.	1840.	1843.		
		dollars.	dollars.	dollars.	dollars.	dollars.	Mill
Canal Bank of Albany	Albany.	....	....	299,000 —	298 880 —	3,198 01	9.9
Commercial Bank of Albany	do.	20,000 —	50,788 51	248 611 49	249 211 49	2,874 14	9.9
Bank of Albany	do.	....	10,000 —	230,000 —	225,000 —	2 518 97	9 9
Albany Firemen's Insurance Co.	do.	....	....	....	110 600 —	1,179 64	9.9
Albany Water Works Company.	do.	5,400 —	....	....	78 784 20	842 99	9.9
Mechanics' and Farmers' Bank of Albany	do.	25,000 —	86,389 17	353,553 83	359,610 83	4,050 52	9.9
Albany Insurance Company	do.	....	8,150 —	....	291 850 —	2,732 80	9.9
Merchants' Insurance Company.	do.	....	6,200 —	....	143,800 —	1 444 50	9.9
Exchange Bank of Albany	do.	....	....	....	309,600 —	3 302 72	9.9
Albany City Bank	do.	17,000 —	17,000 —	463,000 —	463,000 —	5 136 —	9.9
New York State Bank of Albany	do.	16,000 —	16,000 —	301,632 —	304,214 45	3,427 15	9.9
Broome County Bank	Broome.	9,150 —	6,000 —	90,850 —	94 000 —	825 —	8.6
Moravia Cotton Mill	Cayuga.	....	13,400 —	....	28 000 —	155 33	5.7
Bank of Auburn	do.	....	45,496 65	....	154,503 35	988 41	5.7
Cayuga County Bank	do.	....	38,526 04	....	202,348 96	1 224 15	5.7
Chemung Canal Bank	Chemung.	10,000 —	4,600 —	164,262 —	152,400 —	1,199 48	8.0
Peru Iron Company	Clinton.	25,000 —	25,000 —	....	....	408 —	15.1
Keeseville Manufacturing Co.	do.	4,500 —	4,500 —	11,000 —	11,000 —	248 —	15 1
Bank of Chenango	Chenango.	3,894 —	2,544 —	116,106 —	117,456 —	672 —	6.7
Farmers' and Mechanics' Manufacturing Company	do.	23,000 —	10,700 —	52,000 —	52,000 —	242 64	6.7
Farmers' Bank of Hudson	Columbia.	4,000 —	4 000 —	90 200 —	54,250 —	135 79	5.2
Hudson River Bank	do.	4,000 —	3 200 —	146,000 —	146 800 —	402 30	5.2
Farmers' and Manufacturers' Bank	Dutchess.	8,000 —	64,997 01	237,183 —	235,002 —	960 —	3.7
Bank of Poughkeepsie	do.	6,000 —	9 262 12	90 737 —	90,737 88	320 —	3.7
Dutchess County Bank	do.	11,500 —	102,360 95	582,000 —	497,639 05	1,920 —	3.7
Pine Plains Bank	do.	....	....	50,000 —	50,000 —	190 —	3.7
Matteawan Company	do.	200,000 —	140,000 —	100,000 —	210,000 —	500 —	3.7
Rocky Glen Company	do.	100,000 —	105,500 —	....	42,000 —	206 —	3.7
Glenham Manufacturing Co.	do.	100,000 —	85,000 —	25 000 —	54,400 —	180 50	3.7
Essex County Bank	Essex.	3,500 —	9,860 05	90,139 95	90,139 95	1,236 74	14.5
Port Henry Iron Company	do.	....	9,648 —	....	20,978 —	384 65	14.5
Montgomery County Bank	Fulton.	600 —	1 900 —	98,000 —	98 100 —	1,153 62	14.4
Bank of Genesee	Genesee.	7,707 66	9,771 63	92,292 35	90 228 37	547 06	5.3
Catskill Bank	Greene.	5,000 —	21,164 40	132 240 27	128,835 60	992 43	9.–
Tanners' Bank	do.	3,000 —	5,500 —	94 276 25	94,500 —	716 22	9.–
Herkimer County Bank	Herkimer.	....	6 574 12	....	193,425 88	1,040 —	6.1
New Hope Manufacturing Co.	do.	....	10,750 50	....	14,249 50	not returned	6.1
Sackets'-Harbour Bank	Jefferson.	....	8,000 —	200,000 —	192,000 —	do.	7.4
Jefferson County Bank	do.	2 000 —	2,250 —	198 000 —	197,750 —	do.	7.4
Black River Woollen Company	do.	10,370 27	13 000 —	39,229 73	16 370 —	do.	7.4
Watertown Cotton Mills Co.	do.	5,352 —	4 600 —	4,648 —	5,400 —	do.	7.4
Williams Woollen Company	do.	2,250 —	2,250 —	5,750 —	5,750 —	do.	7.4
Jefferson Manufacturing Co.	do.	27,400 —	20,000 —	....	....	do.	7.4
Ontario Cotton Mills	do.	....	4,500 —	....	....	do.	7.4
Hamilton Manufacturing Co.	do.	15,000 —	....	54,000 —	....	do.	7.4

(continued)

NAME OF INCORPORATION.	County.	REAL ESTATE. 1840	REAL ESTATE. 1843	Capital Stock, exclusive of Real Estate. 1840	Capital Stock, exclusive of Real Estate. 1843	Amount of Taxes assessed on each Incorporation in 1843.	Rate per cent assessed on other Real and Personal Estate in the same Counties in 1843.
		dollars.	dollars.	dollars.	dollars	dollars.	dollars.
Long Island Bank	Kings.	33,390 —	38,800 01	268,794 —	261,199 99	2,160 —	6.3
Brooklyn Bank	do.	5 885 —	4 500 —	94 500 —	85.500 —	648 —	6.3
Atlantic Bank	do.	39,827 —	37,386 97	462,777 —	462,613 03	3,503 52	6.3
Brooklyn Fire Insurance Co.	do.	....	13,009 50	102,000 —	88,990 50	728 39	6.3
Long Island Insurance Co.	do.	10,165 —	7 800 —	190,500 —	192,200 —	1.430 —	6.3
Williamsburgh Fire Insurance Company	do.	2,149 —	2,000 —	147,400 —	50,000 —	216 35	6.3
Brooklyn White Lead Company.	do.	49,075 —	45,400 —	....	....	326 88	6.3
Union White Lead Company	do.	60,000 —	80,000 —	26,800 —	20,000 —	201 60	6.3
Red Hook Cotton Manufacturing Company	do.	....	19,835 —	....	....	104 96	6.3
Lewis County Bank	Lewis.	1,407 —	13,335 69	97,693 —	86,661 31	643 67	9.7
Bank of Lowville	do.	....	....	....	15,000 —	107 55	9.7
Livingston County Bank	Livingston.	2,000 —	2,000 —	98,000 —	98,000 —	356 76	2.6
Lenox Iron Company	Madison.	4,521 —	3,300 —	16,079 —	18,300 —	130 29	5.1
Madison County Bank	do.	3,500 —	1,200 —	95,000 —	97,700 —	395 60	5.1
Rochester City Bank	Monroe.	10,296 —	195,248 25	378 825 —	204,751 75	942 72	4.6
Bank of Monroe	do.	14,775 —	77,149 06	253,707 —	222,850 94	945 58	4.6
Bank of Rochester	do.	13,600 —	35,925 —	225,099 —	176,152 —	770 45	4.6
Commercial Bank of Rochester	do.	....	14,300 —	....	50,000 —	213 36	4.6
Farmers' and Mechanics' Bank of Rochester	do.	....	....	....	5,000 —	18 32	4.6
Bank of Brockport	do.	....	....	....	26,000 —	113 62	4.6
Etna Insurance Company	New York.	....	14,000 —	209,770 —	186,000 —	1,473 12	7.6
Alliance Mutual Insurance Co.	do.	....	....	....	50,000 —	396 —	7.6
Atlantic Mutual Insurance Co.	do.	....	....	....	68,940 —	546 —	7.6
City Fire Insurance Company	do.	79,300 —	75,185 —	130,765 —	131,815 —	1,067 73	7.6
Eagle Fire Insurance Company.	do	....	206,191 —	....	293,809 —	2,960 75	7.6
East River Fire Insurance Co.	do.	....	101,455 —	228,096 —	98,515 —	1,250 33	7.6
Firemen's Insurance Company	do.	70,000 —	19,450 —	282,350 —	280,550 —	2,300 15	7.6
Farmers' Loan and Trust Co.	do.	....	446,716 47	1,921,206 —	1,533,283 53	12,136 37	7.6
General Mutual Insurance Co.	do.	....	....	....	150,000 —	1,188 —	7.6
Howard Insurance Company	do.	60,000 —	105,171 18	216,513 —	182,025 82	1,758 44	7.6
Hudson Insurance Company	do.	....	22,650 —	159,490 —	52,957 56	569 52	7.6
Jackson Marine Insurance Co.	do.	13,700 —	70,796 13	274,625 —	129,293 87	1,195 35	7.6
Jefferson Insurance Company	do.	....	36,100 —	198,210 —	103,910 —	2,112 56	7.6
Manhattan Insurance Company	do.	. .	18,611 14	250,000 —	231,388 86	1,919 51	7.6
New York Life Insurance and Trust Company	do.	136,200 —	229,298 59	647,241 —	771,370 06	7,293 15	7.6
New York Equitable Insurance Company	do.	3,650 —	26,225 63	271,969 —	273,774 37	2,180 37	7.6
New York Contributionship Insurance Company	do.	80,600 —	48,000 —	209,770 —	188,121 72	1,870 08	7.6
New York Fire Insurance Co.	do.	49,000 —	48,797 43	115,170 —	151,202 57	1,200 60	7.6
New York Guardian Insurance Company	do.	....	....	288,350 —	289,600 —	2,293 63	7.6
New York Marine Insurance Co.	do.	....	...	499,250 —	500,000 —	3,954 00	7.6
North American Insurance Co.	do.	....	154,091 26	212,052 —	345,908 74	9[illegible]8 94	7.6
Merchants' Fire Insurance Co.	do.	89,000 —	138,581 99	346,782 —	361,418 01	3,426 78	7.6
Mutual Fire Insurance Company.	do.	60,000 —	50,270 —	299,730 —	299,730 —	2,696 16	7.6
Mutual Safety Insurance Co.	do.	....	....	47,287 —	400,000 —	3,168 —	7.6
Sun Mutual Insurance Company.	do.	....	....	....	300,000 —	2,367 —	7.6
Trust Fire Insurance Company.	do.	....	76,166 —	200,000 —	73,834 —	819 —	7.6
United States' Insurance Co.	do.	....	....	250,000 —	250,000 —	1,980 —	7.6
National Fire Insurance Co.	do.	....	14,825 —	....	89,352 —	822 —	7.6
American Insurance Company	do.	...	71,300 —	....	....	549 36	7.6
North River Insurance Co.	do.	11,500 —	35,952 69	334,950 —	314,047 31	2,740 74	7.6
Bowery Fire Insurance Co.	do.	28,300 —	16,900 —	249,379 —	262,205 88	4,949 36	7.6
Phœnix Fire Insurance Co.	do.	....	2,900 —	....	....	23 29	7.6
Ocean Insurance Company	do.	....	800 —	238,000 —	....	6 22	7.6
Greenwich Insurance Company.	do.	5,600	8,100 —	191,900 —	191,900 —	1,580 —	7.6
Union White Lead Manufacturing Company	do.	11,750 —	9,000 —	26,800 —	20,000 —	230 26	7.6
American Fur Company	do.	....	31,500 —	....	50,594 —	625 13	7.6
Manhattan Gas Company	do.	60,989 01	68,319 —	270,000 —	261,680 41	1,631 24	7.6
New York Gas Company	do.	220,649 33	153,554 —	529,350 67	515,429 60	5 283 29	7.6
American Exchange Bank	do.	....	....	....	892,680 —	7,070 02	7.6
Bank of America	do.	112,000 —	104,900 30	1,885,759 —	1,865,759 05	15,648 —	7.6
Bank of Commerce	do.	....	....	....	3,252,140 —	25,756 94	7.6
Bank of New York	do.	166,600 —	71,529 58	919,470 —	918,470 42	8,316 68	7.6
Bank of the State of New York	do.	225,000 —	175,000 —	1,754,500 —	1,754,500 —	15,281 64	7.6
City Bank	do.	95,000 —	72,758 51	647,241 —	647,249 49	5,240 94	7.6
Leather Manufacturers' Bank	do.	....	2,164 75	594,585 —	596,585 25	5,002 15	7.6
Manhattan Company	do.	274,500 —	543,009 50	1,430,854 —	1,410,640 50	13,507 54	7.6
Mechanics' Bank	do.	90,000 —	119,374 63	1,258,523 —	1,265,653 37	10,619 31	7.6
Mechanics' Banking Association	do.	56,000 —	63,200 —	....	494,139 03	4,389 74	7.6
Merchants' Bank	do.	115,000 —	109,000 —	1,202,505 —	1,202,505 49	10,388 23	7.6
National Bank	do.	50,000 —	31,097 67	720,362 —	718,902 33	5,994 65	7.6

(continued)

NAME OF INCORPORATION.	County.	REAL ESTATE. 1840	REAL ESTATE. 1843	Capital Stock, exclusive of Real Estate. 1840	Capital Stock, exclusive of Real Estate. 1843	Amount of Taxes assessed on each Incorporation in 1843.	Rate per cent assessed on other Real and Personal Estate in the same Counties in 1843.
		dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
New York State Stock Security Bank	New York	....	....	....	13,960 38	110 56	7.6
Phœnix Bank	do.	75,000 —	105,219 47	1,435,567 —	1,094,260 53	9,181 33	7.6
Union Bank	do.	92,000 —	75,000 —	940,000 —	925,000 —	7,880 —	7.6
Dry Dock Bank	do.	263,000 —	462,763 91	12,091 66	....	1,688 27	7.6
Lafayette Bank	do.	18,700 —	43,000 —	452,795 71	....	340 60	7.6
Chemical Manufacturing Co.	do.	107,000 —	70,800 —	400,000 —	400,000 —	3,481 66	7.6
Fulton Bank	do.	16,500 —	15,548 87	586,793 50	581,000 —	4 759 64	7.6
North River Bank	do.	69,000 —	33,500 —	436,149 66	650,000 —	5,495 34	7.6
Merchants' Exchange Bank	do.	16,800 —	20,376 18	729,923 18	727,373 82	6,011 88	7.6
Seventh Ward Bank	do.	6,800 —	6,600 —	493,890 —	479,000 —	4,053 85	7.6
Tradesmen's Bank	do.	29,700 —	25,600 —	369,500 —	370,000 —	3,184 47	7.6
Delaware and Hudson Canal Co.	do.	8,000 —	11,400 —	....	....	90 96	7.6
Mechanics' and Traders' Bank	do.	22,400 —	31,000 —	105,754 —	103,185 26	1,077 61	7.6
Greenwich Bank	do.	13,500 —	13,500 —	185,500 —	110,000 —	988 —	7.6
Chelsea Bank	do.	....	1,000 —	....	....	8 —	7.6
Butchers' and Drovers' Bank	do.	39,000 —	68,157 67	430,392 —	430,392 33	3,978 43	7.6
Canal Bank of Lockport	Niagara	....	....	....	146,000 —	774 67	6.0
Lockport Bank and Trust Co.	do.	4,500 —	4,050 —	....	196,900 —	1,141 28	6.0
Niagara Manufacturing Company	do.	....	5,000 —	....	....	28 40	6.0
Clinton Manufacturing Company	Oneida	2,000 —	1,000 —	....	2,000 —	19 36	6.5
Manchester Manufacturing Co.	do.	5,800 —	5,000 —	3,800 —	3,000 —	51 60	6.5
Whitestown Manufacturing Co.	do.	26,000 —	26,000 —	....	....	143 52	6.5
Utica Manufacturing Company	do.	....	18,000 —	....	....	99 36	6.5
New Hartford Manufacturing Co.	do.	27,000 —	25,000 —	....	....	138 —	6.5
Oneida Iron and Glass Manufacturing Company	do.	3,033 —	8,462 —	....	92,500 —	13 26	6.5
Dexter Manufacturing Company	do.	....	8,000 —	....	10,000 —	115 56	6.5
Oriskany Manufacturing Co.	do.	....	20,000 —	....	61,000 —	192 60	6.5
Oneida Manufacturing Company	do.	18,000 —	18,600 —	12,000 —	12,000 —	196 77	6.5
Bank of Rome	do.	3,000 —	12,092 37	87,907 —	87,907 63	614 53	6.5
Bank of Utica	do.	8,000 —	6,000 —	542,776 —	509,384 59	2,536 21	6.5
Oneida Bank	do.	....	....	364,577 —	355,969 80	1,751 74	6.5
Bank of Central New York	do.	....	6,000 —	....	63,400 —	341 52	6.5
Ontario Branch Bank	do.	....	6,000 —	....	....	29 52	6.5
Utica Insurance Company	do.	1,500 —	1,000 —	....	....	4 92	6.5
Bank of Salina	Onondaga	3,500 31	10,900 —	150,000 —	139,100 —	768 36	4.8
Bank of Syracuse	do.	....	6,400 —	230,000 —	144,400 —	770 41	4.8
Onondaga County Bank	do.	6,000 —	8,000 —	137,987 —	139,500 —	755 —	4.8
Syracuse Salt Company	do.	40,000 —	....	....	50,000 —	256 13	4.8
Onondaga Salt Company	do.	40,400 —	....	....	56,491 —	5 —	4.8
Ontario Bank	Ontario	15,657 —	45,876 39	439,662 23	455,319 —	1,203 71	3.1
Utica Branch Bank	do.	....	5,050 —	....	....	13 85	3.1
Bank of Geneva	do.	5,379 —	5,379 32	394,621 —	391,597 78	1,101 86	3.1
Middletown Bank	Orange	....	....	....	12,000 —	68 58	5.6
Highland Bank	do.	5,500 —	10,600 —	181,500 —	157,000 —	810 92	5.6
Powell Bank	do.	....	....	85,000 —	50,000 —	241 92	5.6
Bank of Newburgh	do.	7,000 —	12 596 29	126,900 —	127,403 71	636 25	5.6
Bank of Orleans	Orleans	17,225 —	11,178 —	153,418 —	147,972 —	834 26	5.2
Bank of Albion	do.	....	....	....	63,345 —	331 10	5.2
Northwestern Insurance Co.	Oswego	....	11,849 02	150,000 —	138,158 97	1,160 47	8.7
Arkwright Cotton Factory	Otsego	6,000 —	6,650 —	44,000 —	43,350 —	not returned	7.5
Union Cotton Manufacturing Co.	do.	6,500 —	21.100 —	18,500 —	68,850 —	do.	7.5
West-Point Foundary Association	Putnam	60,000 —	50.000 —	40,000 —	50,000 —	395 —	3.3
Bank of Troy	Rensselaer	12,500 —	15,600 —	414,482 —	388,462 11	1,419 64	4.5
Troy Savings' Bank	do.	2,700 —	2 700 —	....	14,000 —	58 66	4.5
Merchants' and Mechanics' Bank	do.	11,800 —	29,408 60	275,531 —	270,591 40	987 12	4.5
Farmer's Bank	do.	13,500 —	23,808 72	255,791 —	254,191 58	940 50	4.5
Commercial Bank	do.	....	....	....	157,000 —	551 54	4.5
Howard Trust and Banking Co.	do.	....	....	....	100,000 —	351 30	4.5
Troy City Bank	do.	14,502 —	15.002 30	285 497 —	284,997 70	1,025 79	4.5
Hydraulic Company	do.	3,850 —	3,500 —	....	....	11 76	4.5
Troy India Rubber Factory	do.	7,000 —	4,000 —	....	....	14 64	4.5
Troy Iron and Nail Factory	do.	38,000 —	50,000 —	40.000 —	....	183 —	4.5
Tremont Manufacturing Co.	do.	5,500 —	5,225 —	8,222 —	4,961 —	65 35	4.5
Caledonia Manufacturing Co.	do.	5,500 —	5,000 —	7,800 —	....	32 08	4.5
Hoosick Cotton Manufacturing Company	do.	1,500 —	1 200 —	....	....	7 70	4.5
Farmers' Manufacturing Co.	do.	8,680 —	15,000 —	8,680 —	15,320 —	108 80	4.5
Star Manufacturing Company	do.	1,500 —	1 400 —	....	....	7 61	4.5
Bank of Lansingburgh	do.	2,500 —	1,000 —	108,142 —	54,000 —	215 27	4.5
Castleton Dyeing and Printing Establishment	Richmond	25,000 —	30,000 —	....	....	192 —	7.-
Ramapo Manufacturing Company	Rockland	47,107 —	85,929 —	....	2,679 —	176 55	3.2
Ballston Spa Bank	Saratoga	1,000 —	1,150 —	40,000 —	58,900 —	355 20	5.5
James Bank	do.	30,000 —	18 000 —	....	....	110 78	5.5
Saratoga County Bank	do.	3,274 56	4,950 —	94,425 44	85 000 —	344 25	5.5
Mechanicsville Manufacturing Co.	do.	13,500 —	6,000 —	....	....	27 54	5.5

(continued)

NAME OF INCORPORATION.	County.	REAL ESTATE. 1840	REAL ESTATE. 1843	Capital Stock, exclusive of Real Estate. 1840	Capital Stock, exclusive of Real Estate. 1843	Amount of Taxes Assessed on each Incorporation in 1843.	Rate per cent assessed on other Real and Personal Estate in the same Counties in 1843.
		dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
Saratoga Manufacturing Co.....	Saratoga	....	8,250 —	7,000 —	....	47 60	5.5
Schenectady Bank.....	Schenectady	3,000 —	7,882 85	150,000 —	141,607 15	1,518 37½	9.–
Mohawk Bank.....	do.	7,000 —	7,000 —	72,559 —	72,559 —	835 37	9.–
Seneca County Bank.....	Seneca	5,000 —	20,040 —	195,000 —	146,000 —	444 90	4.2
Waterloo Woollen Manufacturing Company.....	do.	50,000 —	60,000 —	50,000 —	....	160 78	4.2
Steuben County Bank.....	Steuben	13,351 15	35,588 80	136,648 85	114,411 20	786 09	5.4
Bank of Corning.....	do.	....	700 —	....	104,000 —	548 15	5.4
Tioga Coal, Iron, and Mining Co.	do.	....	8,000 —	....	20 325 —	106 33	5.4
Ogdensburgh Bank.....	St. Lawrence	2,500 —	50,000 —	71,000 —	50,000 —	1,808 09	12.1
Bank of Owego	Tioga	1,500 —	1,200 —	197,500 —	198,800 —	not returned	10.4
Bank of Ithaca.....	Tompkins	12,637 43	34,271 55	187,362 57	165,728 45	do.	4.9
Tompkins County Bank	do.	11,700 —	26,027 63	238.300 —	223.972 37	do.	8.2
Ulster County Bank.....	Ulster	4,600 —	6,975 52	69,775 —	93,024 48	703 29	8.2
Kingston Bank.....	do.	13,450 —	23,924 18	129,500 —	176,075 82	1,332 54	8.2
Ulster Iron Company.....	do.	27,000 —	20.000 —	....	....	177 92	8.2
Great Falls Manufacturing Co...	do.	5,000 —	5,500 —	....	2,000 —	66 72	8.2
Ellenville Glass Company.....	do.	17,179 —	17,765 —	3,821 —	8,235 —	not returned	8.2
Washington County Bank	Washington	....	....	....	8,000 —	45 26	6.1
Bank of Whitehall.....	do.	4,000 —	3,000 —	93.000 —	92,000 —	569 92	6.1
Westchester County Bank.....	Westchester	4,000 —	2,000 —	160,951 —	167,744 —	1,139 16	5.7
Yates County Bank.....	Yates	2,400 —	6,750 —	96,031 —	92,000 —	363 89	3.9
	Total....	4,521,068 71	7,200,309 73	40,380,504 34	45,939,245 93	360,726 15	

SUMMARY.

	1840. dollars.	cts.	1843. dollars.	cts.
Total amount of real estate . .	4,521,068	71	7,200,309	73
Total amount of capital stock . .	40,380,504	34	45,939,245	93
	45,901,573	05	53,139,555	66
Add for railroads, not included in the table:				
Real estate	2,550,291	40	7,423,735	01
Capital stock	172,000	00	428,453	54
Aggregate . . .	48,623,864	45	60,991,744	21

Of the increase from 1840 to 1843, more than five millions and a half of dollars is caused by including the free banks in the assessments of 1843, and not in the 1840.

	dollars.	cts.
The total sum paid for taxes in 1843, by the incorporated companies included in the table, was	360,726	15
Paid by railroad companies	20,646	74
	381,372	89

The Delaware and Hudson Canal, and turnpike and bridge companies are not included.

NEW YORK BANKS.

The general banking system of New York is considered restrictive. We shall defer our account of the chartered, the free, and the safety-fund banks of this state, until we bring them under view hereafter in a general account of the banking systems of the United States. We shall therefore confine the subject under the present head to the following opinion of the Comptroller on the general bank law of New York, and to the annual report of the bank commissioners.

COMPTROLLER'S OFFICE, *Albany, July 30th*, 1841.

1. That I am of opinion the restriction in the third section of the act of 1840, which prohibits the commencing of banking until securities to the amount of 100,000 dollars shall have been deposited with the comptroller, applies only, as you contend, to an "association of persons," and not to an individual banker, and therefore, that the comptroller would be bound, under the general provisions of the act, to issue circulating notes to an amount equal to the current market value of the securities, although the securities deposited should not amount to 100,000 dollars.

2. I find nothing in the act, however, that authorises an individual banker, or "any person" as distinguished from an association of persons, to assume any fictitious name as the name of his bank, and I think there is manifest propriety in requiring, in such case, that the circulating notes delivered to such individual banker, should be in his individual, and not in an assumed name.

The obvious intent of the statute is, that the individual banker shall be held personally liable upon his circulating notes. They are, it is true, to be "in the form and similitude of bank bills," and to be countersigned, numbered, and registered, and are to bear the stamp which is to indicate that they are secured in the manner contemplated by the act; but the holder of such notes, in case the bills are not paid or redeemed according to law, can resort for his indemnity not only to the securities deposited in the hands of the comptroller, but to the maker or individual banker personally.—He is to "execute and sign the circulating notes" so as "to make them obligatory promissory notes, payable on demand at his place of business." How can the signature by his president and cashier, and in the assumed name of a bank, be deemed a compliance with this provision?

If "any number of persons" associate for the purpose of banking, they are required to file a certificate in the office of the secretary of state, and in the office of the clerk of the county, specifying:

1. The "name assumed" to distinguish such associations.
2. The place where the business is to be carried on.
3. The amount of capital and number of shares.
4. The names and places of residence of the shareholders, and the number of shares held by each.
5. The period at which such association shall commence and terminate.

Such associations are to carry on the business of banking, as provided for by the act, and in the manner specified in their articles of association, and to choose one of their number as president, and to appoint a cashier.

All contracts made by such "association" and all notes and bills by them issued, must be signed by the president or vice-president, and suits by, or against them, are to be prosecuted in the name of the president, and a judgment against him, can only be enforced against the joint property of the association; and no shareholder of "any such association" is liable in his individual capacity, unless the articles of association signed by him, shall have so declared.

The annual statement too, required by the 26th section of the original act of 1838, applies only to such "associations" and not to individual bankers, although the act of the last session in terms includes individual bankers. Many other of the restrictions and limitations can only be deemed applicable to associations.

The law of 1841, directing the manner of commencing suits against "associations," has no reference to individual bankers, and suits against the latter, upon their circulating notes, should, as I suppose, be commenced and prosecuted as against other individuals, and be enforced like any other private demand, the holders of the notes having, however, the additional remedy against the securities in the hands of the comptroller—to which, perhaps, a court of chancery might compel him to resort in the first instance.

If you desire to avail yourself of this law in obtaining circulating notes from this department, and to commence the business of banking, under its provisions, as an individual banker, the notes must be prepared and issued in your individual name, and bear your individual signature.—You will then be entitled, upon depositing the securities contemplated by the act, to circulate notes equal to the market value of the securities deposited.

A STATEMENT of all the Incorporated Companies in the State of New York, having Banking Powers, the Date of their respective Acts of Incorporation, the Limitation of the same, and the Amount of Capital authorised.

NAMES OF BANKS.	Date of Charter.	Charter expires.	Amount of Capital.
			dollars.
Bank of America	1831	1853	2,001,200
—— New York	1831	1853	1,000,000
—— the State of New York	1836	1866	2,000,000
Butchers' and Drovers' Bk.	1830	1853	500,000
Chemical Manufacturing Company	1824	1844	400,000
City Bank	1831	1852	720,000
Commercial Bank	1834	1865	500,000
Delaware and Hudson Canal Company	1824	1844	500,000
Dry Dock Company	1829	unlimited	200,000
Fulton Bank	1824	1844	600,000
Greenwich Bank	1830	1855	200,000
La Fayette Bank	1835	1865	500,000
Leather Manufacturers' Bank	1832	1862	600,000
Manhattan Company	1799	unlimited	2,050,000
Mechanics' Bank	1831	1855	2,000,000
Mechanics' & Traders' Bk.	1830	1857	200,000
Merchants' Bank	1831	1857	1,490,000
Merchants' Exchange Bk.	1829	1849	750,000
National Bank	1829	1857	750,000
North River Bank	1821	1842	500,000
Phœnix Bank	1831	1854	
Seventh Ward Bank	1833	1863	500,000
Tradesmen's Bank	1831	1855	400,000
Union Bank	1831	1853	1,000,000
[The foregoing banks are all in the city of New York.]			
Albany City Bank	1834	1864	500,000
Atlantic Bank, Brooklyn	1836	1866	500,000
Bank of Albany	1829	1855	240,000
—— Auburn	1829	1850	200,000
—— Buffalo	1831	1861	200,000
—— Chenango	1829	1856	200,000
—— Genesee	1829	1852	100,000
—— Geneva	1829	1853	400,000
—— Ithaca	1829	1850	200,000
—— Lansingburgh	1832	1855	120,000
—— Lyons	1836	1866	200,000
—— Monroe	1829	1850	300,000
—— Newburgh	1829	1851	140,000
—— Ogdensburgh	1829	1859	100,000
—— Orleans	1834	1864	200,000
—— Owego	1836	1866	200,000
—— Poughkeepsie	1830	1858	100,000
—— Rochester	1839	1845	250,000
—— Rome	1832	1862	100,000
—— Salina	1832	1862	150,000
—— Troy	1829	1853	440,000
—— Utica	1829	1850	600,000
—— Whitehall	1829	1859	100,000
Brooklyn Bank	1832	1860	200,000
Broome County Bank	1831	1855	100,000
Canal Bank of Albany	1829	1854	300,000
Catskill Bank	1829	1853	150,000
Cayuga County Bank	1833	1863	250,000
Central Bank	1829	1855	120,000
Chautauque County Bank	1831	1860	100,000
Chemung Canal Bank	1833	1863	200,000
City Bank of Buffalo*	1836	1866	400,000
Clinton County Bank	1836	1866	200,000
Commercial Bk. of Albany	1825	1845	300,000
Commercial Bk. of Buffalo	1834	1864	400,000
Commercial Bk. of Oswego	1836	1866	250,000
Duchess County Bank	1825	1855	600,000
Essex County Bank	1832	1862	100,000
Farmers' Bank, Catskill	1831	1860	100,000
Farmers' Bank, Troy	1829	1853	278,000
Farmers' and Manufacturers' Bank, Poughkeepsie	1834	1864	300,000
Herkimer County Bank	1833	1863	200,000
Highland Bk, Newburgh	1834	1864	200,000
Hudson River Bk., Hudson	1830	1855	150,000
Jefferson County Bank	1829	1854	200,000
Kingston Bank	1836	1866	200,000
Lewis County Bank	1833	1863	100,000
Livingston County Bank	1830	1855	100,000
Long Island Bank	1839	1845	300,000
Madison County Bank	1831	1858	100,000
Mechanics' and Farmers' Bank, Albany	1829	1853	442,000
Merchants' and Mechanics' Bank, Troy	1829	1854	300,000
Mohawk Bank	1829	1853	165,000
Montgomery County Bank	1831	1857	100,000
Oneida Bank	1836	1866	400,000
Onondaga Bank	1830	1854	150,000
Ontario Bank	1829	1856	500,000
Orange County Bank	1832	1862	105,660
Oswego Bank	1831	1859	150,000
Otsego County Bank	1830	1854	100,000
Rochester City Bank	1836	1866	400,000
Sackett's Harbour Bank	1834	1865	200,000
Saratoga County Bank	1830	1857	100,000
Schenectady Bank	1832	1862	150,000
Seneca County Bank	1833	1863	200,000
Steuben County Bank	1832	1862	150,000
Tompkins County Bank	1836	1866	250,000
Troy City Bank	1833	1863	300,000
Ulster County Bank	1831	1861	100,000
Wayne County Bank*	1829	1858	100,000
Watervliet Bank	1836	1866	250,000
Westchester County Bank	1833	1863	200,000
Yates County Bank	1831	1859	100,000

* Charter forfeited.

THE FREE BANKS OF THE STATE OF NEW YORK.

By the annual report of the comptroller, dated January 7, 1841, there were seventy-six associations and banks named in the report of last year; thirteen have been struck from the list, as either closed or closing, and there have been added six, which have been established since the 1st of December, 1839; leaving now in operation sixty-nine, several of which have indicated a disposition to close their operations as speedily as circumstances will admit. It is much to the credit of the free banks, that of the great number of them, they have all, with but one exception (the Millers' Bank), complied with the terms of the act of the last session, relating to the redemption of bank notes; and consequently, the circulating bills of all the associations and individual bankers (with the one exception) have been taken at par for all state dues, at the several points where those dues are payable. Many of the associations, and some individual bankers, have found it necessary materially to curtail their circulation, as will be seen by comparing the amount in 1839 with that in 1840.

	dollars.
On the 1st of December, 1839, the circulation of the free banks (or, the amount issued from this office) was	6,012,009
On the 1st of December, 1840, there was outstanding	5,353,567
Making a diminution of	658,442

STATEMENT of the Banks under the General Banking Law, December 1, 1840.

NAMES OF BANKS.	Capital secured by State Stocks.	Capital secured by Bonds and Mortgages.	Amount of Circulating Notes.
	dollars.	dollars.	dollars
Staten Island Bank	36,000	†41,500	†66,448
Agricultural Bank, of Herkimer	32,000 *5,000	26,833	53,000
Bank of United States, New York	200,000	....	138,000
Bank of Western New York, Rochester	100,000	....	83,056
Clinton Bank, New York	75,000	....	48,500
Mechanics' Banking Association, New York	90,000 *20,000	75,000	154,221
North American Trust and Banking Co., New York	28,000	10,000	10,580
Farmers' Bank, Orleans	75,600	83,680	106,626
Lockport Bank and Trust Company	100,000	98,760	166,000
New York State Stock Security Bank, New York	*74,700	....	34,596
State Bank of New York, Buffalo	100,000	....	69,960
Merchants' and Farmers' Bank, Ithaca	46,000	58,550	96,000
Alleghany County Bank, Angelica	20,000 *9,000	....	†13,200
Bank of Syracuse	100,000	78,213	150,000
Cattaraugus County Bank, Randolph	18,000 *20,000	27,600	58,200
St. Lawrence County Bank, Ogdensburgh	120,000 *18,000	58,549	171,034
Merchants' Exchange Bk., Buffalo	130,000	20,000	117,195
Farmers' and Mechanics' Bank, Genesee	28,000	21,721	44,095
Bank of Kinderhook	50,000	50,600	91,602
James Bank, Jamesville	30,000	40,714	50,690
Powell Bank, Newburg	75,000	50,000	106,250
Bank of Olean	31,000 *53,000	45,231	116,302
Bank of Central New York, Utica	44,000	26,093	58,098
Bank of Silver Creek	20,000 *9,000	20,090	48,800
Exchange Bank, Genesee	41,000	35,745	65,312
Genesee County Bank, Le Roy	25,000	32,250	48,200
Fort Plain Bank	47,000	47,325	89,000
Bank of America, Buffalo	35,000 *20,000	31,098	75,335
Bank of Attica	†15,000	10,327	†13,917
United States, Bank, Buffalo	24,000	20,500	42,327
Ballston Spa Bank	*40,000	38,450	76,600
Farmers' Bank, Hudson	50,000	50,200	90,000
Mechanics' Bank, Buffalo	42,000 *18,150	48,800	94,592
Mercantile Bank, Schenectady	69,000	39,500	62,950
Bank of Watertown	46,000	39,710	64,400
Albany Exchange Bank	48,000	35,800	56,350

NAMES OF BANKS.	Capital secured by State Stocks.	Capital secured by Bonds and Mortgages.	Amount of Circulating Notes.
	dollars.	dollars.	dollars.
Bank of Lowville	30,000 *4,000	44,350	53,000
Bank of Waterville	60,000 *10,000	33,450	81,038
Bank of Corning	70,000 *5,000	23,500	75,000
American Exchange Bk., New York	404,000	....	292,780
Manufacturers' Bank, Ulster	*38,500	....	†28,500
Bank of Whitestown	10,000 *40,000	30,050	71,680
Pine Plains Bank	63,000	37,200	83,520
Canal Bank, Lockport	77,000 *10,000	82,400	139,400
Howard Trust and Banking Company, Troy	25,000	23,250	43,000
Washington County Bank, Union Village	50,000	28,925	60,000
Bank of Commerce, New York	*300,000	....	229,840
Commercial Bank, Troy	31,000 *5,000	30,000	46,000
Bank of Vernon	*50,000	50,012	100,060
Binghampton Bank	35,000	7,600	33,970
Mohawk Valley Bank. Mohawk Village	37,000	28,159	52,700
New York Banking Company, New York	116,000	....	104,800
Commercial Bank, Rochester	70,000	87,250	123,000
Middletown Bank	20,000 *12,000	39,000	53,900
Delaware Bank, Delhi	63,000 *15,000	....	61,776
Farmers' Bank, Geneva	55,000 *10,000	53,686	97,000
Farmers' and Mechanics' Bank, Rochester	26,000	20,000	38,900
Bank of Danville	60,000	65,300	94,000
Farmers' and Drovers' Bk., Somers	50,000	15,900	55,830
Washington Bank, New York	*7,000	10,000	13,397
Farmers' Bk., Amsterdam	24,000	6,500	30,500
Erie County Bank, Buffalo	91,000	35,750	101,370
Bank of Albion	9,000 *6,000	21,168	24,000
Bank of Commerce, Buffalo	161,000	....	103,575
Bank of Lodi	25,000 *4,000	19,153	40,612
Exchange Bk., Rochester	15,000	14,500	†21,600
Union Bank, Buffalo	51,000 *14,000	....	50,721
Phœnix Bank, Buffalo	6,000 *9,200	13,725	25,700
Bank of Brockport	5,000 *10,000	17,500	26,000

* New York State Stocks. † Individual banks.

By the annual report of the bank commissioners of January 30, 1843, it appears that on the 1st of January, 1840, and after the second suspension of many of the banks, south and west of New York, which occurred before the end of that year, the returns exhibited a diminution of loans and discounts, on the part of the ninety chartered banks of the state, to the amount of 15,512,000 dollars; and a reduction of 8,743,365 dollars, the circulation, as compared with the reports of the same institutions on the 1st of January, 1839.

During the year ending on the 1st of January, 1843, the loans and discounts of all the chartered banks, eighty-five in number, as compared with the same banks on the 1st of January, 1842, have diminished 2,959,602 dollars.

The discounted debt of forty-three banking associations has increased within this period 974,263 dollars, making an aggregate of diminution, in all the banks of the state, of 1,985,339 dollars.

The circulation of the chartered banks has also been reduced 2,027,810 dollars, and the free banks, 60,794 dollars, showing the whole decrease of circulation to be 2,088,604 dollars.

The specie of the chartered banks has increased 2,094,602 dollars, and the free banks, 974,000 dollars, making the whole increase of specie, 3,068,602 dollars.

The following table exhibits a comparative view of the resources and liabilities of all the chartered and free banks for the years 1841 and 1842, excluding the La Fayette Bank in the City of New York, the Watervliet Bank, the Clinton County Bank, the Bank of Lyons, and the North River Bank, whose charter has expired, and which has since gone into operation under the general banking law, together with the James Bank, the Farmers' Bank of Malone, and the Manufacturers' Bank at Ulster; which last-named association did not make any returns.

RESOURCES OR ASSETS.	Jan. 1, 1842.	Jan. 1, 1843.	LIABILITIES.	Jan. 1, 1842.	Jan. 1, 1843.
	dollars.	dollars.		dollars.	dollars.
Loans and Discounts	54,543,073	52,557,734	Circulation	13,949,504	11,860,900
Real Estate	3,270,661	3,568,725	Loans	117,032	188,144
Stocks and Mortgages	10,291,239	12,446,087	Due canal fund	1,411,137	1,495,898
Specie	5,329,857	8,388,559	Deposits	17,063,774	18,723,030
Notes of other Banks	5,319,704	4,808,754	Due banks	9,395,646	12,051,093
Cash Items	1,595,167	2,272,658			
Due from Banks	8,512 547	4,279,981	Total liabilities	41,937,093	44,319,065
			Add capital and profits	46,925,155	44,003,433
Total Resources	88,862,248	88,322,498	Grand Total	88,862,248	88,322,498

The cash items in the line of resources in the New York banks, embraces a large amount of Treasury notes.

The reports of the eighty-one safety fund banks, exhibit nominal profits on hand to the amount of 3,359 772 dollars. On deducting therefrom the aggregate expenses and contributions to the fund, amounting to 1,484,718 dollars the balance will be 1,875,054 dollars, being a little over 6 per cent.

To determine the circulation of all the banks, the amount of notes of other banks contained in the statements, should be deducted. This account would then stand, in relation to the specie in the banks, as follows:—

	dollars.
The 131 banks which have made returns, show the circulation to be	12 031,871
Deduct notes held by banks	4,888,987
Actual circulation	7,142,884
Specie	8,447,076
Excess of specie over circulation	1,334,192

AGGREGATE Statement of Eighty-one Safety Fund Banks, as reported to the Bank Commissioners, January 1st, 1843.

RESOURCES.	16 New York City Banks.	65 Country Banks.	TOTAL 81 Banks.	LIABILITIES.	16 New York City Banks.	65 Country Banks.	TOTAL 81 Banks.
	dollars.	dollars.	dollars.		dollars.	dollars.	dollars.
Loans and discounts	21,339,609	19,624,503	40,964,112	Capital	15,311,020	14,240,260	29,551,280
Real estate	1,228,196	1,528,442	2,756,638	Circulation	3,383,090	5,543,043	8,926,133
Stocks	2,665,243	752,793	3,418,036	Loans on time	....	115,191	115,191
Overdrafts	15,509	62,454	77,963	Due Canal Fund	....	835,830	835,830
Expense and personal estate	428 351	285,995	714,346	Profits	1,278,590	2,081,182	3,359,772
Bank fund	325,093	445,279	770,372	Deposits on debts	8,398	268 838	277,236
Specie	4,958,763	967,256	5,926,019	Dividends unpaid	134,748	52,197	186,945
Notes of other banks	2,318,113	1,099,857	3,417,970	Deposits	10,859,068	2,731,895	13,590,963
Checks, and other cash items	2,025,127	173,110	2,198,237	Due other banks and corporations	6,603,810	2,626,295	9,230,105
Funds in New York and Albany	....	2,553,229	2,553,229	Total liabilities	37,578,724	28,494,731	66,073,455
Due from other banks and corporations	2,274,720	1,001,813	3,276,533				
Total resources	37,578,724	28,494,731	66,073,455				

TABLE showing the Principal Items of the Bank Statements of all the Chartered Banks of the State for the last Six Years.

	Jan. 1st, 1838. 95 Banks.	Jan. 1st, 1839. 96 Banks.	Jan. 1st, 1840. 95 Banks.		Jan. 1st, 1841. 95 Banks.	Jan. 1st, 1842. 90 Banks.	Jan. 1st, 1843. 85 Banks.
	dollars.	dollars.	dollars.		dollars.	dollars.	dollars.
Capital	36,611,460	36,801,460	36,401,460	Capital	36,401,460	34,551,460	32,901,280
Circulation	12 432,478	19,373,149	10,360,592	Circulation	15,235,050	12,372,764	9,734,465
Canal Fund	4,465,832	3,291,713	2,992,530	Canal Fund	2,570,258	1,609,174	1,464,496
Deposits	15,771,729	18,370,044	10,038,416	Deposits	16,796,218	14,378,139	15,109 164
Due banks	15,221,487	15,344,098	7,008,241	Due banks	10,374,682	8,537,777	10,736,602
Loans and discounts	60,999,770	68,300,486	52,085,467	Loans and discounts	54,691,163	49,031,760	44,276,546
Stocks	2,795,207	911,023	3,047,970	Stocks	4,630,392	3,682,387	4,843,320
Specie	4,139,732	6,602,708	5,851,218	Specie	5,429,622	4,785,524	6,738,389
Bank notes	3,616,918	3,907,137	4,380,648	Bank notes	4,922,764	4,897,893	3,890,677
Cash items	618,277	2,838,694	2,306,462	Cash items	2,188,565	1,607,280	2,248,202
Due from banks	18,297,899	14,122,940	6,504,468	Due from banks	6,391,771	4,539,489	3,726,370

AGGREGATE Statement of Forty-six Banking Associations, as reported to the Bank Commissioners, January 1st, 1843.

RESOURCES.	Amount.	LIABILITIES.	Amount.
	dollars.		dollars.
Loans and discounts	8,071,921	Capital	11,048,857
Real estate	232,518	Circulation	2,297,406
Bonds and mortgages	2,415,745	Loans on time	72,953
Stocks	5,187 018	Due to Canal Fund	31,402
Overdrafts	9,365	Profits	600,000
Expense and personal estate	136 664	Deposits on debts	49,471
Specie	1,738,687	Dividends unpaid	19,245
Notes of other banks	998,310	Deposits	3,991,251
Checks and other cash items	24,929	Due other banks	1,999,067
Funds on deposit in New York and Albany	535,815	Total liabilities	20,110,252
Due from other banks and corporations	759,280		
Total resources	20,110,252		

AGGREGATE Statement of Eighty-one Safety Fund Banks, Four Chartered Banks not subject to the Safety Fund, and Forty-six Free Banks, on January 1st, 1843.

RESOURCES.	81 Safety Fund Banks.	4 Chartered Banks.	46 Free Banks	TOTAL 131 Banks.
	dollars.	dollars.	dollars.	dollars.
Loans and discount	40,964,112	3,312,434	8,071,921	52,348,467
Real estate	2,756,638	579,569	232,518	3,568,725
Stocks, (in which are included bonds and mortgages held by free banks)	3,418,036	1,425,284	7,602,763	12,446,083
Overdrafts	77,963	....	9,365	87,328
Expenses and personal estate	714,346	97,728	136,664	948,738
Bank fund	770,372	....	....	770,372
Specie	5,926,019	812,370	1,738,687	8,477,076
Notes of other banks	3,417,970	472,707	998,310	4,888,987
Checks and other cash items	2,198,237	49,965	24,929	2,273,131
Funds on deposit in New York and Albany	2,553,229	125,350	535,815	3,214,394
Due from other banks and corporations	3,276,533	449,837	759,280	4,485,650
Total resources	66,073,455	7,325,244	20,110,252	93,508,951
LIABILITIES.				
Capital	29,551,280	3,350,000	11,048,857	43,950,137
Circulation	8,920,133	808,332	2,297,406	12,031,871
Loans on time	115,191	....	72,953	188,144
Due to canal fund	835,830	628,666	31,402	1,495,898
Profits	33,359,772	169,327	600,600	4,129,699
Deposits on debts	277,236	....	49,471	326,707
Dividends unpaid	186,945	7,221	19,245	213,411
Deposits	13,590,963	1,518,201	3,991,251	19,100,415
Due other banks and corporations	9,230,105	843,497	1,999,067	12,072,669
Total liabilities	66,073,455	7,325,244	20,110,252	93,508,951

AGGREGATE Statement of Twenty-four Banks in the City of New York, and 107 Banks in the Country, being the whole number that have made return to the Bank Commissioners, on January 1st, 1843.

RESOURCES.	24 City Banks.	107 Country Banks	TOTAL 131 Banks.	LIABILITIES.	24 City Banks.	107 Country Banks.	TOTAL 131 Banks.
	dollars.	dollars.	dollars.		dollars.	dollars.	dollars.
Loans and discounts....	29,579,088	22,769,379	52,348,467	Capital	24,360.290	19,589,847	43,950,137
Real estate.....	1,882,038	1,686,687	3,568,725	Circulation	4,631,353	7,400,518	12,031,871
Stocks	6,924,478	5,521,605	12,446 083	Loans on time.....	....	188,144	188,144
Overdrafts.....	18,149	69,179	87,328	Due canal fund.....	200 212	1,295 676	1,495.888
Expenses and personal estate.....	548,658	400,080	948,738	Profits.....	1,708,775	2,470,924	4,129,699
Bank fund.....	325,093	445,279	770,372	Deposits on debts	8,398	318,309	326.707
Specie.....	7,279,560	1,197,516	8,477,076	Dividends unpaid.....	145,638	67,773	213,411
Notes of other banks ...	3,548,681	1,340,306	4,888,987	Deposits	15,452 541	3,647,874	19,100,415
Checks and cash items..	2,081,009	192,122	2,273,131	Due to other banks.....	8,667,255	3,405,424	12,072,679
Funds in New York and Albany.....	....	3,214,394	3,214,394	Total liabilities	55,174,462	38,334,489	93,508,951
Due from other banks...	2,987,708	1,497,942	4,485,650				
Total resources.....	55,174,462	38,334,489	93,508,951				

BANKS of New York State.

DATES.	Capital.	Loans.	Stocks.	Specie.	Balance due Banks.	Circulation.	Deposits.
January,	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1831.....	27,555,264	57,689,704	395,809	2,657,503	4,310,936	17,820,408	19,119,338
1836.....	31,281,461	72,826 111	803,159	6,224,646	3,892,314	21,127,927	20,088,685
1837.....	37,101,460	79,313,188	1,794,152	6,557,020	2,630,569	24,198,000	30,883,179
1838.....	36,611,460	60,999,770	2,795,207	4,139,732	2,025,292	12,460,652	15,221,860
1839.....	36,801,460	68,300,486	911,023	9,355,495	1,222,158	19,373,149	18,370,044
1840.....	52,028,781	67,057,067	5,464,120	7,000,529	1,031,419	14,220,304	20,051,234
1841.....	51,830,280	69,230,130	6,738,000	6,536,240	1,302,000	18,456,230	20,678,279
1842.....	44,310,000	56,380,073	10,291,239	5,329,857	883,099	13,949,504	17,063,774
1843.....	43,950,137	52,348,467	12,446,087	8,577,076	7,471,112	12,031,871	19,100,115
August, 1843.....	43,019,577	58,593,081	12,320,987	14,091,779	10,611,940	14,520,843	24,679,230
November, 1843.....	43,369,152	61,534,129	11,665,311	11,502,789	4,941,076	17,213,101	27,387,160
February, 1844.....	43,649,887	65,418,762	11,052,458	10,086,542	5,343,347	16,335,401	29,026,415
May, 1844.....	43,462,311	70,161,068	10,362,330	9,455,161	6,650,315	18,365,031	30,742,289

The loans of the banks were never so high as now, with the exception of the two years 1836-37 ; and the deposits never were so high, with the exception of the year 1837. The specie in August last was, to the circulation and deposits, as 1 to 2.75. It is now as 1 to 5.50, showing a great extension of credits. The proportion in which the movement has been made by the city banks, as distinguished from those of the country, may be seen by comparing the aggregates of each, as seen in the following table of the leading features in August last, when the specie was at its greatest point of accumulation, and at the present returns. These aggregates compare as follow :—

	CITY BANKS.		COUNTRY BANKS.	
	August.	May.	August.	May.
	dollars.	dollars.	dollars.	dollars.
Loans.....	36,514,332	42,129,817	22,078,749	28,031,243
Specie.....	12,965,944	8,485,563	1,125,835	965,598
Circulation.....	5,308,525	5,894,438	9,212,318	12,470.573
Deposits	23,475,641	25,000,757	1,193,589	5,741,532

TRADE OF THE STATE OF NEW YORK.

COMMERCE of New York, from 1789 to 1837.

YEARS.	EXPORTS.			Imports.	Duties on Merchandise Imported.	Drawbacks on Foreign Merchandise.	Registered Tonnage.
	Domestic.	Foreign.	TOTAL.				
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1791	....	....	2,505,465	....	1,356,064	22,289	41,866 —
1792	....	....	2,535,790	....	1,232,888	45,592	50,801 —
1793	....	....	2,932,370	....	1,248,760	42,561	45,355 89
1794	....	....	5,442,183	....	2,146,819	266,302	71,693 17
1795	....	....	10,304,581	....	2,717,149	688,172	93.421 67
1796	....	....	12,208,027	....	3,056,518	865,877	103,945 53
1797	....	....	13,308,064	....	2,949,033	862,014	110,983 57
1798	....	....	14,300,892	....	2,702,259	916,282	111,488 72
1799	....	....	18,719,527	....	3,559,817	1,157,589	120,253 06
1800	....	....	14,045,070	....	3,625,423	869,403	97,791 06
1801	....	....	19,851,136	....	4,984 235	1,172,408	106,023 18
1802	....	....	13,792,276	....	3,530,298	1,033,316	79,152 85
1803	7,626,831	3,191,556	10,818,387	....	4,081,577	545,010	89,382 17
1804	7,501,096	8,580,185	16,081,281	....	5,172,805	1,283 604	105,610 54
1805	8,098,060	15,384,883	23,482,943	....	6,958,009	2,062,509	121,614 09
1806	8,053,076	13,709,769	21,762,845	....	7,307,185	2,106,163	141,186 14
1807	9,957,416	16,400,547	26,357,963	....	7,620,993	2,069,335	149,061 61
1808	2,362,438	3,243,620	5,606,058	....	3,611,685	799,796	146,682 61
1809	8,348,764	4,232,798	12,581,562	....	3,785,786	791,117	169,535 39
1810	10,928,573	6,313,757	17,242,330	....	5,248,619	842,540	188,556 73
1811	8,747,700	3,518,515	12,266,215	....	2,436,092	443,766	161,312 37
1812	6,603,508	2,358,414	8,961,922	....	3,316,325	419,001	162,582 14
1813	7,060,807	1,124,687	8,185,494	....	1,627,314	295,120	148,098 54
1814	197,987	11,683	209,670	....	631,758	25,986	152,412 66
1815	8,230,278	2,445,095	10,675,373	....	14,646,816	267,496	180,664 20
1816	14,168,291	5,521.740	19,690,031	....	10,810,553	1,368 221	191,355 47
1817	13,660,733	5,046,700	18,707,433	....	6,374,386	1,010,046	177,964 49
1818	12,982,564	4,889,697	17,872,261	....	8,277,497	631,004	119,853 79
1819	8,487,692	5,099,686	13,587,378	....	6,403,434	717,656	114,326 02
1820	8,250,675	4,912,569	13,163,244	....	5,506 516	687,838	115,632 28
1821	7,898,604	5,264,313	13,162,917	23,629,246	7,254,594	656 566	118,750 65
1822	10,987,167	6,113,315	17,100,482	35,445,628	9,952.832	545 723	126,797 89
1823	11,362,995	7,675,995	19,038,990	29,421,349	9,035,575	1,018,969	133,085 75
1824	13,528,654	9,368,480	22,897,134	36,113,723	11,191,282	1,426,469	146,629 67
1825	20,651,558	14,607,703	35,259,261	49,639,174	15,762,142	2,114,372	159,327 32
1826	11,496,719	10,451,072	21,947,791	38,115,630	11,535,912	2,662,299	163,574 11
1827	13,920,627	9,913,510	23,834,137	38,719,644	13,224.506	1,763,114	171,835 56
1828	12,362,015	10,415,634	22,777,649	41,927,792	13,764,831	1,570,277	165,898 26
1829	12,036,561	8,082,450	20,119,011	34,743,307	13,068,183	1,566,179	117,585 06
1830	13,618,278	6,079,705	19,697,983	35,624,070	15,031,003	1,665 979	110,163 08
1831	15,726,118	9,809,026	25,535,144	57,077,417	20,121,296	2.045,229	130 933 26
1832	15,057,250	10,943,695	26,000,945	53,214,402	15,089,636	2,281 675	137,960 25
1833	15,411,296	9,983,821	25,395,117	55,918,449	13,073 394	2,371,114	159 554 03
1834	13,849,469	11,662,545	25,512,014	73,188,594	10,225,877	1,522,084	186,365 73
1835	21,707,867	8,637,397	30,345,264	88,191,305	14,568,660	770,830	200,780 47
1836	19,816,520	9,104,118	28,920,438	118,253,416	17,307,215	832,413	202,118 83
1837	16,083,969	11,254,450	27,338,419	79,301.722	....	....	202,370 55
1838	16,432,333	6,576,138	23,008,471	68,453,206			
1839	23,296,995	9,971,104	33,268,099	99,882,438			
1840	22,676,609	11,587,471	34,264,080	60,440,750			
1841	24,279,608	8,860,225	33,139,833	75,713,126			
1842	20,739,286	6,837,492	27,576,778	57,875,604			
1843*.....	13,443,234	3,319,430	16,762,664	31,356,540			
1844							

* In 1843, the imports are only for the nine months ending the 30th of June; the other years being for the twelve months ending each year on the 30th of September. For the registered and enrolled tonnage of the state, see tables of the tonnage of the United States hereafter.

PRINCIPAL COMMERCIAL AND MANUFACTURING CITIES AND TOWNS IN THE STATE OF NEW YORK.

ALBANY, the capital of the state of New York, is situated on the Hudson river, 145 miles, by the course of the river, above the city of New York, in 42 deg. 39 min. 3 sec. north latitude, and 73 deg. 32 min. west longitude, 164 miles west-by-north of Boston, 230 miles south of Montreal, 370 miles from Washington. The population, in 1810, was 9356; in 1820, 12,630; in 1830, 24,238; in 1840, 33,721. Of the latter there were, in 1840, employed in agriculture, 144; manufactures and trades, 1621; navigating the ocean, eight; navigating rivers and canals, 106; in the learned professions, 237. State-street, one of the early streets, from the meeting of Court and Market-streets, is from 150 to 170 feet wide, and has a steep ascent, at the head of which the capitol, which fronts it, has a

commanding position. Many of the private, and especially the public buildings of Albany, overlook an extensive and beautiful landscape.

The capitol is a large stone edifice, 115 feet long and ninety feet broad, fronting east on a spacious square. It contains excellent apartments for the senate and assembly, and numerous rooms for other public purposes. The City Hall, on the east side of the same square, is a large marble building, with a gilded dome. The State Hall, a superb edifice for the public offices, is a corresponding building on the same side of the square. The Albany Academy, built of freestone, has a park in front of it, adjoining the public square; and both are surrounded by an iron paling, and are laid out with walks and ornamented with trees. The other public buildings are a Medical College, a Female Academy, the Albany Exchange, a large building of granite at the foot of State-street, and the county gaol.

The Albany Academy has 400 students. The Albany Female Academy has obtained a deserved celebrity, and has from 300 to 350 pupils. The Albany Library contains 9000 volumes. The Young Men's Association, established for mutual improvement, occupies rooms in the exchange building, and has 1500 members. It has a reading-room, liberally furnished, a library of 3200 volumes, and during the winter season an able course of lectures is delivered. The Albany Orphan Asylum generally maintains eighty or ninety male and female children. The poorhouse, situated in the south-west part of the city, consists of several large buildings, and has a farm of 150 acres, cultivated by its inmates. St. Joseph's Orphan Asylum is a Roman Catholic institution, for females only, and numbers about forty orphans, under the Sisters of Charity.

Albany has about 100 streets and alleys built on, eleven public squares, three markets, ten public schools, containing also dwellings for the teachers, and eleven engine houses, all built of brick.

The city contains thirty places of worship, of which the Presbyterians have four, the Associate Reformed one, the Dutch Reformed three, the Methodists four, the African Methodists one, the Episcopalians three, the Baptists two, the coloured Baptists one, the Lutherans two, the Universalists one, and the Roman Catholics two. There are one Independent church, one Mission church, one Bethel church, one Friends' meeting-house, and two Jewish synagogues.

The old state hall on the south side of State-street, has been converted into a geological cabinet museum, collected by the state geologists in their surveys. The Albany Institute is a respectable scientific association, with a library and cabinet.

Albany is advantageously situated on the Hudson for trade. The Erie and the Champlain canals extend also to it a ready access to all the vast regions to the north and west. The Boston railroad adds to these advantages. The Mohawk and Hudson railroad terminates here, and connects with other lines to the west. The Erie canal, comprising also the Champlain canal, enters the city in its north part, and flows into a spacious basin, formed by a pier built in the river, a mile and a quarter long, which produces a safe harbour, not only for boats, but also for vessels, to defend them against the ice in the spring floods. There are in the city fifty-three commission houses, thirty-five importers, 137 wholesale houses, 440 retail stores, and 612 grocery and provision stores. There are eight banks, with an aggregate capital of 2,751,000 dollars; four insurance companies, with a total capital of 700,000 dollars.

There are fifteen manufactories of carriages, some of them very extensive; twenty of hats and caps, producing articles to the value of 900,000 dollars annually; four of tobacco, two of morocco leather, five rope walks, fifteen manufactories of soap and candles; five of musical instruments, two of combs, twenty of copper, tin, and sheet iron, and a great many others. There are two type foundries, one stereotype, two manufactories of oil cloth, eight of stoves, four of carpets, &c. There are ten furnaces, three steam sawing and planing machines, four plane manufactories, one manufactory of philosophical instruments, and one of coach lace. There are three malting houses and nine breweries. According to the late census, there were in Albany, in 1840, forty-seven commission houses, engaged in foreign trade, with a capital of 650,000 dollars; 976 retail dry goods and other stores, with a capital of 975,000 dollars. The total capital employed in manufactures was 1,735,500 dollars. In 1840, twenty steamboats and fifty-one towboats regularly plied between Albany and New York, and the intermediate places on the river. A great number of small craft

also navigate the river. It is estimated that above 1000 persons arrive at, and depart from, Albany daily, by its various lines of communication.—*Official Returns, U. S. Gaz.*

AUBURN is situated 173 miles south of Washington, on the outlet of Owasco lake, seven miles south of Erie canal. It has a state prison, which is considered a model for such institutions. In 1840, there were fifty-nine stores, capital 341,447 dollars; one woollen factory, one cotton factory, two tanneries, one distillery, one brewery, four flouring mills, two saw mills, three furnaces, four printing offices, four newspapers, one daily and three weekly. Capital in manufactures, 643,550 dollars. Population, 5626.—*U. S. Gaz. Official Returns.*

BLACK ROCK is situated near the lower end of Lake Erie, two miles and a half below the city of Buffalo, of which it may be considered a suburb, and with which it is connected by a railroad. It contains 300 dwellings, and about 2000 inhabitants. It had, in 1840, ten stores and groceries, five warehouses, four flouring mills, with twenty-five run of stones, two saw mills, two oil mills, two distilleries, one iron foundery, one machine shop, and various other manufacturing establishments. The harbour is formed by an immense stone pier, projecting into Niagara river, built by the state of New York, for the double purpose of forming a safe and convenient harbour for vessels and the canal boats, which here enter the lake, and also for securing to the Erie canal an abundance of water, directly from the lake, eastward, as far as Montezuma, nearly half its entire length. There were received in 1840, 511,984 bushels of wheat, and 244,700 barrels of flour. There is a ferry here across to Waterloo in Canada. Population of township, in 1840, 3625.

BUFFALO, a port of entry, lies on the outlet of Lake Erie, at the head of Niagara river, and on Buffalo creek, which constitutes its harbour, 288 miles west of Albany, 363 miles by the Erie canal, twenty-two miles south-south-east of Niagara Falls. Population, in 1810, 1508; 1820, 2095; 1830, 8653; 1840, 18,213. In 1840, employed in commerce, 771; in manufactures and trades, 1851; in navigating the ocean, 71; canals, lakes, and rivers, 347; learned professions and engineers, 211. The land rises, by a gentle ascent, for about two miles from the water to a plain, and from the higher parts of the city, command extensive views of the lake, of Niagara river, of the Erie canal, and of Canada. The city has broad and regular streets, Main-street is two miles long, and 120 feet wide, and is lined with large stores, dwellings, and hotels; other parts of the city are well built. There are three public squares, which add to the salubrity and beauty of this rapidly built and peopled town. The public buildings are, a court house, gaol, and county clerk's office, two markets, in the second floor of one of which are the city offices; seventeen churches, of which the Presbyterians have three, the Episcopalians two, the Baptists one, the German Protestants three, the Methodists one, the Roman Catholics two, the Unitarians one, the Universalists one; there are also one Bethel, and two African churches. There are, an orphan asylum, two banking houses, an insurance company, a theatre, and several good hotels. The Young Men's Association have a library of 3500 volumes, and there are public schools, under the control of the common council, for the education of the whole population, without charge for tuition. Buffalo has become a great entrepôt between the east and the west. The harbour of Buffalo is spacious and safe, with twelve to fourteen feet of water, a mile from its entrance into the lake. To protect the harbour, the breakwater or pier has been constructed of wood and stone, by the United States, extending 1500 feet from the south side of the mouth of the creek, upon the end of which there is a light-house erected, twenty feet in diameter at its base, and forty feet high. The great obstruction to the harbour arises from the breaking up of the lake ice, which is driven into it by the strong westerly winds, and frequently obstructs the entrance after the ice has altogether disappeared in the lake. "There are fifty or sixty steamboats, and 300 schooners and other craft which navigate Lake Erie and the connected lakes, engaged in the commerce between Buffalo and the west. The tonnage in 1840, was 4916 tons. The arrivals of steamboats and other vessels in 1840, were 4061; clearances, 4851. The amount of property sent east on the Erie canal from Buffalo, at the same date, was 177,607 tons. The amount of goods, including domestic manufactures, salt, &c., received by the canal, and shipped to the west, was 98,733 tons. Tolls received amounted to 376,417 dollars. Buffalo is connected with Black Rock, and with Niagara Falls, by railroads."—

U. S. Gazeteer. In 1840, there were twenty-three foreign commission houses, capital 94,000 dollars; 231 retail stores, capital 736,335 dollars; one woollen factory, three tanneries, two distilleries, one pottery, four flouring mills, one grist mill, two saw mills, two oil mills, ten printing offices, five daily, four weekly, one semi-weekly newspapers, and six periodicals. Capital in manufactures, 630,300 dollars.—*Official Returns.* Buffalo was originally laid out by the Holland Land Company, in 1801. It was burnt by the British in 1814, excepting two buildings. It then contained 200 dwellings. The inhabitants, however, received 80,000 dollars from congress as a compensation for their losses. The rapid growth and great importance of this place, may be dated from the opening of the Erie canal.—*U. S. Gazeteer.*

Fishkill, eighty-eight miles south of Albany. It had, in 1840, twenty-nine stores, capital 98,600 dollars; two lumber yards, capital 6000 dollars; one fulling mill, two woollen factories, three cotton factories, 11,912 spindles, five tanneries, seven flouring mills, six grist mills, seven saw mills. Capital in manufactures, 817,050 dollars. Three academies, forty-nine students; twenty schools, 887 scholars. Population, 10,437.

Hudson, a port of entry, is situated on the east side of Hudson river, at the head of ship navigation, 116 miles north of New York, twenty-nine miles south of Albany, in 42 deg. 14 min. north latitude, 73 deg. 46 min. west longitude. Population, 1820, 2900; 1830, 5392; 1840, 5672. "Its front consists of a bold promontory, rising sixty feet above the level of the river, which has been formed into a pleasant promenade, commanding a fine view of the river and of the surrounding country. On either side of this promontory is a spacious bay, with a sufficient depth of water for the largest vessels. The city is regularly laid out, with streets crossing each other at right angles; with the exception of two streets near the river, which follow the direction of the shore. The main street extends south-east more than a mile to Prospect hill, 200 feet high, to which the ground gradually rises. On the north side of this street, towards its upper end, is a public square. There is another square in the south part of the city, on which the court house is situated. It is 116 feet long, the central part forty feet by sixty feet, and sixty feet high, surmounted by a dome, and entered by a portico of six Ionic columns. The wings are thirty-four feet front and forty feet deep, and two stories high. There are eight churches—one Presbyterian, one Episcopal, one Baptist, one Methodist, two Friends, two Universalist—the Hudson Academy, Hudson Female Seminary, the Franklin Literary Association, with a respectable library and philosophical apparatus, the Hudson Lunatic Asylum, and a number of select schools. The city is supplied with pure water, brought two miles in iron pipes from a spring at the foot of Becraft's mountain. This city was formerly much engaged in the West India trade, which has, latterly, chiefly given place to the whale fishery. It has seven or eight whale ships, four steamboats, with freight barges, and a number of sloops. A steam ferry-boat plies between this city and Athens, on the opposite side of the river. The Hudson and Berkshire Railroad connects this city with West Stockbridge, Massachusetts, and thence with Boston. Several streams in the immediate vicinity afford considerable water power, which is improved in manufacturing.—*U. S. Gaz.* There were in 1840, 116 stores, capital 410,450 dollars; four lumber yards, capital 29,000 dollars; capital employed in the fisheries, 330,000 dollars; one furnace, one tannery, one distillery, one brewery, three printing offices, one bindery, two weekly newspapers, two periodicals. Capital in manufactures, 135,650 dollars.—*Official Returns.*

Ithaca, 162 miles west-by-south of Albany, situated on a plain one mile and a half south of the head of Cayuga lake. Cayuga inlet, a small creek, is navigable for large canal boats from the lake. It contains about 700 houses, a court house and goal in the same building, a county clerk's office, six places of worship, an academy, and a lyceum. Fall creek, Cascadilla creek, and Six Mile creek, in descending from the hills, have falls that furnish very extensive water power, which is employed in manufacturing establishments. Fall creek descends 438 feet in the course of a mile, having three successive falls—one of seventy feet, another of fifty feet, and a third, which is peculiarly grand, of 116 feet—in an unbroken sheet. Other falls in the vicinity are little less surprising. Its facilities for trade are numerous. Through Cayuga lake and Seneca canal it communicates with the Erie canal on the north, and by the Ithaca and Owego railroad, thirty miles long, it communicates with Owego and the Susquehanna, where it will unite with the Erie railroad,

which will afford it a winter communication with the seaboard. Its trade with Pennsylvania is considerable, receiving iron and coal in exchange for plaster, salt, lime, flour, and merchandise. A steamboat for passengers plies daily between Ithaca and Cayuga bridge, forty-two miles.—*U. S. Gaz.* There were in the township in 1840, twenty-four stores, capital 141,300 dollars; two lumber yards, capital 81,000 dollars; value of machinery produced, 20,000 dollars; two woollen factories, capital 30,550 dollars; one cotton factory, 1572 spindles, capital 25,000 dollars; three tanneries; one brewery, one paper factory, capital 16,000 dollars; two flouring mills, one grist mill, ten saw mills, one oil mill, four printing offices, two binderies, two weekly newspapers. Capital in manufactures, 279,250 dollars. Population in 1830, 3324; 1840, 5650.

Lansingburg, ten miles north-east of Albany, is situated on the east side of Hudson river, at the head of sloop navigation. In 1840 it contained nine dry goods, eight produce, and twenty grocery stores, one copper and iron foundry, two oil floor-cloth factories, three brush factories, one plaster mill, one flouring mill, two gun and rifle factories, six malt houses, two printing offices, an academy, 450 dwellings, and 3000 inhabitants. Several sloops and towboats are employed in the river trade. The state dam, 1100 feet long and nine feet high, with a lock between this and Troy, enables sloops to come to this place, and forms a spacious basin. A bridge across the Hudson connects it with Waterford. There are in the township forty-seven stores, capital 240,100 dollars; one tannery, one brewery, two printing offices, one weekly newspaper, one grist mill. Capital in manufactures, 204,700 dollars. Population, 3330.

Little Falls is ninety-one miles west-by-north-west of Albany. The village is situated on both sides of the Mohawk river, in a most romantic situation, and contained, in 1840, five churches, two printing offices, one bank, thirty stores and groceries, one woollen factory, three paper mills, three flouring mills, two plaster mills, one trip-hammer works, four furnaces, one machine shop, one distillery, one brewery, one fulling mill, and one sash factory. The river here has a fall of forty-two feet in half a mile, affording great water power. The Erie canal has a feeder, which crosses the river in an aqueduct, 214 feet long and sixteen wide, with walls fourteen feet high, upheld by one arch of seventy feet span, and two others of fifty feet each. The canal passed the brow of a mountain, which reached to the border of the river, by expensive digging and embankment. In widening the canal, more ample room is obtained by occupying a part of the bed of the river, between an island and the south bank. There were in the township thirty-four stores, capital 88,500 dollars; three furnaces, two forges, one fulling mill, four tanneries, one distillery, one brewery, three paper factories, two printing offices, one weekly newspaper, one periodical, one flouring mill, two grist mills, four saw mills. Capital in manufactures, 166,850 dollars. Population, 3881.

Lockport is 277 miles west-by-north of Albany. The village, incorporated, is situated on the Erie canal, and contains two banks, eighty stores and groceries, four flouring mills, one grist mill, one cotton factory, with 2100 spindles, two woollen factories, nine saw mills, two plough factories, two plaster mills, one sash factory, two furnaces, one machine shop, two carriage factories, two tanneries, and one fanning mill and threshing machine factory, 800 dwellings, and about 6500 inhabitants. An immense water power is here created by the surplus water of the Erie canal, which here rises sixty feet, by five double locks. A railroad proceeds from this place to Niagara falls and Buffalo. There were, in 1840, in the township one commission house, capital 500 dollars; sixty-five stores, capital 209,830 dollars; three tanneries, one distillery, one brewery, one pottery, one paper factory, four printing offices, one bindery, five flouring mills, nine grist mills, forty-five saw mills, one oil mill. Capital in manufactures, 268,010 dollars. Population, 9125.

Nassau, is twelve miles south-east of Albany. It had, in 1840, five stores, one grist mill, one carriage factory, fifty dwellings, and about 400 inhabitants. There are in the township ten stores, capital 2300 dollars; three fulling mills, six woollen factories, two cotton factories, 3158 spindles, three tanneries, one flouring mill, six grist mills, twelve saw mills. Capital in manufactures, 74,780 dollars. Population, 3236.

Newburg is sixty miles north of New York. The Hudson river bounds it on the east. The village is pleasantly situated on the west bank of Hudson river, on rising ground. It contained, in 1840, three banking houses, 150 stores, nine storehouses, five freighting establishments, three flouring mills, three plaster mills, one brewery, and numerous mechanical

and manufacturing establishments, 1000 dwellings, and about 6000 inhabitants. It has four steamboats and two freight barges, which run between it and New York city, and one steamboat running to Albany, besides a number of sloops trading to different places on the river. There is a steam ferry between this place and Fishkill, on the opposite side of the river. Washington had his head-quarters here, for a time, during the revolutionary war, and the house is standing in which he and his family resided; and here the American army was disbanded, June 23, 1783.

Oswego is a port of entry, and semi-capital of Oswego county, and lies on both sides of the Oswego river, at its entrance into Lake Ontario, 160 miles west-north-west of Albany. It is regularly and handsomely laid out with streets 100 feet wide, crossing each other at right angles. The two parts are connected by a bridge, 700 feet long, which cost 6000 dollars. It has a court house, a custom house, two banks, with an aggregate capital of 400,000 dollars, and an insurance company. The Oswego canal, thirty-eight miles long, connects it with the Erie canal at Syracuse. A part of the way the Oswego river constitutes the canal, and has a tow-path on its bank. Next to Sackett's Harbour, Oswego has the best harbour on the south side of Lake Ontario. It is sheltered by a pier, built by the United States, of wood, filled in with stones on the outside, on the lake side. This pier is 1219 feet in length, with an entrance 250 feet wide. On the end of the west pier is a lighthouse, and there is another on the hill, on the east side of the river, near the fort. The water within the pier has a depth of from ten to twenty feet, and the harbour is spacious. There are owned at this place six steamboats and seventy schooners, averaging 100 tons burden, and a large number of canal boats. The canal boats are generally built in a very substantial manner, with decks, and capable of being towed through the lake. A considerable portion of the trade between New York and the west, passes through Oswego and the Welland canal, in Canada, around the Falls of Niagara. The salt from Salina, destined to the west, mostly passes this way. The tonnage of Oswego, in 1840, was 8346 tons. A feeder dam, seven feet and a half high, three-fourths of a mile above the village, furnishes an abundance of surplus water, which is taken from the canal, with a fall of nineteen feet, on the east side of the river. A canal has also been constructed on the west side, sixty-two feet wide and seven feet deep, at a cost of 75,000 dollars, which has a fall at the village of nineteen feet. Various manufacturing establishments now exist, and many more might be accommodated. The township of Oswego had, in 1840, mostly in the village of Oswego, three commercial and four commission houses in foreign trade, capital 246,000 dollars; thirty-two retail stores, capital 92,150 dollars; two lumber yards, capital 4000 dollars; two tanneries, five flouring mills, two grist mills, six saw mills, three printing offices, and four weekly newspapers. Capital in manufactures 323,135 dollars. Population, 4665; of the village of Oswego, 4500. As a considerable portion of the village of Oswego lies in the township of Scriba, part of the following statistics of that town belong to the village of Oswego. Two stores, capital 5500 dollars; one lumber yard, capital 7000 dollars; one tannery, four flouring mills, three grist mills, one saw mill. Capital in manufactures, 172,816 dollars. Population, 4051. Daily lines of steamboats, for the conveyance of passengers, run between Oswego and Lewiston, Kingston, Canada, Sackett's Harbour, and Ogdensburgh, stopping at the intermediate places. On the east side of the river, near the lake, a tract of land has been ceded to the United States, on which is situated Fort Oswego.

Plattsburg, 163 miles north of Albany, is situated on both sides of the Saranac river, at its entrance into Cumberland bay, an indentation of Lake Champlain. It contained, in 1840, about 2600 inhabitants, and with the township, 6416. The Saranac has here a succession of falls, about forty feet total descent, which affords extensive water power. It contains a United States' military post a little south of the village. Here a brave defence was made against 14,000 British troops, under Sir George Prevost, September 11, 1814, and at the same time the British fleet was captured by Commodore M'Donough, in the bay before the village. There were, in 1840, in the township, forty-five stores, capital 188,130 dollars; four fulling mills, three woollen factories, two cotton factories, 12,000 spindles, one furnace, four forges, five tanneries, two printing offices, two weekly newspapers, one flouring mill, three grist mills, twenty-five saw mills. Capital in manufactures, 126,255 dollars.

Paugh-Keepsie is delightfully situated on the east bank of the Hudson river, seventy-one miles below Albany. In 1840, the population of the township amounted to 10,006 inhabitants, and of the town or village to 7500. It possessed eighty stores, two breweries, two saw mills, two flouring mills, three plaster, two carpet, two soap and candle, three machine, two pin, two gun, and nine carriage and waggon factories; three cotton mills, 4088 spindles, three iron foundries, two potteries, and numerous other fabrics. It is one of the most flourishing places in the state.

Rochester is situated on both sides of the Genesee river, seven miles south of Lake Ontario, 220 miles west-by-north of Albany. Population, in 1820, 1502; in 1830, 9269; in 1840, 20,191. It contains an area of 4324 acres, and was incorporated as a village in 1817, and as a city in 1834. It is well built, and contains many large stores and many neat dwelling houses, to many of which beautiful gardens are attached, ornamented with shrubbery. The number of dwelling houses is about 2000. The east and west parts of the city are connected by three bridges. The Erie canal passes through the centre of the place, and crosses the Genesee river by an aqueduct. The Genesee Valley canal, now constructing, also terminates here, connecting it with the Erie canal. The great western railroad passes through the place. It had, in 1840, six banking houses, one savings bank, and one mutual insurance company.

Rochester owes its great advantages, and its rapid growth especially, to a vast water power created here by the falls in the Genesee river, which are 268 feet within the bounds of the city, in which are three successive perpendicular falls of ninety-six, twenty, and 105 feet, besides rapids. On these rapids and falls are many large flouring mills, and other hydraulic works. It is estimated that, independently of the capital invested in these mills, it requires 2,000,000 dollars annually to keep them in operation, and that they produce annually about 3,500,000 dollars. Vessels come up the Genesee river to Carthage, which is two miles and a half below the centre of the city, where steamboats daily arrive and depart, and to which there is a railroad. The river is also navigable for boats forty-five miles above the city, to Mount Morris. The Erie canal gives it access to the east and west, and the Genesee Valley canal, when completed, will connect it with Olean on the Susquehanna, and greatly add to its advantages. It has a railroad communication eastward to Boston, Massachusetts, and westward to Batavia, which will soon be extended to Buffalo. These facilities for transportation have completed the advantages derived from its immense water power, and the rich agricultural country by which it is surrounded.—*U. S. Gazeteer.*

There were in the city, in 1840, one commercial and one commission house, capital 15,100 dollars; 266 retail stores, capital 1,238,890 dollars; two lumber yards, capital 30,000 dollars; machinery manufactured, value 48,000 dollars; four fulling mills, four woollen factories, capital 58,616 dollars; one cotton factory, 3000 spindles, capital 50,000 dollars; three tanneries, capital 128,500 dollars; three distilleries, three breweries, capital 60,300 dollars; one pottery, one rope walk, twenty-two flouring mills, eight saw mills, one oil mill; total capital, 945,600 dollars; two paper factories, nine printing offices, one bindery, four daily, five weekly, and one semi-weekly newspaper, two periodicals; sixty-one brick and stone, and sixty-eight wooden houses, built at a cost of 401,270 dollars. Total capital in manufactures, 1,963,017 dollars. Four academies, 662 students, thirty-eight schools, 2870 scholars.—*Official Returns.*

In 1812 there were only two wooden frame buildings on the spot, each consisting of a single room; and when, a few years before, a proposal was made in the state legislature to build here a bridge across the Genesee, a member declared it was a God-forsaken place, inhabited by muskrats, and visited only by a few straggling trappers. With the exception of Lowell, no other place has flourished so rapidly.—*U. S. Gazeteer.*

Rome, 107 miles north-west of Albany, on the Mohawk river and the Erie canal, contains one bank, a United States arsenal, with a magazine and workshops, twenty-five stores, one cotton factory, one flouring mill, one saw mill, one brewery, one blast furnace, 350 dwellings, and about 2500 inhabitants. The Black river canal unites here with the Erie canal, and the Syracuse and Utica railroad passes through the village. There were, in 1840, in the township, thirty-three stores, capital 227,130 dollars; two fulling mills, one woollen factory, one cotton factory, 900 spindles; one furnace, three tanneries, one brewery,

two potteries, one printing office, one weekly newspaper, two grist mills, fifteen saw mills. Capital in manufactures, 148,860 dollars. Population, 5680.

SACKETT'S HARBOUR, 174 miles north-west of Albany, is on Black river bay, near the foot of Lake Ontario, twelve miles from the lake. It is one of the most secure and best harbours on the lake, and was a great naval station during the last war with Great Britain. It had, in 1840, a banking house, twenty-four stores, four forwarding houses, a ship yard, and rope walk, three saw mills, two furnaces, one machine shop, one plaster mill, one tannery, 300 dwellings, and about 2000 inhabitants. Here are the Madison Barracks, erected in 1814. Great power is obtained by a canal brought from Black river. Tonnage, in 1840, 3367 tons.

SALINA, 133 miles west-by-north of Albany. It contains the most celebrated salt springs in the state. The village is situated on the east end of the Onondaga lake, and contained, in 1840, one banking house, twenty stores and groceries, one flouring mill, two saw mills, one machine shop, one furnace, and large salt manufactories, in which 1,107,825 bushels were manufactured in 1840, being nearly one half of what was manufactured in the township. The salt springs are owned by the state, which receives a duty of six cents a bushel from the manufacturers. There were manufactured 2,622,305 bushels of salt in 1840 in the township. Population, 11,013.—*U. S. Gazeteer.*

SAND LAKE, seventeen miles east of Albany. The village contained, in 1840, two stores, two cotton factories, two sattinet factories, one blast furnace, one saw mill, one tannery, and about twenty-five dwellings. There were, in 1840, in the township eleven stores, capital 14,900 dollars; one cotton factory, 1000 spindles; two tanneries, one glass factory, one flouring mill, four grist mills, twenty-seven saw mills. Capital in manufactures, 91,825 dollars. Population, 4303.—*U. S. Gazeteer.*

SCHAGHTICOKE, twenty miles north of Albany, is situated on the Hoosic river, four miles east of the Hudson river, and contained, in 1840, six stores, two cotton factories, 6000 spindles, 150 looms; one machine shop, one grist mill, one saw mill, one clothier's works, two powder mills, 175 dwellings, and about 1400 inhabitants. It possesses a great water power. The township had, in 1840, ten stores, capital 18,700 dollars; one fulling mill, four cotton factories, 5807 spindles; two powder mills, two grist mills, three saw mills. Capital in manufactures, 209,550 dollars. Population, 3389.—*Official Returns, U. S. Gaz.*

SCHENECTADY, city, sixteen miles north-west of Albany. Situated on the south bank of the Mohawk river. It is an ancient place, having been settled by the Dutch as a trading post in 1620. It contained, in 1840, a city hall, gaol, clerk's and surrogate's office, a market, lyceum, female academy, three banking houses, besides a savings bank; nine churches—one Dutch Reformed, one Presbyterian, one Episcopal, one Baptist, one Methodist, one Cameronian, one Universalist, one Roman Catholic, and one African—100 stores and groceries, one cotton factory, two flouring mills, two iron foundries, one brewery, one tobacco factory, one steam flouring mill, three tanneries, two machine shops, one plough and waggon factory, 1000 dwellings, and 6784 inhabitants. The buildings of Union College, three in number, and spacious, are pleasantly situated on an eminence, half a mile east of the city.—*U. S. Gazeteer.*

SENECA FALLS, four miles east of Waterloo, 166 west of Albany, is situated on both sides of the outlet of the Seneca lake, and contained in 1840 twenty stores, one cotton factory, eight grist mills, five saw mills, two plaster mills, one distillery, two iron foundries, two pump factories, one sash factory, one paper mill, one axe factory, one cloth-dressing works, one tannery, and one boat yard, 400 dwellings, and about 3000 inhabitants. Gypsum is found in the vicinity, and ground for market. The water power is great, having a descent of forty feet in the distance of one mile. The Seneca and Cayuga canal, which unites with the Erie canal at Montezuma. There were, in 1840, in the township, twenty-eight stores, capital 113,700 dollars; one lumber yard, capital 4000 dollars; three fulling mills, one cotton factory, 2500 spindles; one tannery, two distilleries, one brewery, two potteries, one paper factory, two printing offices, two weekly newspapers, seven flouring mills, one grist mill, three saw mills, one oil mill. Capital in manufactures, 436,918 dollars. Population, 4281.—*U. S. Gaz. Official Returns.*

SING SING, 116 miles south of Albany, is situated on elevated and uneven ground, and

has four landings, from which steamboats and vessels ply daily to New York. It contained, in 1840, eighteen stores, one ship yard, one iron foundry, 250 dwellings, and about 2500 inhabitants. Sing Sing furnishes great quantities of fine marble for building. The quarries are chiefly wrought by convicts of the state prison, located here. It is situated half a mile south of the village. The main building is eighty-four feet long and forty-four feet wide, five stories high, containing 1000 cells. In front and rear are various workshops, with the keeper's house, a chapel, hospital, kitchen, and storehouses. There is a separate building, constructed of marble, of the Ionic order, for female convicts, with well furnished apartments for the matrons. Attached to the whole are 130 acres of land.—*U. S. Gaz.*

Syracuse, 131 miles west-by-north of Albany, situated on the Erie canal, at the junction of the Oswego canal, contains a court house, clerk's office, gaol, two banking houses, 130 stores of different kinds, two flouring mills, one saw mill, one plaster mill, three machine shops, three iron foundries, one tannery, 800 dwellings, and 6500 inhabitants. This village and its township are celebrated for the great quantity of fine salt manufactured from brine springs. Coarse salt is also produced by solar evaporation. The total amount of salt of all kinds in 1840, was 524,461 bushels. A new spring was discovered in 1840, of great strength, of which thirty gallons of water produced one bushel of fine salt. The situation of this place, on the line of the western railroad, and at the junction of two important canals, gives it great facilities for trade, and its growth has been rapid.—*U. S. Gaz.*

Troy, a city and port of entry, pleasantly situated on the east side of the Hudson river, six miles north of Albany, 151 miles north of New York. Population, in 1810, 3895; 1820, 5264; 1830, 11,405; 1840, 19,334: of these 796 were employed in commerce, 2279 in manufactures and trades, 208 navigating the ocean, rivers, &c., 218 in learned professions. It rises moderately above the level of the river, and is bordered on the east by hills, from which descend two considerable streams, denominated Poesten Kill, and Wyant's Kill, which have cataracts and cascades, and afford extensive water power for mills and machinery. The city is laid out with great regularity. The main business street follows the course of the river and is curved, but the other streets are straight, and cross each other at right angles. There are fifteen streets running north and south; these are crossed by nineteen others running east and west. The streets are generally sixty feet wide, well paved, and have good sidewalks, and are generally ornamented by trees, and well lighted. The houses are mostly built of brick. The court house is a large marble building with a Grecian front. There is a brick gaol, and a county poorhouse with a farm of 200 acres. The Rensselaer Institute is designed to give a scientific and practical education, and the Troy Female Institute has been very celebrated. There are also several other schools of a high order, and a lyceum of natural history, with a good library, and a cabinet of minerals and natural history; a Young Men's Association, with a library, cabinet, and reading-room. There are two market houses. Some of the churches are handsome buildings. The Episcopal is of Gothic architecture. There are eighteen places of worship—seven Presbyterian, three Episcopal, two baptist, two Methodist, one Roman Catholic, one Universalist, one Friends' meeting house, and one African. There are six banks, with an aggregate capital of 1,568,000 dollars; and two insurance companies.

This place is well situated for trade. Being at the head of the tide on the Hudson, sloops and steamers ascend to its wharfs. Sixty sloops, three large and two smaller steamboats, five steam tow-boats, and twenty-two barges are engaged in the trade between this city and New York. It has a rich and extensive back country to the north and north-east, with which it is connected by good roads, and it also participates in the advantages of the Erie and the Champlain canals. There were, in 1840, forty-four commercial and thirteen commission houses engaged in foreign trade, with a capital of 2,274,621 dollars; 270 retail stores, capital 944,963 dollars; eight lumber yards, capital 206,000 dollars; four furnaces, eight forges, capital 279,000 dollars; machinery manufactured, value 17,000 dollars; hardware and cutlery, 925,400 dollars; three fulling mills, one woollen factory, capital 50,000 dollars; seven cotton factories, 35,500 spindles, capital 352,150 dollars; seven tanneries, capital 91,000 dollars, one distillery, three breweries, capital 110,000 dollars; manufactures of leather, capital 489,525 dollars; one pottery, one rope-walk, thirteen flouring mills, two saw mills, three paper factories, four printing offices, two binderies,

two daily, three weekly, one semi-weekly newspaper, and one periodical; forty-one brick and stone, and twenty-one wooden houses were built, and cost 190,430 dollars. Capital in manufactures, 2,423,135 dollars; eleven academies, 446 students, forty schools, 1261 scholars.—*U. S. Gaz. Official Returns for* 1840.

The water power of Troy is derived from the streams which flow from the hills on the east, and from a dam with a lock across the Hudson, which facilitates navigation, and renders most of the water of the river available for manufacturing purposes. A railroad connects the city with Ballston Spa, where it joins the Schenectady railroad to Saratoga. In 1820 a disastrous fire swept over and destroyed the richest part of the city.

West Troy, or Watervliet town, on the west side of the Hudson river, though in a different county, is properly a suburb of Troy, with which it is connected by a bridge and two ferries. This growing village contains 800 dwelling houses, and 5000 inhabitants. It has eight churches; the Watervliet bank, with a capital of 150,000 dollars, and an extensive United States' arsenal.—*Official Returns for* 1840.

Utica, city, is on the south side of the Mohawk river, in 43 deg. 10 min. north latitude, 74 deg. 13 min. west longitude; ninety-two miles west-by-north from Albany, 140 miles from Rochester, 202 miles from Buffalo, seventy-six miles from Oswego. Population, in 1820, 2972; in 1830, 8323; in 1840, 12,782. The city stands on an inclined plain, rising south from the Mohawk. The buildings, chiefly of brick, are good. The streets are neat and spacious, many of them 100 feet wide. It has eighteen places of worship—three Presbyterian, one Dutch Reformed, two Episcopal, four Baptist, three Methodist, two Roman Catholic, one Universalist, one African, and one Friends' meeting house. There is an Exchange building, numerous charitable institutions, a County Medical Society, two incorporated academies, one for males and the other for females, a museum, the Utica library, the mechanics' association, and the apprentices' library. There are four banks, with an aggregate capital of 900,000 dollars, besides a bank for savings, and an insurance company, with a capital of 200,000 dollars, and a mutual insurance company. The State lunatic asylum is about a mile west of the centre of the city. The Erie canal, here widened to seventy feet, and seven feet deep, passes through the central part of the city, and is crossed by a number of elevated bridges. The Chenango canal connects this place with Binghamton. The great western railroad from Albany passes through it. There are also good roads in various directions, north and south, on which numerous stages run. Utica is in the midst of a rich and highly cultivated country, and of an extensive trade. In 1794, there were only three or four poor houses in the place. There were, in 1840, two commercial and three commission houses in foreign trade, capital 58,000 dollars; 188 retail stores, capital 1,678,595 dollars; three lumber yards, capital 41,000 dollars; five furnaces, capital 59,000 dollars; value of machinery manufactured 166,555 dollars; six tanneries, capital 103,000 dollars; two breweries, one flouring mill, two grist mills, two saw mills, one paper factory, six printing offices, six weekly newspapers, sixty-one brick and stone, and thirty wooden houses, cost 253,000 dollars. Capital in manufactures, 496,130 dollars; ten academies, 670 students, thirty-six schools, 981 scholars.—*Official Returns, U. S. Gaz.*

Watertown, 164 miles north-west of Albany, is situated on the south side of the Black river, and is connected by covered bridges with Williamstown and Juhelville villages on the opposite side. In 1840 it contained twenty-six stores of different kinds, various mechanic shops, 700 dwellings, and about 4000 inhabitants. The river has a fall of eighty-eight feet in one mile, with seven dams and five natural cascades. Here are one flannel factory, one broadcloth and satinet factory, one cotton factory, two negro cloth factories, three carding and clothiers' mills, five flouring mills and grist mills, one paper mill, two iron furnaces, three machine shops, four saw mills, two tanneries, one morocco dressing factory, four waggon and carriage factories, and various other mechanical establishments, one brewery, and one distillery. There were in the township, in 1840, forty-five stores, capital 200,000 dollars; three lumber yards, capital 5000 dollars; five woollen factories, one cotton factory, 1000 spindles, four tanneries, one brewery, one paper factory, three printing offices, three weekly newspapers, four grist mills. Capital in manufactures, 259,500 dollars. Population, 5027.—*Official Returns.*

Whitestown, is ninety-six miles west-north-west of Albany, situated on the south side

of the Mohawk river, contains a court house, gaol, eight stores, one large cotton factory, 3000 spindles, one large flouring mill, an academy, 300 dwellings, and about 1800 inhabitants. It is built chiefly on one street, more than a mile long, finely shaded with trees, with gravelled side walks. There were in the township, in 1840, twenty-four stores, capital 114,700 dollars; ten fulling mills, five woollen factories, two cotton factories, 15,100 spindles, two tanneries, one paper factory, one printing office, one weekly newspaper, two flouring mills, two grist mills, five saw mills, one oil mill. Capital in manufactures, 652,020 dollars. Population, 5156.—*Official Returns.*

White Hall, seventy-three miles north of Albany, situated at the head of Lake Champlain, contains a bank, thirty stores and groceries, two forwarding houses, one woollen factory, one grist mill, two saw mills, one planing machine, one machine shop, two ship yards, and two dry docks, one tannery, 300 dwellings, and 2400 inhabitants. Two large steamboats ply from and to this place for the conveyance of passengers and merchandise, and two steam tow boats, fifty sloops and schooners, and seventy canal boats. Two daily lines of canal packets, when the canal is open, leave for Troy. This is the northern termination of the Champlain canal. There are in the township, twenty-seven stores, capital 94,000 dollars; one tannery, one printing office, one weekly newspaper, one grist mill, two saw mills. Capital in manufactures, 18,550 dollars. Population, 3813.—*Official Returns for* 1840.

New York is situated on the south end of New York or Manhattan Island, at the confluence of the Hudson or North river, and a strait called the East river, which connects Long Island sound with the harbour of New York. The City Hall is in 40 deg. 42 min. 40 sec. north latitude, and 71 deg. 1 min. 8 sec. west longitude from Greenwich. It is eighty-six miles north-east from Philadelphia; 210 miles south-west from Boston; 225 miles north-east from Washington; 670 miles north-east from Charleston, S. C.; 1397 miles north-east from New Orleans; 145 miles south from Albany; and 372 miles south from Montreal. The population, in 1697, was 4302; in 1756, 13,040; in 1774, 22,750; in 1790, 33,131; in 1800, 60,489; in 1810, 96,373; in 1820, 123,706; in 1830, 202,589; in 1840, 312,710. Of the latter number there were employed in commerce, 11,365; in manufactures and trades, 43,390; in navigating the ocean, 2786; in navigating rivers, lakes, and canals, 716; learned professions and engineers, 2929.

According to "*The New York Directory for* 1841," there were in the city 500 importers of merchandise; 500 commission merchants; 250 dry goods jobbers; 231 wholesale grocers; sixty hardware dealers; 176 clothiers; 343 brokers; forty-one banks; sixty insurance companies; 600 lawyers; fifty newspapers; fifty-one periodicals; forty-three foreign consuls.

The city and county comprise the whole island, which is in length from the Battery, on the south, thirteen miles and a half to Kingsbridge on the north, with an average width of one mile and three-fifths. The greatest breadth is two miles and one-eighth, and the area of the whole island about 14,000 acres. It is separated from the main land by Harlem river, through which the tide flows. The East river separates it from Long Island on the east; on the south is the bay and harbour; and on the west, Hudson river, which separates it from New Jersey. Three bridges across Harlem river connect the island with the main land. There are several islands in the harbour, and in the East river.

The port is safe and commodious, and vessels of the largest size come up to the wharfs. The entrance over the bar at Sandy Hook, has a depth of water from twenty-one to twenty-seven feet; and thence to the city the channel is from thirty-five to fifty feet deep. The rise of tide is only about six feet. The entrance to the harbour, between Staten Island, on the west, and Long Island, on the east, called the Narrows, is about one-third of a mile broad, and is well defended by strong fortifications. There are also batteries on Bedlow's and Ellis's islands; and strong fortifications on Governor's Island, which contains seventy acres of ground, and is distant 3200 feet from the city, at the Battery. Castle Williams, on the west side of the island, is a round tower, 600 feet in circumference, and sixty feet high, with three tiers of guns. Fort Columbus is on the highest point of the island; and on the east side is a battery to defend the entrance through Buttermilk channel.

The highest ground on the island of New York, is 238 feet above high water. The city extends about three miles on each river, and in its compact parts has a circumference of about nine miles. The streets were originally laid out according to the surface of the ground; some of them were crooked, and many of them were narrow. They have been widened and improved at a great expense; and in the new parts of the city care has been taken to lay out the streets regularly, and of sufficient width. Broadway, eighty feet wide, is the principal thoroughfare, and extends from the Battery, at the south, nearly three miles, to Union-square, where it joins the Bloomingdale road and the fourth avenue, which extends through the island to Harlem. Broadway is straight along its whole length, and occupies the height of land between the North and East rivers. Greenwich-street, is wide and handsomely built. Pearl-street is of a crescent form, more than a mile in length, contains many spacious warehouses, and is, with the adjacent, the principal seat of the dry goods and hardware business. Front and Water streets, between Pearl-street and the East river, are occupied chiefly by wholesale grocers, commission merchants, and mechanics connected with the shipping business. South-street, extending along the margin of the East river, are the offices and warehouses of the principal shipowners, &c. Banks, insurance offices, brokers' offices, and the offices of the public press, are chiefly in Wall-street, where also stands the merchants' exchange. The other principal streets are, the Bowery, East Broadway, Henry, Madaison, Blecker, Bond streets, &c. Canal-street, half a mile north of the City Hall, is a wide street, with a large canal under it, from which it receives its name, is occupied by stores, and is the seat of an extensive retail trade. It crosses Broadway nearly at right angles, and extends to the North river. In the year 1800, the site of this street was a large pond, extending nearly across the island, and which received the drainage of 400 acres of ground.—*U. S. Gaz.*

The shipping resort principally to the side of New York on the East river: many vessels lie also on the side next the North river; and there are usually not less probably than from 800 to 1000 vessels lying at the wharfs and in the harbour.* New York is by the Americans considered the second commercial city in the world, and in its harbour are generally to be found vessels, not only from the principal ports of the United States, but from most commercial nations. Its insular situation extends to it great capacity as a port, and it is rarely obstructed or much incommoded by ice. Besides the steam packets established between Liverpool and New York, several lines of magnificent sailing packets connect it with London, Liverpool, and Havre. The New York and Liverpool line consists

* A Table, showing the Draft and Tonnage of various Classes of Vessels which entered the Port of New York, when laden, in 1843.

Classes and Names.	Tonnage.	Draft.	
Ships of War— Pennsylvania	2900	27 ft.	6 in.
Ships of the Line—Independence, Delaware, North Carolina	2300	25	8
Frigates, 1st class—Brandywine, United States Potomac, &c.	1600	23	0
„ 2d class—Congress, Constellation, &c.	1300	21	0
Sloops, 1st class—John Adams, Cyane, &c.	650	17	6
„ 2d class—Erie, Ontario, Boston, &c.	504	15	9
Brigs—Dolphin, Consort, Pioneer, &c.	210	13	0
Twelve-gun Schooners—Grampus, Shark, Enterprise, &c.	190	12	8
Steamers—Missouri, &c.	1700	18	8
Merchantmen, &c.—Steamship, British Queen	2366	18	0
„ „ Great Western	1750	17	6
Ship Cornelia	1065	17	6
„ Roscius	1030	17	6
„ Garrick	995	17	0
„ Sheridan	995	17	0
„ Siddons	995	17	0
„ Patrick Henry	868	17	6
„ Stephen Whitney	860	18	6
Canal Boats—Erie Canal	50	3	6
„ „ Enlarged	150	6	0
Delaware and Raritan Canal	180	6	0

of twenty ships of the first class, with a large capacity for freight, and elegant accommodations for passengers; and one vessel sails from each place every sixth day. The New York and London packets consist of twelve large ships, one of which sails from each place every ten days. One line of the New York and Havre packets consists of twelve ships of the first class, one of which sails from each place every eight days; another line, of six ships, sails from each place monthly. Lines of sailing and of steam packets are also established to all the important ports on the coast of the United States. There are also lines to some ports in the West Indies, in Mexico, and in South America.

The most splendid public edifice in the city is the Merchants' Exchange, in Wall-street. It covers the whole space between Wall, William, Exchange, and St. William streets, is constructed of blue Quincy granite, and is 200 feet long by 171 and 144 feet wide, and seventy-seven feet high to the top of the cornice, and 124 feet to the top of the dome. The front, on Wall-street, has a *recessed* portico of eighteen columns, thirty-eight feet high and four feet four inches in diameter, each consisting of one block of stone weighing forty-three tons. The centre, or exchange room, is circular, and eighty feet in diameter. It has four recesses, and the whole breadth is 100 feet, and the height eighty feet. The custom-house is a magnificent Doric edifice of white marble. It occupies the site of the house in which General Washington was inaugurated as first president of the United States. It is 200 feet long, ninety feet wide, and eighty feet high. Each of the north and south fronts has a portico of eight columns, five feet eight inches in diameter, and thirty-two feet high. The great business hall is a splendid circular room, of sixty feet in diameter, with recesses and galleries. Exclusive of the ground on which it stands, and of its furniture, it cost 950,000 dollars. The entire cost, including the ground, is estimated at 1,175,000 dollars. Both the above buildings are fireproof.

The City Hall, a richly ornamented structure, stands in the middle of the park, where it appears to great advantage. It is 216 feet long, and 105 broad, and has the Ionic, Corinthian, and Composite orders rising above each other. The front and both ends above the basement are built of white marble; the back of brown freestone. It is surmounted by a cupola, on the top of which is a colossal figure of Justice. A large brick building behind the City Hall contains numerous public offices and courts, and the hall of the American Institute, with its library and models of machinery.

The Hall of Justice, situated between Leonard, Elm, Franklin, and Centre streets, is an imposing granite building, in the Egyptian style. The House of Detention or Prison adjoins it.

The Hall of the University of New York stands on Washington-square. It is a handsome, and rather rich Gothic structure, 180 feet long, by 100 feet wide. Columbia College is a handsome building, situated in the lower part of the city. Trinity Church, on Broadway, fronting Wall-street, is another imposing and florid Gothic structure. St. Paul's Episcopal Church, in Broadway, with a steeple 234 feet high; and St. John's Episcopal Church, on St. John's-square, with a steeple 240 feet high; the Dutch Church, on Washington-square, is a splendid Gothic building; and many other churches, as the French Protestant Church, in Franklin-street, St. Patrick's Cathedral in Prince-street, the Society Library, Gothic Hall, and St. Thomas's Episcopal Church, in Broadway, and the Baptist Church, in Broome-street, are among the other edifices which justly adorn New York, and of which the citizens may very pardonably be proud.

Of the numerous large hotels, the Astor House, Broadway, is the most distinguished. It is built of Quincy granite, and contains 390 rooms. We believe it to be the largest hotel in the world.

Of the public places, those most worthy of notice are the Battery, a beautiful public ground, on the south point of the island, in the form of a crescent, containing eleven acres; the park, in the centre of the lower part of the city, containing ten acres and three-quarters, laid out with walks, shaded with trees, and surrounded with a neat iron fence, and a large fountain, supplied by the Croton water; St. John's-square, in the west part of the city, containing four acres, laid out with walks and trees, and surrounded by an iron fence; Washington-square, one mile and a half north of the city hall, containing nine acres and three-quarters; Union-square, with an elliptical enclosure, at the termination of Broadway on the north, and ornamented by a fountain, supplied by the Croton water.

Most of the streets, stores, and other buildings of the city are lighted with gas. The expense of gas and lamps, in 1840, was 120,676 dollars; of city watch, was 223,950 dollars; and of cleaning the streets, 149,931 dollars.—*U. S. Gaz. City Returns, &c.*

An approximate estimate of the annual value of sales of articles of country produce in the city of New York, for the consumption of the inhabitants:—

	dollars.
Fresh Beef	1,470,000
„ Veal	365,000
„ Mutton and Lamb	335,000
„ Pork	600,000
„ Poultry, Game, Eggs, &c.	1,100,000
Salted Beef, Pork, and Hams	1,200,000
Vegetables and Fruit	1,200,000
Milk	1,000,000
Butter, Cheese, and Lard	1,500,000
Flour, Meal, and other Breadstuffs	3,000,000
Hay and Oats	750,000
Fuel (wood and coal), exclusive of steam fuel	2,500,000
Articles not enumerated, not including any building materials.	580,000
Total value	15,600,000

The Harlem railroad extends from the City Hall through Centre-street to Broome-street; turns at right angles to the Bowery, where it turns again nearly at right angles, and follows the Bowery to the fourth Avenue, on which it extends to Harlem, eight miles; and it is continued several miles further to Fordham. A part of its course is a deep cut through solid rock, with a short tunnel and high embankments. It has a double track the whole length, and is the most expensive railroad, for the distance, in the United States. —*U. S. Gaz.*

Columbia College, founded in 1750, has a president, ten professors, about 140 students, and about 14,000 volumes in its libraries. The New York University was founded in 1831, and has a chancellor, and twelve professors, about 125 students, and a good library and philosophical apparatus. The General Theological Seminary of the Episcopal Church was established in 1819, has five professors, and seventy-five students, and 7260 volumes in its library. The New York Theological Seminary, instituted in 1836, has three ordinary, and four extraordinary professors, 108 students, and a library of 16,000 volumes. The Public School Society had under its direction, in May, 1840, sixteen schools, with male and female and primary departments; and forty-six primary schools, and 22,955 scholars. The Rutgers Female Institute, in Madison-street, instructs about 450 girls. The Mechanics' School, in Crosby-street, has 550 pupils. The Protestant Episcopal School is another useful institution. The College of Physicians and Surgeons; the New York Eye Infirmary; the New York Hospital; the New York Lunatic Asylum; and the Deaf and Dumb Asylum are all creditable to the city, and to its government and people.

The New York Society Library, in Broadway, has 35,000 volumes; the New York Historical Society has a library of 10,000 volumes, with numerous coins and medals; the Lyceum of Natural History has a library and museum; the National Academy of Design, containing the sculpture and statuary of the Academy of Fine Arts, has a collection of the paintings of living artists; Clinton Hall Association, for the promotion of literature, science, and the arts; the Mercantile Library Association, for the special benefit of merchants' clerks, with a library of about 23,000 volumes, and an annual course of lectures through the winter; the Apprentices' Library has 12,000 volumes, for the use of 1800 apprentices; the American Institute holds an annual fair, and distributes premiums; the New York Lyceum, with a library and reading-room.

The American Bible Society; the American Tract Society; the Home Missionary Society; the American Board of Commissioners; the American and Foreign Bible Society (Baptist); the Baptist Home Missionary Society, are among the many institutions which distinguish New York.

There are 168 places of worship in the city, viz: thirteen Dutch Reformed, two German Reformed, twenty-seven Episcopal, twenty-four Presbyterian, three Congregational, three Reformed Presbyterian, four Associate Reformed, three Associate churches, eighteen Baptist, one Welch Baptist, seventeen Methodist Episcopal, one Indian Methodist, three Associate Protestant Methodist, two Primitive Methodist, one Calvinistic Methodist, one German Methodist, three Lutheran, one Moravian, four Friends, three Universalists, two Unitarian, one Mariners, eleven Roman Catholic, seven Jews' Synagogues, two New Jerusalem, one Christian, one Providence Chapel, one Congregation of Disciples, one Congregation of Primitive Christians, one Mormon, or Latter-Day Saints, and nine African, viz., one Episcopal, two Baptist, two Presbyterian, and four Methodist.

The number of banks is about thirty, with an aggregate capital of about 30,000,000 dollars; ten marine insurance companies, with a capital of 3,800,000 dollars; twenty-two fire insurance companies, with a capital of 6,360,000 dollars. There are four banks for savings. There were, in 1840, in the city, 417 commercial houses, and 918 commission houses, engaged in foreign trade, with a capital of 45,941,200 dollars; 3620 retail dry goods and other stores, with a capital of 14,648,595 dollars; sixty-one lumber-yards, with a capital of 731,500 dollars; four furnaces have a capital of 23,000 dollars; machinery manufactured to the value of 1,150,000 dollars; hardware and cutlery, 135,300 dollars; precious metals, 932,760 dollars; of various metals, 1,087,800 dollars; eighteen cotton factories, and two dyeing and printing establishments, with a capital of 61,300 dollars; one spermaceti oil and candle factory, capital 100,000 dollars; eleven distilleries, and fifteen breweries, with a total capital of 575,076 dollars; paints, drugs, &c., with a capital of 648,650 dollars; three glass factories, and six glass-cutting establishments, with a capital of 53,000 dollars; one paper factory; seven sugar refineries, produced articles to the value of 385,000 dollars; rope walks, capital 9800 dollars; two grist mills, eight saw mills, capital 146,800 dollars; cabinet furniture to the amount of 916,675 dollars. There were built 542 brick and stone, and fifty-nine wooden houses, to the value of 1,889,100 dollars; 113 printing offices, forty-three binderies, ten daily, forty-five weekly, and five semi-weekly newspapers, and twenty-eight periodicals, employed 2029 persons, and a capital of 1,285,320 dollars. Total capital in manufactures, 11,228,894 dollars. There were four colleges, 430 students, 148 academies or grammar schools, 7207 scholars, 209 common and primary schools, 32,867 scholars.—*Official Returns, U.S. Gaz.*

The city has six theatres, two museums, and numerous other places of amusement. Four steam ferries ply from the city to Brooklyn, three to Williamsburg, two to Jersey City, and three to Hoboken.

The government of New York is administered by a mayor and common council. The city is divided into seventeen wards, each of which elects an alderman, an assistant alderman, two assessors, one collector, and two constables.

New York was settled in 1612 by the Dutch, and in 1623 they built a fort at the south point of the island, and in 1642 a Dutch church within the fort. In 1664 it was surrendered to the English. In 1688, the assessors' valuation of property in the whole city was 78,231*l.* The British had possession of the city during most of the revolutionary war. They evacuated it November, 25th, 1783, when the troops under General Washington entered it. The first congress met here in 1785; and here Washington was inaugurated as first President of the United States, April 30th, 1789. The yellow fever prevailed in 1795 and 1805; and the cholera in 1832, when 2467 persons died in July, and 2206 in August. On the night of December 16th, 1835, a dreadful fire swept over forty acres, covered with stores filled with valuable merchandise, and destroyed property to the amount of nearly 18,000,000 dollars. The burnt district has been entirely rebuilt with increased convenience and beauty.—*U.S. Gaz.—Various Returns and Accounts.*

Of the many and expensive public works undertaken and executed by the city authorities is the Croton water-works: a gigantic aqueduct commencing at the Croton river, five miles from the Hudson river. The dam is 250 feet long, seventy wide at bottom, and seven at top, and forty feet high, built of stone and cement. It elevates the water, so as to form a pond five miles long, covering 400 acres, and contains 500,000,000 gallons of water. From this dam the aqueduct is continued in some parts by tunnelling through solid rocks, and crossing valleys by embankments, and brooks by ducts,

to the Harlem river, a distance of thirty-three miles. "It is built of stone, brick, and cement, arched over and under, six feet nine inches wide at bottom, seven feet five inches at the top of the side-walls, and eight feet five inches high, has a descent of thirteen inches and a quarter per mile, and will discharge 60,000,000 of gallons in twenty-four hours. It will cross the Harlem river on a magnificent stone bridge, 1450 feet long, with fourteen piers, eight of eighty feet span, and seven of fifty feet span, 114 feet from high-tide water to the top, and which will cost more than 900,000 dollars. This bridge is in progress, and for the present the water is brought across the river in an iron pipe, laid as an inverted syphon. The receiving reservoir is at 86th street, thirty-eight miles from the Croton dam, and covers thirty-five acres, and contains 150,000,000 of gallons. The water is conveyed to the distributing reservoir on Murray's hill, 40th street, in iron pipes. It covers four acres, and is built of stone and cement, forty-three feet high above the street, and holds 20,000,000 of gallons. Thence the water is distributed over the city in iron pipes, laid so deep under ground as to be secure from frost. The whole cost of the work will be about 12,000,000 dollars. The water is of the finest kind of river water. No city in the world is now more plentifully supplied with pure and wholesome water than the city of New York; and the supply would be abundant, if the population were five times its present number."—*U. S. Gaz.*

Brooklyn is situated on the west end of Long Island, opposite the lower part of the city of New York. Population, in 1810, 4402; in 1820, 7175; in 1830, 15,396; in 1840, 36,233. Employed in commerce, 1673; in manufactures and trades, 4666; navigating the ocean, 978; ditto canals and rivers, 302; learned professions and engineers, 307.—*Official Returns.* It is separated from New York by an arm of the sea, three-fourths of a mile wide, generally called the East river, which connects the bay of New York with Long Island sound. Brooklyn is regularly laid out. The streets, with the exception of Fulton-street, are generally straight, sixty feet wide, and cross each other at right angles. Some of the streets have a greater width. Fulton-street, the principal thoroughfare, though crooked, has been widened to an ample breadth; the old houses with which it was formerly lined near the ferry, have been replaced by rows of lofty brick buildings, and present an entrance to the city quite as imposing as any entrance to the city of New York. It is considered one of the best built cities in the United States. Its beautiful situation, good air, and excellent water, have made it a favourite place of residence to many who do business in New York, as it is nearer to the centre of trade, than residences in the upper parts of the city. The increase of population, from 1830 to 1840, was 20,917. Brooklyn is connected with New York by four steam ferries, on each of which several commodious boats continually ply. The time of crossing is generally from four to five minutes. Brooklyn is divided into nine wards, and is governed by a mayor and common council. It had, in 1840, thirty churches—seven Presbyterian, seven Episcopal, three Dutch Reformed, two Baptist, seven Methodist, two Roman Catholic, one Unitarian, and one Friends. It has three banks, with an aggregate capital of 1,000,000 dollars, besides a savings bank. There are three insurance companies, with a total capital of 452,000 dollars. The Lyceum, in Washington-street, is a handsome granite building, with a spacious lecture room. The library, with 3000 volumes, has a good reading room, open daily. The Hamilton Literary Association, composed of young men, is a useful institution.

There were, in 1840, five foreign commercial houses, capital 109,500 dollars; 154 retail stores, capital 353,000 dollars; several lumber yards, capital 40,000 dollars; products of the dairy, 197,000 dollars; machinery, 182,000 dollars; hats and caps, 102,000 dollars; one tannery, manufacture of leather, 162,600 dollars; five distilleries, one brewery, capital 357,000 dollars; paints, drugs, &c., capital 322,000 dollars; one glass house, employing 100 persons, capital 15,000 dollars; four rope walks, capital 65,000 dollars; three printing offices, one daily, two weekly, one semi-weekly newspapers. Capital in manufactures, 1,386,500 dollars. Nineteen academies, 1121 students, thirty-eight schools, 4683 scholars.—*Official Returns. U. S. Gaz.*

The United States Navy Yard, situated on Wallabout bay, covers forty acres of ground, inclosed by a brick wall on the land side, and contains two large ship houses, seven extensive timber sheds, built of brick, and several workshops, offices for the officers, and extensive storehouses. A dry dock will soon be constructed at this place. Connected with the Navy

Yard is the United States Naval Lyceum, a flourishing institution, which has a valuable library and museum. The Naval Hospital occupies a commanding eminence, half a mile east of the Navy Yard, and has a large building, surrounded by thirty-three acres of cultivated ground, inclosed by a brick wall. The Atlantic Dock Company are constructing a large basin, within Red Hook Point, which will contain forty-two and a half acres, and the outside pier of which will extend 3000 feet, fronting on Buttermilk channel, and the depth of which will accommodate the largest ships; the whole estimated to cost 624,527 dollars. This additional wharf room is rendered necessary by the crowded state of the docks at New York. At the foot of Brooklyn Heights, the finest water is obtained from wells and reservoirs for the supply of the shipping of New York harbour.—*U. S. Gaz.*

Governor's Island is situated in the harbour of New York, 3200 feet south of the Battery, and contains seventy acres of ground, belonging to the United States. Castle Williams, which stands on the north-west point of the island, is a round tower, 600 feet in circumference and sixty feet high, with three tiers of cannon; Fort Columbus, on the summit of the island, mounts 105 heavy cannon, and a battery on the south-west part, commanding the entrance through Buttermilk channel. There are extensive barracks, with houses for the officers, occupied by a small garrison.

Staten Island lies, at about four miles south-west of the city of New York. It is fourteen miles long, and from four to eight wide, and is divided into four townships. The surface towards the north is hilly, but more level to the south. Richmond hill is elevated 307 feet above the ocean, and the view from its summit is extensive and beautiful, commanding the city of New York, with its harbour, islands, and fortifications, Long Island, and the shores of New Jersey, together with the lower bay, and a wide expanse of the Atlantic, continually enlivened by numerous vessels and steamboats. Several steam ferry-boats are continually plying between the island and the city of New York; and the steamboats which ply to Newark stop at several landing places on its north side. Scale and shell-fish are taken on its shores.—*U. S. Gaz.*

Long Island is situated between the Atlantic on the south, and Long Island sound on the north, off the coast of Connecticut. It is divided into three counties, and its area is about 1500 square miles. A chain of hills runs from west to east, on the north of which the surface is somewhat hilly and broken; on the south it is level. The north shore is rather bold; on the south it is a beach of sand and gravel, inclosing bays, with various inlets, admitting vessels of sixty or seventy tons, and abounding with fine shell and other fish. At the east end is Gardiner's bay and island, and Montauk point, a bold promontory, on which is a lighthouse. The north shore has several lighthouses.

The census of 1840 shows, that the population of Long Island had increased nearly sixty per cent in ten years, or more than twice the average per cent increase of the whole state. The following has been the population of the island at each census taken during the present century:—

1800	42,365	1830	69,593
1810	48,752	1835	95,461
1820	56,978	1840	110,406
1825	58,705		

Increase in fifty years, 160 per cent.

Progress of Population in the several Counties of the Island.

YEARS.	King's.	Queen's.	Suffolk.	YEARS.	King's.	Queen's.	Suffolk.
1800	5,740	16,891	19,734	1830	20,527	22,276	26,780
1810	8,303	19,336	21,113	1835	32,057	25,130	28,274
1820	11,182	21,519	24,272	1840	47,613	30,324	32,469
1825	14,679	20,331	23,695				

The construction of the Long Island railroad will greatly increase the prosperity of the island. Its population now is greater than that of either of the states of Rhode Island, Delaware, or Arkansas.

Long Island Sound is a large body of water extending the entire length of Long Island, and separates it from Connecticut. It communicates with the Atlantic on the east by a rapid strait, and west by the East river and New York bay. Its breadth is from two to twenty miles, and its length 110.

TRADE AND NAVIGATION OF THE PORT OF NEW YORK.

THE early trade of New York commenced with the first voyages of the Dutch to the River Hudson, and the settlement of *Beaver Wyth*, now Albany, in the year 1623, for the purpose of exchanging European wares for the skins of the beaver and of other wild animals. The Swedes and Fins, who had settled on some of the lands on the Hudson, became agriculturists; but the Dutch did little more than carry on trade and navigation. So tardy, however, were their voyages, that we are informed that they sailed from Holland in the beginning of the summer of one year, with a cargo of assorted European goods, to New Netherlands, and returned with furs, wood, &c., during the summer of the following year.

When Governor Stuyvesant surrendered to General Nicholl, *Niew Amstel*, now New York, consisted of several narrow streets lined with low houses. Smith, in his "History of New York," printed in 1757, says, "The city of New York consists of about 2500 buildings; it is a mile long, and about half a mile in breadth. No part of America is better supplied with markets, abounding with greater plenty and variety. We have beef, pork, mutton, poultry, butter, wild fowl, venison, fish, roots and herbs of all kinds in their seasons. Our oysters are a considerable article in the support of the poor; their beds are within sight of the town. A fleet of 200 small craft are seen there at a time, when the weather is mild in winter, and this single article is computed to be worth annually about 2000*l.* This city is the metropolis and great mart of the province, and, by its commodious situation commands also the trade of the western part of Connecticut, and that of East Jersey. No season prevents our ships from launching into the ocean. During the greatest severity of winter an equal, unrestrained activity runs through all ranks, orders, and employments. The inhabitants of the city of New York are a mixed people, but mostly descended from the original Dutch settlers." (The population in 1756 being about 13,500 souls, including about 2500 negroes.) "The city is divided into seven wards, and is under the government of a mayor, recorder, seven aldermen, and as many assistants and common councilmen. The mayor, sheriff, and coroner, are annually appointed by the governor; the recorder has a patent during pleasure. The annual revenue of the corporation is nearly 2000*l.*" We have few statistical data as to the extent and value of the trade at this period. Comparing it with the population of the city and of the province, it certainly was, in its various branches, of great magnitude. The imports were, manufactures from England; tea to the value of 10,000*l.* per annum, by the East India Company; wines from Madeira and Portugal. The payments were made in dollars, received from the Spaniards in the West Indies, and in dyewoods, rum, sugars, and molasses, received in payment for provisions sold in those countries by the merchants of New York; and in fins, wood, &c., received in exchange for British and East and West Indian wares, and in flax seed; of which latter there were shipped for

Ireland, between the 9th of December, 1755, and the 23rd of February following, 12,528 hogsheads; during the year ending the 29th of September, 1756, 23 ships, 22 brigs, 45 brigantines, 31 sloops, and 11 schooners, entered; and 36 ships, 28 brigs, 58 brigantines, 150 sloops, and 14 schooners, sailed from the port of New York. Copper ore mined in New Jersey, and shipped from New York, was sold for 40*l.* per ton at Bristol: 6731 tons of provisions, chiefly flour, were exported, besides grain, enumerated by bushels, and not by tons. About 800 pipes of Madeira were imported annually, in payment for which Indian corn, flour, timber, and other articles sent to Portugal and Madeira. 2654 barrels of tar were brought from North Carolina were among the exports. Before 1756 about 80,000 barrels of flour from America were exported. (*See general view of the Trade and Navigation of America hereafter.*)

The extraordinary growth of New York, and the increase and prosperity of its navigation and trade are chiefly owing to its situation and its port, near the mouth of a magnificent navigable river, and to the great advantages of the communication which has been extended from the Hudson, by canals and by railroads, to the great lakes and rivers of the northern and western regions of America.

STATEMENT of the Number of Arrivals and Tonnage of Vessels at the Port of New York, from 1810 to 1840, inclusive; from Official Authority.

YEAR.	Arrivals.	Tonnage.	Increase of Tonnage since 1820.	YEAR.	Arrivals.	Tonnage.	Increase of Tonnage since 1820.	Number of British Ships.	Number of Passengers.
1810....	2341	274,943½		1826....	2964	402,446	56 62-100		
1811....	2028	249,010½		1827....	2911	442,406½	72 18-100		
1812....	1795	194,301½		1828....	2656	412,937½	60 71-100		
1813....	1319	143,729½		1829....	2716	417,961½	62 66-100		
1814....	788	48,631½		1830....	1986	405,307	57 74-100	92	30,224
1815....	2120	291,072½		1831....	2080	427,601½	66 41-100	278	31,739
1816....	2224	331,076½		1832....	2292	492,310	91 6- 10	369	48,589
1817....	2097	288,547½		1833....	2437	521,510	102 96-100	371	41,752
1818....	2273	297,196½		1834....	2427	535,497½	108 4- 10	303	48,140
1819....	1675	266,840		1835....	2450	555,056	116 2-100	287	36,303
1820....	1947	256,951½		1836....	2719	647,322	151 92-100	367	60,541
1821....	2061	274,314½	6 76-100	1837....	2508	629,965	145 17-100	240	54,975
1822....	2242	319,940½	24 51-100	1838....	1962	559,483	117 74-100	230	25,531
1823....	2423	350,785	36 52-100	1839....	2573	655,927½	155 27-100	337	
1824....	2612	372,576	45	1840....	2479	618,186	140 58-100	307	
1825....	2778	420,814¾	63 73-100						

In addition to these arrivals, which are from foreign and coastwise ports, there are about 1050 schooners, sloops, &c., employed in coasting inland, not included in the above, averaging about seventy-five tons, making 78,750 tons. These vessels are here probably every week during the season of navigation, and about seventy-five steamboats, which probably are here about every other day; tonnage, 30,760.

NUMBER of Foreign Arrivals, from 1830 to 1840.

Years.	Number.	Years.	Number.	Years.	Number.	Years.	Number.
1830	1510	1833	1926	1836	2292	1839	2159
1831	1634	1834	1932	1837	2071	1840	1953
1832	1808	1835	2043	1838	1790		

ARRIVALS at New York from Foreign Countries during the Year 1833.

NATIONS.	Ships.	Barks.	Brigs.	Schooners	Sloops.	TOTAL 1833.
	Number.	Number.	Number.	Number.	Number.	Number.
American	406	48	627	300	3	1384
English	28	56	181	102	4	371
French	12	2	13	2	..	29
Spanish	2	..	24	9	..	35
Dutch, Ha. Bre.	15	2	13	3	..	33
Belgian						
Swedish	13	5	21	2	..	41
Norwegian						
Danish	3	..	13	1	..	17
Austrian	..	..	3	..	..	3
Neapolitan	..	..	1	..	..	1
Sardinian						
Mexican	..	..	..	1	..	1
Texian						
Haytian	..	..	1	2	..	3
Russian	..	..	1	..	..	1
Prussian	..	..	3	..	..	3
Mecklenburg						
Columbian	..	..	2	..	..	2
Brazilian	..	..	..	1	..	1
Italian						
Portuguese						
Total Ships in 1833	479	113	903	423	7	1925
Total Ships in 1838	487	189	740	366	1	1783

STATEMENT of Arrivals at the Port of New York from Foreign Countries in the Year 1841, prepared by Mr. Thorn, of the Revenue Department. Compared with the Navigation of 1840, there is an increase of ninety-one American Vessels, twenty-seven British, fifteen Swedish, four Dutch, three Danish, &c. Of French vessels there are eight less than in 1840.

NATIONS.	Number of Vessels.	NATIONS.	Number of Vessels.	NATIONS.	Number of Vessels.
American ships	452	Swedish schooners	1— 49	Norwegian brigs	3— 7
„ barks	132	Sicilian ships	1	Columbian brigs	7
„ brigs	631	„ barks	1	„ schooners	2— 9
„ schooners	348—1563	„ brigs	7	Neapolitan barks	1
British ships	16	„ schooners	1— 10	„ brigs	2— 3
„ steamships	7	Dutch barks	2	Portuguese schooners	2— 2
„ barks	39	„ brigs	3	Prussian ships	1
„ brigs	181	„ galliots	7	„ barks	1
„ schooners	91— 334	„ schooners	3— 15	„ brigs	5— 7
French ships	3	Hamburg ships	5	Genoese brigs	1— 1
„ barks	7	„ barks	7	Brazilian brigs	1— 1
„ brigs	19— 29	„ brigs	3— 15	Venezuelan brigs	3
Bremen ships	10	Danish ships	2	„ schooners	2— 5
„ barks	22	„ barks	1	Haytian brigs	2— 2
„ brigs	11	„ brigs	8	Sardinian barks	1
„ schooners	1— 44	„ schooners	1— 12	„ brigs	2— 3
Spanish schooners	2— 2	Austrian ships	1	Greek brigs	1— 1
Swedish ships	5	„ barks	1	Italian brigs	1— 1
„ barks	20	„ brigs	1— 3		
„ brigs	23	Norwegian barks	4	Total	2118

The whole number of passengers from foreign ports, in 1841, was 57,377.

Number of Coastwise Arrivals in 1840.—Ships, 157; barks, 29; brigs, 554; schooners, 2921; total, 3661; which, added to the *foreign*, 1953, makes a total for the year, of 5614; total number last year, 6487; decrease, 873.

In the above, there are no sloops included, which, if added to the many schooners from Philadelphia and Virginia, with wood and coal, which are never boarded, (owing to the remoteness of the points at which they come in,) would make the number much greater.

STATEMENT of the Number of Vessels and Passengers which arrived at the Port of New York from Foreign Countries, during the Year 1843, by Mr. Thorn, United States revenue boarding-officer :—

COUNTRIES.	Ships.	Barks.	Brigs.	Schooners.	Steamers.	Galliots.	Sloops.	TOTAL.
	number.	number.	number.	number.	number.	number.	number.	number.
American	402	153	515	288	1	0	3	1362
British	8	18	184	56	5	0	0	271
French	4	3	4	0	0	0	0	11
Bremen	16	25	9	3	0	0	0	53
Norwegian	0	5	6	1	0	0	0	12
Swedish	5	13	24	2	0	0	0	44
Sicilian	0	1	5	0	0	0	0	6
Hamburg	4	6	2	0	0	0	0	12
Danish	0	0	6	0	0	0	0	6
Russian	0	1	1	0	0	0	0	2
Dutch	0	0	0	0	0	6	0	6
Belgian	0	2	1	0	0	1	0	4
Columbian	0	0	3	2	0	0	0	5
Neapolitan	0	1	2	0	0	0	0	3
Prussian	0	2	15	1	0	0	0	18
Texan	0	0	0	1	0	0	0	1
Sardinian	0	0	2	0	0	0	0	2
Italian	0	1	1	0	0	0	0	2
Genoese	0	0	1	0	0	0	0	1
Venezuelan	0	0	2	0	0	0	0	2
Spanish	0	0	3	1	0	0	0	4
Hanoverian	0	1	2	0	0	1	0	4
Mexican	0	0	1	0	0	0	0	1
Total	439	232	789	355	6	8	3	1832

The number of passengers who arrived here in 1843, from foreign countries, was 46,302.

STATEMENT of Exports from the Port of New York, for the Year commencing January 1, 1843, and ending December 31, 1843, compared with the same time in 1842.

ARTICLES.	Quantities.		ARTICLES.	Quantities.	
	1843	1842		1843	1842
Apples ... barrels	15,016	8,361	Lard ... kegs	188,687	155,085
Ashes, pot ... do.	43,041	31,778	Lumber—		
—— pearl ... do.	2,584	3,879	Shooks, hhd. and pipe ... number	23,579	26,535
Beef, pickled ... do.	36,048	24,195	Boards and plank ... M. feet	4,748	4,831
—— dried ... cwts.	6,999	2,002	Staves and heading ... M.	3,239	4,155
Bees'-wax ... do.	7,154	4,451	Hoops ... M.	1,000	859
Brandy ... pipes	10	10	Shingles ... M.	1,761	1,169
—— ... half pipes	169	258	Nails ... casks	9,248	6,344
—— ... qr. casks	123	113	Naval stores—		
Butter ... firkins	48,034	26,939	Rosin ... barrels	82,844	58,481
Candles, sperm ... boxes	11,856	11,384	Spirits of Turpentine ... do.	1,702	1,175
—— tallow ... do.	23,326	9,234	Tar ... do.	35,374	27,465
Cassia ... mats and cases	28,947	25,752	Turpentine ... do.	202,039	188,206
Cheese ... casks	8,964	5,217	Oils—		
—— ... boxes	62,112	20,688	Olive ... baskets and cases	1,208	962
Clover-seed ... tierces	1,561	4,312	Linseed ... gallons	14,300	14,800
Cochineal ... ceroons	118	675	Whale ... do.	2,567,916	2,445,806
Cocoa ... bags	13,071	5,532	Sperm ... do.	472,563	275,227
Coffee ... casks	32	230	Pepper ... bags	2,187	1,692
—— ... barrels	234	531	Pimento ... do.	5,247	11,864
—— ... bags	19,401	18,514	Pork ... barrels	48,962	78,947
Corn ... bushels	51,301	155,795	Rice ... tierces	28,100	19,307
Corn-meal ... hhgds.	6,084	6,814	Rum, foreign ... puncheons	568	1,200
—— ... barrels	28,715	25,806	—— American ... barrels	1,767	1,573
Cordage ... coils	2,559	1,725	Saltpetre ... bags	1,339	6,100
Cotton ... bales	164,354	169,214	Silks ... packages	659	972
Domestic cotton goods ... bales and cases	30,435	19,729	Soap ... boxes	33,960	24,810
Dyewoods—			Sugars—		
Logwood ... tons	7,014	6,927	White Havanna ... do.	266	841
Fustic ... do.	1,281	1,718	Brown Havanna ... do.	2,857	2,356
Nicaragua ... do.	196	408	Manilla, &c. ... bags	5,511	
Fish—			Muscovado ... hhgds.	343	1,115
Dry cod ... cwts.	40,559	33,941	Refined ... cwts.	9,066	18,643
Mackerel ... barrels	3,859	4,649	Teas—		
Herring ... do.	5,898	4,517	Souchong and other black ... packages	3,033	9,142
Flax-seed ... tierces	4,131	3,066	Hyson skin ... do.	793	3,808
Flour—			Hyson and Young Hyson ... do.	8,920	22,540
Wheat ... barrels	274,881	325,869	Gunpowder and Imperial ... do.	10,709	13,326
Rye ... do.	8,798	10,617	Tobacco, leaf ... hhgds	6,771	7,701
Gin, foreign ... pipes	12	71	—— ditto ... bales, cases, &c.	12,989	12,863
Gunpowder ... kegs	8,233	4,405	—— manufactured ... kegs	11,799	11,702
Hams and bacon ... cwts.	8,235	5,627	Whalebone ... cwts.	14,521	11,013
Hides ... number	53,633	31,286	Wheat ... bushels	44,885	100,323
Hops ... bales	2,842	5,296	Whiskey ... barrels	70	1,159
Indigo ... cases	41	137	Wool ... bales	64	1,000
—— ... ceroons	154	330			

IMPORTS into the Port of New York, for the Year ending the 20th of September.

	1843			1844		
	Free.	Dutiable.	TOTAL.	Free.	Dutiable.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
Fourth quarter	2,706,821	3,574,731	6,281,552	2,050,484	7,971,622	10,032,106
First quarter	2,799,149	5,906,616	8,705,765	2,070,877	16,959,728	19,030,605
Second quarter	9,145,115	6,979,795	16,124,910	4,585,383	15,063,974	19,649,357
Third quarter	2,442,987	13,112,758	15,555,745	2,763,558	23,926,660	26,690,218
Total	17,094,072	29,573,900	46,667,972	11,470,302	63,921,984	75,092,286
Increase	....	....	....	....	34,348,084	28,424,314
Decrease	....	....	....	5,623,770		

The decrease in free goods is mostly in specie. The total increase in consumable goods is above 116 per cent, and the duties collected have been as follow :—

CUSTOMS Duties, Port of New York, 1843 and 1844.

YEARS.	Fourth Quarter.	First Quarter.	Second Quarter.	Third Quarter.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.
1843	1,168,680	1,876,874	2,578,855	4,310,814	9,934,923
1844	2,534,163	5,537,023	5,478,588	7,829,946	21,379,720
Increase	1,365,483	3,660,149	2,889,733	3,519,132	11,444,797

EXPORTS from the Port of New York, for 1843 and 1844.

	1843			1844		
	Domestic Goods.	Foreign Goods.	TOTAL.	Domestic Goods.	Foreign Goods.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
Fourth quarter	4,030,468	1,105,059	5,135,527	4,916,771	1,298,887	6,215,658
First quarter	3,875,286	715,507	4,570,793	6,385,089	829,876	7,214,925
Second quarter	4,755,386	1,470,378	6,225,764	8,291,635	1,612,474	9,904,109
Third quarter	4,268,295	2,119,816	6,386,111	8,000,000	3,000,000	11,000,000
Total	19,949,435	5,410,760	22,360,195	27,593,495	6,741,197	34,334,692

The exports from the port of New York form no index whatever to the export trade of the country; because the proportion of the whole export sent from this port is so small, and fluctuates to so great an extent. The imports, on the other hand, form very generally two-thirds of the whole amount brought into the United States. The drawback on imported goods has been as follows :—

DRAWBACK on Foreign Goods Re-exported from New York.

YEARS.	Fourth Quarter.	First Quarter.	Second Quarter.	Third Quarter.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.
1843	138,006	112,137	183,021	165,877	599,041
1844	132,134	113,892	172,635	230,000	648,661

VALUE of Quarterly and Annual Imports into the Port of New York.

YEARS.	First Quarter.	Second Quarter.	Third Quarter.	Fourth Quarter.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.
1832	18,637,978	11,347,018	10,976,281	5,807,691	46,768,968
1833	12,333,948	16 297,190	21,079,873	11,233,033	60,944,044
1834	20,635,918	20,578,745	20,276,504	15,384,198	76,875,376
1835	16,404,141	22,453,541	33,491,833	16,954,593	89,304,108
1836	26,756,312	37,937,582	36,052,430	18,139,870	118,886,194
1837	36,591,650	17,807,206	12,004,980	7,970,722	68,374,558
1838	16,583,561	21,915,547	21,689,530	17,026,091	77,214,729
1839	28,110 818	22,748,183	31,598,322	14,621,364	97,078,687
1840	16,940,786	10,647,872	17,854,920	11,402,346	56.854,924
1841	21,933,890	18,736,421	23,285,626	11,312,078	75,268,015
1842	20,687,030	18,724,686	9,722,287	6,281,552	52,415,555
1843	8,705,765	16,124,910	15,455,745	10,022,106	50,308,526
1844	19,030,605	19,649,357	26,690,218		

NOTE.—The imports of the second and third quarter of 1844 have been larger, it appears, than in any year since 1839. These goods have been, added to the increased production of American manufacturers, greater than can find sale; and the dependence upon bank facilities to work them off, has increased the business of the institutions.

COMPARATIVE Statement of the Number of Cases of the principal Merchandise Exported from Havre to New York, in the Packet Ships, during the Years 1839, 1840, and 1841.

ARTICLES.	1839	1840	1841
Silks	16,778	10,054	16,424
Woollens	3,450	1,476	2,515
Silks and Woollens	1,876	2,837	3,381
Cotton	3,773	2,793	3,313
Silk and Cotton	1,578	935	1,449
Divers kinds	18,285	10,150	14,740
Total	45,740	28,225	41,822
Wines	37,290	22,278	35,879
Watches and jewellery	2,109,934	850,348	1,363,455

RATES of Commission adopted, and recommended for general adoption, and allowed by the New York Chamber of Commerce, when no agreement exists to the contrary.

ON FOREIGN BUSINESS.	per cent.
Sale of merchandise	5
Sale or purchase of stocks	1
Sale or purchase of specie	½
Purchase and shipment of merchandise with funds in hand; on the aggregate amount of costs and charges	2½
Drawing or endorsing bills in all cases	2½
Vessels—selling or purchasing	2½
Freight, procuring	5
Collecting freight or general average	2½
Outfits or disbursements, with funds in hand	2½
Effecting marine insurance, in all cases, when the premium does not exceed 10 per cent on the amount insured	½
Effecting marine insurance, in all cases, when the premium exceeds 10 per cent, on the amount of premium	5
Collecting dividends on stock	½
Collecting delayed or litigated accounts	5
Adjusting and collecting insurance losses	2½
Receiving and paying monies, from which no other commission is derived	1
Remittances in bills, in all cases	½
Landing and re-shipping goods from vessels in distress—on the value	2½
Receiving and forwarding goods entered at the custom house—on the value	1½
And on responsibilities incurred	2½

ON INLAND BUSINESS.	per cent.
Sale of merchandise	2½
Purchase and shipment of merchandise, or accepting for purchases, without funds or property in hand	2½
Sale or purchase of stock	1
Sale or purchase of specie	½
Sale or purchase of bills of exchange, without endorsing	¼
Sale or purchase of bank notes, or drafts, not current	½
Selling and endorsing bills of exchange	2½
Vessels, selling or purchasing	2½
Chartering, to proceed to other ports to load	2½
Procuring or collecting freight	2½
Outfits or disbursements	2½
Collecting general average	2½
Effecting marine insurance, in all cases, when the premium does not exceed 10 per cent on the amount insured	¼
Effecting marine insurance, in all cases, when the premium exceeds 10 per cent on the amount of premium	5
Adjusting and collecting insurance losses	2½
Collecting dividends on stocks	½
Collecting bills, and paying over the amount, or receiving and paying monies, from which no other commission is derived	1
Receiving and forwarding goods—on the value	½
The same when entered for duty or debenture	1
Remittances in all cases, in bills	½

"The above commissions to be exclusive of the guarantee of debts for sales on credit, storage, brokerage, and every other charge actually incurred. The risk of loss by fire, unless insurance be ordered, and of robbery, theft, and other unavoidable occurrences, if the usual care be taken to secure the property, is in all cases to be borne by the proprietor of the goods. When bills are remitted for collection, and are returned under protest, for non-acceptance or non-payment, the same commission to be charged as though they were duly honoured. On consignments of merchandise, withdrawn or re-shipped, full commission to be charged to the extent of advances or responsibilities incurred, and half commission on the residue of the value."

HOSPITAL MONEY.—The first section of "An act to amend the Revised Statutes in relation to the Marine Hospital," passed the 18th of April, 1843, is hereby amended, so as to read as follows:—From the master of every vessel from a foreign port, for himself, one dollar and fifty cents; and for every cabin passenger, two dollars; for each steerage passenger, fifty cents; and for each mate and sailor, fifty cents.

Sec. 2. Whenever the health commissioner shall collect and receive any money, under protest or notice on the part of the payer of an intention to contest the right of the state to such moneys, it shall be his duty to pay the monies so received into the treasury of this state, making, at the same time, and delivering to the treasurer, a written statement

of the circumstances under which the same was received, and the objections made by the payer.

Sec. 3. It shall be the duty of the comptroller, whenever it is ascertained and established, by the judgment and decree of a competent court, that the monies so received into the treasury, under protest, have been illegally collected, and do not belong to the state, to draw his warrant on the treasurer for such monies, in favour of the party entitled thereto.

Sec. 4. The health commissioner who shall pay into the treasury of this state public monies collected by him under protest, shall be saved harmless against the consequences of any action brought against him for the recovery of monies so received and paid: Provided, That such health commissioner shall, within five days, give notice to the comptroller and attorney-general of any suit brought against him for the recovery of monies paid under protest, and shall submit the management of the suit to the attorney-general; and all costs and charges connected with the defence of said suit shall be paid from the treasury, in the same manner as if the suit was against the people of the state.

Sec. 5. The monies collected by the late commissioner, under protest, shall be paid into the treasury; and the two preceding sections shall apply to him and the monies thus paid into the treasury.

Sec. 6. Title one, of part one, of chapter fourteen, section twelve, of the Revised Statutes, is hereby amended, so as to read as follows:—The resident physician shall receive an annual salary of twelve hundred and fifty dollars, to be paid out of the monies appropriated to the use of the Marine Hospital.

Sec. 7. The health officer shall, annually, on or before the 1st of January, report to the comptroller, under oath, the receipts and expenditures of the Marine Hospital; together with all the receipts and perquisites of his office, and the items connected therewith.

MARINE INSURANCE.—MINIMUM PREMIUMS.

Adopted by the Board of Underwriters of New York, January 1st, 1840, furnished for the "Merchants' Magazine," by Walter R. Jones, Secretary to the Board.

Risks from Atlantic Ports to Europe.

	per cent.
On merchandise and freights, from an Atlantic port in the United States, to a port in Europe, clearing on and after the 1st of October, and before the 15th of March	1
Ditto ditto clearing on and after the 15th of March, and before the 1st of October	$\frac{3}{4}$
On specie, from an Atlantic port, to a port in Europe	$\frac{1}{2}$

Risks from Europe to Atlantic Ports.

On dry goods, hardware, and fancy goods, each package subject to separate average, if required, from Havre to an Atlantic port in the United States	$1\frac{1}{4}$
On dry goods, from a port in the Mediterranean to ditto	$1\frac{1}{2}$
Ditto, from a port in the United Kingdom of Great Britain to ditto	$1\frac{1}{4}$
On hardware ditto ditto	2
On risks from ditto ditto free from particular average, unless it happen by stranding, and amount to five per cent	1
On risks from ditto ditto from particular average, unless it happen by stranding, and amount to five per cent, and also free from general average	$\frac{3}{4}$
On all other risks from Europe, to an Atlantic port in the United States, specie excepted	$1\frac{1}{4}$
On specie from Europe to an Atlantic port in the United States	$\frac{3}{4}$

Baltic Risks to and from Cuba and Atlantic Ports.

On risks from Atlantic ports in the United States to St. Petersburg	$1\frac{1}{2}$
Ditto from Cuba to Gottenburg, and any ports between that port and St. Petersburg	$2\frac{1}{2}$
Ditto from St. Petersburg to the United States, sailing prior to August the 15th	$1\frac{1}{2}$
Ditto ditto ditto sailing on and after the 15th of August, and prior to the 15th of September	2
Ditto ditto ditto sailing on and after the 15th of September, and prior to the 1st of October	3
Ditto ditto ditto sailing on and after the 1st of October, and prior to the 15th of October	4
Ditto ditto ditto sailing on and after the 15th of October.	6

European Risks, to and from American Gulf Ports in the United States.

	per cent.
On risks from Europe to an American port in the Gulf of Mexico	2
Ditto ditto, free from particular average, unless it happen by stranding, and amount to five per cent, and also free from general average	1½
On merchandise and freights, from Mobile, New Orleans, Pensacola, Apalachicola, St. Mark's, and St. Joseph's to a port in Europe, clearing on and after the 1st of October, and before the 15th of March	1½
Ditto ditto, clearing on and after the 15th of March, and before the 1st of October.	1¼
On Cotton, from Columbus and places below, to Apalachicola and St. Joseph's, and thence to Europe	4
Gulf risks, if clearing from the United States, after the 15th of July, and before the 15th of October, an addition of	½
For stopping at another port in the United States, on the passage to or from a port in Europe, an additional premium of	½

Coastwise and River Risks north of Florida.

On cargo, from New York to Darien, and other places not above Macon	1½
Ditto, *vice versa*, less ½ on such part as does not come in boxes and flats	2
Ditto, ditto to Cheraw	1½
Ditto, ditto to Augusta or Fayetteville	1
Ditto, *vice versa*, less ½ on such part as does not come in boxes and flats	1½
If on deck the sea passage, an additional premium of	¼
On cargo, from Augusta to Savannah, or *vice versa*, river risk	⅜
On rice, from Savannah, Charlestown, Georgetown, Darien, or Wilmington, to a northern port	1
On other risks, ditto, ditto, ditto,	⅝
On risks, from northern ports to ditto, ditto, ditto, except specie	¾
On specie, either way	⅜
On risks, to or from the Delaware, if clearing on and after the 1st of December, and prior to the 9th of March	1
Ditto, ditto, if clearing on and after the 9th of March, and prior to the 1st of Dec.	½
Ditto, to or from Norfolk and Portsmouth, or *vice versa*	½
Ditto, to other places within the Capes of the Chesapeake, if clearing on and after the 1st of December, and prior to the 9th of March	¾
Ditto, ditto, if clearing on and after the 9th of March, and prior to the 1st of Dec.	½
Ditto, to or from ports north and east of Cape Cod	¾
vice versa,	¾

Coastwise Risks to and from Ports west of Florida.

From a northern port to Key West, and at any other place west of that port, and not west of New Orleans, by ships and brigs, against total loss only, or with average	2
Ditto, ditto, by schooners and sloops	2½
On freights and merchandise from New Orleans and Mobile, to a northern port in the United States, excepting on sugar, molasses, and tobacco	1¼
On sugar, molasses, tobacco, and other articles liable to damage	1½
On sugar and molasses, from a plantation above or below New Orleans to ditto	1¾
On risks from Key West, and places between that port and Pensacola, inclusive, to ditto	1½
Specie out, by ships and brigs, 1 per cent; back, by ditto	¾
Ditto, by sloops and schooners, 1¼ per cent; back by ditto	1
On risks from a northern port to Franklin, and other places in the vicinity	2½
vice versa,	2
Specie, either way	1

Specie risks to be charged ¼ per cent additional premium by vessels clearing on and after the 15th of July, and before the 15th of October, and other risks ½ per cent in addition to the above rates, except New Orleans.

River Risks west of Florida.

From Apalachicola and St. Joseph's to Columbus, or to any place on the river below Columbus	3
vice versa,	2½
From Mobile to places not above Claiborne	¾
vice versa,	⅝
From Mobile to places above Claiborne	1
vice versa,	¾

	per cent.
From New Orleans to places in the vicinity below New Orleans	½
Ditto ditto, on the Mississippi not above Natchez	½
Ditto ditto ditto, above Natchez and not above Randolph, or to places on the Red River not above Alexandria, or to places on the Black River not above Harrisonburg, or to places on the Arkansas river not above Arkansas	1
Ditto ditto, on the Mississippi river above Randolph and not above Alton, or to places on the Ohio river, or to places on the Red river above Alexandria and not above Natchitoches, or to places on the Tennessee river not above Florence	1½
Ditto ditto, on the Arkansas river above Arkansas, and not above Little Rock	2
From New Orleans to places above Alton, and to places on the Wabash and Illinois rivers	2
Ditto ditto, to Huntsville, and places on the Tennessee river above the Muscle Shoals	2
Ditto ditto, to places on the Arkansas river above Little Rock, and to places on the Red river above Natchitoches	4
On risks from Natchez, and places below it, to New Orleans	⅜
Ditto from places above Natchez, and not above Randolph, to New Orleans	¾
Ditto above Randolph and not above Alton on the Mississippi, and not above Portsmouth on the Ohio river to New Orleans	1
Ditto above Portsmouth on the Ohio river, or above Alton on the Mississippi river, or from places on the Missouri river	1¼ to 4

All the above premiums are to be in addition to the premiums for the sea passages, in case the risks are united.

Foreign Ports in the Gulf of Mexico.

On risks from northern ports in the United States to Vera Cruz, quicksilver excepted	2½
Ditto ditto ditto ditto ditto, on quicksilver	2½
vice versa on goods,	1½
ditto on specie,	1¼
On risks from Tampico and other foreign ports in the Gulf of Mexico, to a northern port in the United States, on merchandise	2
vice versa,	2½
Ditto ditto ditto ditto ditto ditto, on specie,	1½

On risks clearing on and after the 10th of July, and prior to the 15th of October, an additional premium of ¼ per cent on specie, and ½ per cent on other risks.

West India Risks, and Risks to Ports on the Main.

On risks from ports in the United States to Curacoa, and to all West India ports not to leeward of Porto Rico	1¼
vice versa,	1¼
On specie, either way	¾
On risks from ports in the United States to ports to leeward of Porto Rico, including Jamaica, Cuba, and ports on the Main, north and west of and including Laguira	1½
vice versa,	1½
If from Havanna or Matanzas, with special averages, less than the whole shipment, an additional premium of	¼
on specie,	¾

On risks clearing after the 10th of July for or from the West India islands, on and after the 15th of July, and prior to the 5th of October, an additional premium is to be charged of ¼ per cent on specie, and ½ per cent on other risks.

South American Risks.

On risks from northern ports in the United States to Rio Grande or Buenos Ayres	2
vice versa,	2
Ditto ditto to Montevideo	1½
vice versa,	1½
Ditto ditto to other ports in Brazil	1¼
vice versa,	1¼

Cape Horn and Cape of Good Hope Risks.

On risks to a port beyond the Cape of Good Hope	1¾
Ditto ditto, with liberty of one or more ports, an addition, outward, of	¼
homeward,	¼
out and home, double rates.	
On risks to a port round Cape Horn, if not north of Lima	2
Ditto ditto, if north of Lima	2½
out and home, double rates.	

On risks on the return passages, the same premiums, except specie, ½ per cent less than other merchandise from round Cape Horn.

On risks (excepting whaling risks) to ports round the Cape of Good Hope, 4 per cent per annum. If to ports round Cape Horn, 4 per cent per annum. If north of Lima, 5 per cent per annum.

All renewals or extensions to be charged at not less than the new rates.

All risks on deck, treble the under deck premiums.

Risks on cargo by vessels bound round Cape Horn not to be insured in series of less than twenty packages of dry goods, and each description of other goods.

In policies covering two passages, or on out and home risks, the premiums for both the single passages are to be united.

Specie by vessels of war not included in the aforesaid rates.

Particular Averages.

Cotton to be classed in parcels of not less than ten bales each, according to the succession of the marks and numbers in the invoice, and the average shall be allowed on each parcel exclusively, if amounting to five per cent on such parcel, and not otherwise. The excesses over the parcels of ten bales each to form a separate class, and to be subject to average, if damaged, to the extent of five per cent on ten bales.

Sugar, not less than fifty boxes, or twenty hogsheads, of successive numbers, as above, if amounting to seven per cent.

Coffee, not less than one hundred bags, if amounting to ten per cent, or twenty hogsheads or fifty barrels, if amounting to five per cent, of successive numbers, as above, or five per cent on the whole shipment, provided the whole shipment be not less than two hundred bags.

Rice, not less than fifty tierces, of successive numbers, as above.

Tobacco, subject to ten per cent, average, in lots of not less than ten hogsheads, ditto.

Tobacco stems, not to be insured, subject to a less average than twenty per cent on the entire lot.

Cigars and Indian meal, not to be insured subject to a less average than ten per cent on the entire lot.

Russia duck, diapers, burlaps, and ticklenburgs, if from Europe, ten per cent on the entire lot, and average ten per cent.

Grain, coastwise, ditto, ten per cent.

On Cargo to Marseilles.

Sugar, coffee, rice, cocoa, pepper, and pimento, warranted free from particular average, if the property is discharged at the port of Marseilles.

Voyages beyond the Cape of Good Hope.

Silks and other dry goods to be classed in parcels of not less than ten packages each, according to the succession of the marks and numbers in the invoice; and each kind of teas to be considered as one class, and to be subject to average, as if separately insured, on such of the classes as may amount to five per cent, and not otherwise.

Cassia (except in boxes) and floor matting, if insured separately from other cargo, to be free of average under twenty per cent on the entire lot.

Warranted free from loss or expense by capture, seizure, or detention by the Chinese, and also free from loss by blockade; but if turned off, the ship to proceed to a near open port.

General Regulations.

If goods are designated by different marks, without being numbered successively, and the average of the marks do not fall below the quantity on which partial loss is allowed as above, each mark may be separately insured.

Policies terminating outwards, with a return premium—and policies with a return premium, for ports not used—and policies on time—to have the words added after the return of premium—"no loss being claimed."

In policies on time, with liberty to extend the same—such extension to be for a definite time, instead of stipulating to bring the vessel into port under the original agreement. A return premium, however, to be allowed for each entire month of the extended time not used—no loss being claimed.

No conditional liberties shall be stipulated for, unless the premium thereon is paid or secured at the time the risk is taken.

No fire risk on shore to be taken prior to the inception of the marine risk, except at a premium of one-half per cent

Damaged goods to be sold on the same credit as the sound; or if sold for cash, the appraisement of sound value to be for cash, and certificates of the sound value and of damages to be under oath.

In cases of total loss, affidavits to be required as to other insurances, and in cases of claims for returns of premiums exceeding the sum of twenty dollars, an affidavit to be required stating the fact on which the claim is founded.

No damage to be allowed for goods injured by spots, without evidence of actual contact with sea water.

RATES of Premiums on Lake Risks.

DESTINATION.	BY STEAMBOATS.			BY SAILING VESSELS.		
	From the commencement of the season, and prior to the 1st of Sept.	From the 1st of Sept., inclusive, to the 1st of October.	From the 1st of October, inclusive, to the end of the season.	From the commencement of the season, to the 31st of Aug., inclus.	All risks, leaving in the month of Sept.	From the 1st of October, inclusive, to the end of the season.
	per cent.	per cent.	per cent.	per cent.	per cent.	per cent.
From Buffalo, to places on Lake Erie, not west of Cleveland	$\frac{3}{8}$	$\frac{1}{2}$	$\frac{3}{4}$	$\frac{5}{8}$	$\frac{3}{4}$	1
Ditto, ditto, not west of Detroit	$\frac{1}{2}$	$\frac{5}{8}$	$\frac{3}{4}$	$\frac{3}{4}$	1	1
Ditto, to places beyond Detroit, and not south of the south end of Green Bay	1	$1\frac{1}{4}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{3}{4}$	2
Ditto, to Chicago	$1\frac{1}{2}$	$1\frac{3}{4}$	2	2	$2\frac{1}{2}$	3
Ditto, to other places on Lake Michigan, south of Green Bay	2	$2\frac{1}{2}$	3	$2\frac{1}{2}$	3	$3\frac{1}{2}$

Goods on deck not covered by the policy unless an additional premium thereon is paid.

If the risks commence at New York, one-quarter per cent to be added to the above rates.

If they go *viâ* Lake Ontario, one-half per cent to be added to the above rates.

The above dates to be calculated from leaving the shipping port on the lakes.

Seven days to be allowed from the day of leaving New York, to reach the shipping place on the lake.

INLAND RISKS.

		From opening to 1st of Sept.
From New York to Providence	per steam, $\frac{1}{4}$	$\frac{1}{4}$
„ Boston	per steam, $\frac{1}{4}$	$\frac{1}{4}$
„ New Haven	per steam, $\frac{1}{4}$	$\frac{1}{4}$
„ places on the North River, above the Highlands		$\frac{1}{4}$
„ Buffalo, *viâ* Erie Canal		$\frac{1}{4}$
„ Philadelphia		$\frac{1}{4}$
„ Pittsburg		$\frac{1}{2}$
„ Wheeling		$\frac{1}{2}$
„ Cincinnati		1
„ Louisville		$1\frac{1}{4}$
„ Memphis		$1\frac{1}{2}$
„ Vicksburg		$1\frac{3}{4}$
„ Natchez		2
„ New Orleans		$2\frac{1}{2}$
„ St. Louis		$1\frac{3}{4}$
„ Galena, *viâ* Pittsburg		$2\frac{1}{2}$
„ Terra Haute, on the Wabash		$1\frac{5}{4}$
„ Peoria, on the Illinois		2
„ Tuscumbia		$1\frac{3}{4}$
„ places over the Muscle Shoals		$2\frac{1}{4}$
From Pittsburg to Galena		2
„ St. Louis to Independence, Mo.		$1\frac{1}{2}$
„ New York ditto *viâ* Pittsburg		$3\frac{1}{2}$

PILOTAGE.—For the Port of New York there are nine branch, and nine deputy pilots, and as many registered boats.

According to the law regulating the pilotage of the port—

Section 2.—All pilots' bills shall be certified, before collected, by one or more of the said commissioners or their secretary, except where a pilot receives his pilotage outward-bound from

the master of the vessel at Sandy Hook, in which case the pilot shall report to the said commissioners according to law.

4.—The said commissioners shall fix and determine the compensation of pilotage to be received by the pilots; 1st, for piloting vessels from the quarantine to New York; 2dly, for transporting a vessel from one river to the other; 3dly, for hauling a vessel into the stream from the wharf to her anchorage, or from her anchorage to a wharf.

5.—The pilotage on vessels outward shall be as follows:—for every vessel drawing less than fourteen feet water, one dollar and fifty cents per foot; for every vessel drawing fourteen feet and less than eighteen feet, one dollar and seventy-five cents per foot; for every vessel drawing eighteen feet and upwards, two dollars and twenty-five cents per foot; and on foreign merchant vessels, not entitled by the laws of the United States to enter on the same terms as ships or vessels of the United States, shall be increased by adding one-fourth to the above rates.

Inward.—For piloting any merchant vessel bound to New York, and not exempted from pilotage by virtue of this act, from the southward or eastward of the white buoy on the eastern edge of the outer middle near the bar to her anchorage, moorings, or to a wharf, for every vessel drawing less than fourteen feet of water, two dollars per foot; drawing fourteen feet and less than eighteen feet, two dollars and fifty cents per foot; drawing eighteen feet and upwards, three dollars per foot.

Fees.—For piloting between the eastward or southward of the white buoy, and the ports of Jersey city, Newark, Perth, Amboy, or within Sandy Hook—

	per foot—dollars.	cts.
Vessels drawing less than fourteen feet	2	00
Ditto between fourteen and eighteen feet	2	50
Ditto more than eighteen feet	3	00
Vessels of war	5	00

Vessels foreign, not entering as United States vessels, one-fourth addition.

Ditto taken charge of to the westward of the white buoy, half pilotage.

Between the 1st days of November and April, in addition to the above, for vessels drawing ten feet and upwards, four dollars; less than ten feet, two dollars; and one-half of these additional sums for half pilotage. Commissioners' fees not charged.

Hell Gate Pilots.

	per foot—dollars.	cts.
Fees.—From or to Sand's Point, for schooners or sloops	1	50
Ditto ditto square-rigged vessels	1	75
From or to Hell Gate, for schooners or sloops	1	00
Ditto ditto square-rigged vessels	1	25
From the 1st day of November to the 1st day of April, in addition to the above, for every ship, bark, or brig	2	00
Ditto ditto schooner or sloop	1	00

AUCTIONS, SALES, AND COMMISSIONS.

Auctions.—The system of sales by auction is common in New York and other commercial towns in the United States; and in most cases where the law interposes between the owner of property and the purchaser, it directs the sales to be made at public auction. The object is the protection of him whose property has been taken to satisfy the demands of his creditors. "Although public sales have thus been, from time immemorial, adopted and sanctioned by legislators and judges, yet," observes a writer on the question of the auction system of New York in "Hunt's Merchants' Magazine," "as a system, public auctions for the extensive sale of imported goods have not found favour with the great mass of importers and jobbing merchants in this and other cities. The appointment of auctioneers has an early date in the history of the country, and laws have, from time to time, been passed, regulating the manner in which they should conduct their business, and fixing the amount of duties which they should pay to the government. The law of 1817, however, in the state of New York, created a new era in the history of auctions; and the appropriation afterwards, by the new constitution, of the duties to the payment of the state debts, gave character and permanency to the system. For many years after that, however, a fierce warfare was carried on between the importing and jobbing merchants and the auctioneers.

"Strong applications were, in consequence, made to the state legislature to repeal or alter the auction laws, but the state was reaping too great a harvest from the auction duties, and the solemn appropriation of the revenue from this source afforded good grounds for not interfering.

"In the year 1829, the committee of the state senate, to whom the subject was referred, say in their report, that 'they assume it as a principle which, under existing circumstances, can hardly be questioned, that the revenue derived from sales by auction is too important in itself, and in

its present destination too sacred, to be lightly given up.' But it was said, that the auction system promoted the interests of non-residents at the expense of the resident merchant; and to this the committee of the assembly in the same year say,—that they beg leave to submit, whether non-resident consignors do not pay as great a tax as resident merchants An agent receives 50,000 dollars of goods on consignment, and sells at auction—if beyond the Cape of Good Hope, the duties are 500 dollars; from the West Indies or Europe, 750 dollars; and if spirits, 1000 dollars. The committee proceed to say, that if the system were abolished, 'the state revenue would be the only loser, and the jobbing merchants the only gainers, by the change. It then rests with the legislature to decide, whether they will stand with folded arms and suffer a revenue of 257,000 dollars per annum to be wrested from them, without using every exertion in their power to preserve it.'

"The state legislature having been hostile to any change of the system, urgent memorials were addressed to Congress, praying that a heavy duty might be imposed, which would amount to a prohibition. Such memorials were addressed in 1817, 1818, 1819, 1820, 1821, 1824, 1828, 1829, 1831. Resolutions were adopted at the meetings of a denunciatory character. At the meeting in 1829, it was resolved, that the auction system furnished facilities for concealment, encouraged smuggling, and induced perjury.

"A committee of auctioneers replied in an address to members of Congress, in which they say, that the profits of their business are insignificant when compared with the value of reputation, and they deny that the system leads to fraud and perjury; and they add, 'For ourselves, we most solemnly declare, that we are not aware of any circumstances connected with the auction business which renders its pursuit incompatible with honest pride and vigorous integrity. We consider that the times and circumstances have passed away in which the character of an auctioneer was justly the theme of ridicule to the writers of farces. It is not now his business to extol a pretended original, or a counterfeit gem, but he finds himself engaged in a profession which requires character and skill; and he is surrounded by the evidences that, with these aids, every post of honour, and every grade of social life, is within his reach.'

"In all anti-auction meetings strong grounds were taken, and it was insisted that the influence of the auction system was bad upon morals, and would also act most injuriously upon the growth and prosperity of the city of New York. We think upon the subject, that it would be no difficult matter to combat and refute most of the arguments used on these occasions.

"We close this article with an extract from a letter from Abraham G. Thompson, Esq., of this city, New York—the man to whom the auction system is, no doubt, greatly indebted, and who has lived to see the end of the war, and to enjoy the abundant fruits of his energy and industry. The letter was addressed by Mr. Thompson, some few years since, to his fellow-citizens, and was printed for private circulation.

"'I had repeated interviews with the governor on the subject of auctions, and the final result was, the preparation of a law, under my supervision, which was afterwards passed, reducing and fixing the rates at a duty of one per cent on East India, and one and a half per cent on European goods. In a conversation with the governor, I told him, that if such a reduction should take place, I would pay the first year, myself, 6000 dollars, in advance, for the duties on sales of India goods alone (being more than for any two years since 1783). The result justified my calculations. Previous to the passage of the act of 1817, the duties were one per cent, two per cent, and three per cent, and the revenue to the state was small compared with after years. Soon after the passage of the bill in 1817, a Boston ship from the East Indies was sent to New York (all previous cargoes having been sold in Boston), the auction duties on the cargo of which amounted to upwards of 6000 dollars, and the revenue to the state the first year, upon India goods, amounted to between 32,000 and 33,000 dollars. All the India vessels afterwards were sent here, and from that time to this, but one attempt has been made to sell a cargo of India goods east of New York, and that was a failure. The revenue from auction duties gradually increased, until it has amounted to between 200,000 and 300,000 dollars per annum, a revenue which has aided materially the state of New York in her payment of the canal debt, and a revenue which grew out of a business which drew merchants or purchasers from all parts of our widely-extended country, which tended directly to enhance the value of houses, stores, and lots—multiply the business of the shipper, importer, and jobber, and which has filled our city with palaces, and made our merchants princes.

"'In 1817, and after the passage of this law, as business begets business, also was commenced the first regular packet line between New York and Liverpool, by Isaac Wright and Francis Thompson. To *this* cause the success of New York was ascribed, and packet lines were established from Boston and from Philadelphia, but in neither instance were they successful. The truth was, that both in Boston and Philadelphia, the free and absolute sale of goods by auction was not encouraged. (It did not appear to be understood.)

"'In Philadelphia, goods were allowed to be offered, and withdrawn, free from state duty, and the purchaser went to auction rooms of that city with no certainty of making his purchases. He was not certain that the goods would be sold to the highest bidder.

"'In my opinion, the auction law of 1817 gave the first impulse to the extensive trade of this

city, and followed, as it was afterwards, by the establishment of lines of packets, and the construction of the Erie canal in 1825, together with all the natural advantages of New York, it was eminently successful and advantageous.' "

AUCTION LAW.—The following analysis of this law, comprehends all that is necessary for the information of the sellers and buyers of goods at auctions.

Any citizen of the state of New York may become an auctioneer, in the county in which he resides, on executing and depositing with the comptroller an approved bond in the penalty of ten thousand dollars, with sureties for the payment of the auction duties and the faithful performance of the duties of his office. The bond runs to the people of the state, and the sureties must be two sufficient freeholders; if the bond be executed by an auctioneer appointed in a city, it must be taken and approved by the mayor, or recorder of such city; if executed by an auctioneer appointed for a county, by any judge of the county courts of such county. The officer taking the bond, must endorse upon it a certificate of his approbation, and of the day it was taken, and deliver it thus endorsed to the auctioneer, who within ten days thereafter must pass it to the comptroller. Every officer taking such bond, must transmit a notice to the comptroller without delay, stating the name of the auctioneer and his sureties entering into the bond, and the day it was executed and approved.

An express clause is inserted in the bond, subjecting the same to forfeiture, in case the obligor shall not render a true and accurate account quarterly of all goods sold or struck off by him, dated on the first days of April, July, October, and January, in the year for which he is appointed. Each account must state minutely and particularly—

1st. The sums for which any goods or effects were sold at every auction held by him, or in his behalf, from the time of his entering into such bond, or the date of his last quarterly account.

2d. The days of sale, amount of each day's sale, designating sales made by himself or in his presence, and those made in his absence by a partner or clerk acting in his behalf, and specifying the causes of such absence.

3d. The amount of all private sales made by himself or any of his partners, on commission, and the days of such sales.

4th. The amount of duties chargeable under the provisions of law, in all the sales, public and private, mentioned in the account.

5th. A distinct statement of all goods struck off, but not actually sold. On all goods so struck off, the auction duties must be paid.

Every such account, within twenty days after its date, must be exhibited, if made out by an auctioneer appointed in a city, to the mayor or recorder thereof; if by an auctioneer appointed for a county, to any judge of the county courts of such county. The account must be sworn to by the auctioneer; the oath must be reduced to writing, endorsed on the account, and be subscribed by the auctioneer taking it. Every partner of such auctioneer, and every clerk or other person whatever, in any way connected in business with such auctioneer, who shall have made any sale contained in said account, must make and subscribe an oath to be endorsed on the account, that he believes it to be a just and true account in every particular.

Every partner or clerk, who shall have made any sale in behalf of an auctioneer, must, in the account rendered by such auctioneer, set his name, or the initials thereof, opposite to each sale made by him, mentioned in such account; and make and subscribe an affidavit to be annexed to such account, stating that sales so noted are all the sales liable to auction duties, public or private, made by him within the time mentioned in the account, and that the account of such sales, so therein stated, is just and true; that such sales were made by him, in the absence of such auctioneer, who was unable to attend from the causes specified in his account; and that in all acts performed by him, in behalf of such auctioneer, during the time aforesaid, he had endeavoured to conform to the intent and meaning of the laws regulating sales by auctioneers.

The auctioneer must pay the duties accrued on the sales mentioned in his account, together with the additional sum of two and one-half per cent on the whole amount of such duties, within ten days after the exhibition of his account, for the use of the state: and immediately after such payment, he must deliver or transmit his account, with the affidavits endorsed thereon, and annexed thereto, to the comptroller, to be filed in his office. Every such payment, if by an auctioneer appointed for any other place than the city of New York, must be made to the treasurer of the state; and by every auctioneer in the city of New York, to such bank in the city, as shall be designated by the comptroller, as entitled to the state deposits by law; and the receipt of the proper officer of the bank must be taken therefore; which receipt, the auctioneer must immediately transmit to the comptroller, who shall certify thereupon, such payment to the treasurer, and charge him with the amount.

Every auctioneer, who within the period limited for his accounting, shall have made no sales, public or private, of property liable to auction duties, must make and subscribe an affidavit of

those facts, before any officer to whom his account, had such sales been made by him, might have been exhibited, and must transmit a copy of such affidavit, certified by the officer taking it, to the comptroller within the same time that an account is required to be rendered. Every auctioneer, partner, or clerk of an auctioneer, and every person whatever in any way connected in business with an auctioneer, who shall refuse or neglect to perform any act or duty, which are required by any of the provisions above recited, commencing with the requisition that he shall make out his quarterly account on the first days of April, July, &c., is subject to a penalty. And every such refusal or neglect by an auctioneer, shall be certified and published by the comptroller, in the state paper; and from the time of publication, the delinquent auctioneer therein named, shall be deemed to have forfeited his appointment, and shall be incapable of doing any act by virtue thereof.

All goods, wares, and merchandise, and every other species of property, with the exceptions hereinafter mentioned, are subject each and every time they are struck off at public auction, within this state, to duties at the following rates:—

1. All wines and ardent spirits, foreign or domestic, at the rate of two dollars in every 100 dollars.

2. All goods, wares, merchandise, and effects imported from any place beyond the Cape of Good Hope, and sold in packages, bales, trunks, or casks, as imported, at the rate of one dollar on every 100 dollars.

3. All other goods, wares, merchandise, and effects, at the rate of one dollar and fifty cents on every 100 dollars. The duties are calculated on the sums for which the goods so exposed to sale shall be respectively struck off, and must in all cases be paid by the person making the sale.

All goods must be struck off to the highest bidder, and where the auctioneer or owner, or any person employed by them or either of them, shall be such bidder, they shall be subject to the same duties as if struck off to any other person; but this does not render valid any sale, that would otherwise be fraudulent and void. All articles except those to be hereafter mentioned, sold on commission, by an auctioneer or clerk of an auctioneer, or by a person in any way connected in the auction business, or in auction sales with an auctioneer, whether at auction or private sale, are liable to the duties before enumerated.

No auction duties are payable upon the following goods and articles: ships and vessels; utensils of husbandry, horses, neat cattle, hogs, and sheep; articles of the growth, produce, or manufacture of this state, except distilled spirits; all fabrics of cotton, wool, hemp, and flax, manufactured within the jurisdiction of the United States; goods and chattels, otherwise liable to the auction duties, are exempt therefrom, if sold under the following circumstances:—

1st. If they belong to the United States or to this state.

2d. If sold under any judgment or decree of any court of law or equity, or under a seizure by any public officer, for or on account of any forfeiture or penalty, or under a distress for rent.

3d. If they belong to the estate of a deceased person, and be sold by his executors or administrators, or by any other person duly authorised by a surrogate.

4th. If they are the effects of a bankrupt or insolvent, and be sold by his assignees appointed pursuant to law, or by a general assignment for the benefit of all the creditors of such bankrupt or insolvent.

5th. If they are goods damaged at sea, and be sold within twenty days after they shall have been landed, for the benefit of the owners or insurers.

All sales at public auction in the city of New York, not under the authority of the United States, and all such sales in other parts of the state, where duties are payable on the effects to be sold, must be made by an auctioneer who shall have given the security required, as was hereinbefore mentioned, or by a co-partner or clerk of an auctioneer duly authorised under the provisions of law; but where no duties are payable, all such sales except in the city of New York, may be made by any citizen of the state.

When an auctioneer cannot attend an auction by reason of sickness, by duty as a fireman, by military orders, or necessary attendance in a court of justice, or when he is temporarily absent from the place for which he is appointed, he may employ a partner or clerk to attend in his name and behalf; such partner or clerk having previously taken an oath, to be filed with the clerk of the county in which such auctioneer shall reside, fully and faithfully to perform the duties incumbent upon him; and which oath must also contain a true statement of the connexion that exists between him and the auctioneer. Goods damaged at sea and sold for the benefit of the owners or insurers, shall be sold in New York, under the direction of the wardens of the port.

Every auctioneer who, during his term of office, shall accept an appointment as auctioneer from any other state, or who shall be concerned as principal or partner in selling any merchandise, or effects, in any other state by public auction, or who shall receive any compensation, or benefit, for or on account of any such sale, shall be deemed guilty of a misdemeanour.

No auctioneer in any city of this state can at the same time have more than one house or store, for the purpose of holding his auctions; and every such auctioneer, before he enters on the

execution of his office, must designate, in a writing signed by him, such house or store, and also name therein the partner or partners, if any, engaged with him in business, and file such writing with the clerk of the city for which he shall be appointed.

No auctioneer shall expose to sale by public auction any goods or articles liable to auction duties, at any other place than that designated in the writing so deposited by him, except goods sold in original packages as imported, household furniture, and such bulky articles as have usually been sold in warehouses, or in the public streets, or on the wharfs.

The common council of each city may designate such place or places, within such city, for the sale by auction of horses, carriages, and household furniture, as they shall deem expedient.

Every auctioneer in the city of New York must, under his own name, give previous notice in one or more of the city newspapers, of every auction sale that may be lawfully made by him; if connected with any person or firm, his name must, in all cases, precede separately and individually the name of such person or the title of the firm under which he transacts business.

No auctioneer, co-partner, or clerk of an auctioneer, or any other person in the city of New York, shall advertise a sale by auction, in any other manner than as above described, or be concerned in any sale by auction not advertised in such manner.

No auctioneer shall demand or receive more than two and a half per cent commissions on the amount of any sales, public or private, made by him, unless by a previous agreement in writing, between him and the owner or consignee of the goods sold.

No auctioneer on the day and at the place where his auction shall be held, nor any person whatever, on the same day and place, shall sell at private sale any goods liable to auction duties.

When goods are struck off at auction, and the bargain shall not be immediately executed by the payment of the price, on the delivery of the goods, it is the duty of the auctioneer to enter in a sale-book, to be kept by him for the purpose, a memorandum of the sale, specifying the nature, quantity, and price of the goods, the terms of sale, and the names of the purchaser, and of the person on whose account the sale is made.

All sales of goods by public auction, in the city of New York, shall be made between sunrise and sunset, excepting books or prints, and goods sold in the original package as imported, according to a printed catalogue, of which samples shall have been opened and exposed to public inspection at least one day previous to the sale.

A conviction of fraudulent practices for ever disqualifies an auctioneer from exercising the rights or pursuing the business of an auctioneer; he shall be deemed guilty of a misdemeanour, punishable by fine, not exceeding five hundred dollars, and imprisonment not exceeding one year, or either, in the discretion of the court. And if, after said conviction, he undertakes to act as an auctioneer, he shall be deemed guilty of a misdemeanour for each offence, and punishable as above. And any person who shall transact the business of an auctioneer, without having first complied with the provisions of the law, is punishable in like manner.

TARES allowed by law on Goods Sold, &c.*

Candles in boxes	per cent	8	Sugar, other than loaf sugar, in boxes	p. ct.	15
Cheese, in hampers or baskets	do.	10	—— in mats or bags	do.	5
—— in boxes	do.	20	Salts, Glauber	do.	8
Chocolate, in boxes	do.	10	Sugar Candy, in boxes	do.	10
Coffee, in bags	do.	2	Soap, in ditto	do.	10
—— in bales	do.	3	Shot, in casks	do.	3
—— in casks	do.	12	Every whole chest of bohea tea	lbs.	70
Cocoa, in bags	do.	1	—— half ditto	do.	36
—— in casks	do.	4	—— quarter ditto	do.	20
Cotton, in bales	do.	2	Every chest of hyson, or other green tea, of 70 lbs. or upwards	do.	20
—— in serons	do.	6	Every box of other tea, between 50 and 70 lbs.	do.	18
Indigo, in ditto	do.	10	Ditto ditto, if 80 lbs.	do.	20
Nails, in casks	do.	8	Ditto ditto, from 80lbs. and upwards	do.	22
Pimento, in bags	do.	3			
Pepper, in ditto	do.	2			
Sugar, other than loaf sugar, in casks	do.	12			

The above to include ropes, canvass, and other coverings. On all other boxes of teas, according to the invoices, or actual weights thereof.

Port Wardens.—Vessels and goods arriving in a damaged state, and required to be sold by auction, for the benefit of underwriters out of the city of New York, must be under the inspection of the wardens, who are to certify the cause of damage, and amount of sale and charges.

Fees.—One and a half per cent on gross amount of sales; and for each survey on board of any vessel, at any store, or along the docks or wharfs, three dollars, on damaged goods; each survey on hull, spars, rigging, &c., five dollars; each certificate, one dollar twenty-five cents; ditto of

* For tares allowed by customs see Tariff of United States, hereafter.

distress of said vessel, two dollars fifty cents; same services for vessels paying foreign duties and tonnage, double.

Harbour Master.—The office of harbour master was created in 1808, by legislative enactment, with power to regulate and station all vessels in the harbour, or at the wharfs, to accommodate vessels wishing to discharge their cargoes, and to decide promptly all disputes connected with the foregoing subjects. Resisting his authority subjects to a fine of fifty dollars and costs, for the benefit of the New York Hospital.

Fees.—On vessels unloading, one and a half cent per ton; vessels paying foreign duties and tonnage, double; which must be paid within forty-eight hours after arrival. Schooners and sloops in the coasting trade, two dollars; for adjusting any difference respecting situation, two dollars.

Pilots must register their vessels, names, and places of abode in his office; and are obliged to put to sea whenever ordered by him. The penalty for refusing is five dollars, and loss of licence.

Passengers.—When passengers arrive from foreign countries, an entry must be made at the custom house of their names, clothes, implements of trade or profession (all of which are exempt from duty), and an oath taken respecting them, the form of which, and the entry, may be had at at the office, gratis. Cabin passengers make this entry themselves, and pay twenty cents each for a permit, on exhibiting which to the officer on board, they are allowed to remove their baggage, after it has been inspected. Only one entry and permit is necessary for a *family*, and only twenty cents demanded, whatever be the number of the family. Remains of sea stores, such as tea, sugar, foreign spirits and wines, are liable to pay duties; but unless these are of great bulk, or quantity, they are generally allowed to pass free.

An entry is usually made by the master of the vessel of steerage passengers and their baggage: they pay twenty cents for a permit. When entry is made by any person not the owner, he gives bond for payment of the duties, if any; and if, after entry is made at the custom house, and the oath taken, any article is found belonging to a passenger, liable to pay duty, not specified in the entry, it is forfeited, and the person in whose baggage the article is found subjected in treble the value.

Besides making entry at the custom house, it is provided by a law of the state, that every master of a vessel arriving from a foreign country, or from any other port of the United States, "shall within twenty-four hours after entering his vessel at the custom house, make a report in writing on oath, to the mayor, and in case of his sickness, or absence, to the recorder of the said city, of the name, age, and occupation of every person who shall have been brought as passenger in such ship or vessel on her last voyage, upon pain of forfeiting for every neglect or omission to make such report, the sum of seventy-five dollars for every alien, and the sum of fifty dollars for every other person neglected to be so reported as aforesaid.

Masters of ships bringing passengers to New York, must also pay a dollar on account of each passenger to the corporation, as commutation money, or give bond that none of them shall become chargeable on the city poor rates for the space of two years. They almost uniformly prefer paying the commutation.

Wharfage.—Wharfs in New York are not the property of any corporation, but of private persons. Vessels under fifty tons, 50 cents per day=2*s.* 3*d.*; and for every fifty tons more, 12½ cents additional=7*d.*

RATES of Storage, chargeable per Month, as established by the New York Chamber of Commerce.

	cents.
Almonds, in frails or packages, per cwt.	6
Alum, in casks or bags, per ton	40
Ashes, pot and pearl, per barrel	8
Beef, per barrel	6
Bottles, quart, in mats, crates, or hampers, gr.	8
Bark, quercitron, in casks, per ton	60
Bagging, cotton, loose or in bales, packed	3
Butter, in firkins of 60 lbs., per firkin	2
Brandy.—*See* Liquors.	
Candles, in boxes of 50 or 60 lbs., per box	2
Chocolate, in boxes of 50 lbs., ditto	2
Cocoa, in bags, per cwt.	2½
—— in casks, ditto	3
Coffee, in casks, ditto	2½
—— in bags, ditto	2
Copperas, in casks, per ton	40
Copper, in pigs, ditto	20
—— in sheets or bolts, ditto	30
—— braziers' bottoms, ditto	75
Cordage, per ton	50
Cassia, in mats or boxes, per cwt.	10
Cotton, American, in square bales, per 300 lbs.	12½
—— ditto, in round bales, ditto	16
—— West Indian, in proportion to round.	
—— East Indian, in bales, per 300 lbs.	9
Cheese, casks, boxes, or loose, per cwt.	3
Duck, heavy, per bolt	1½
—— Ravens or Russia sheeting, per piece	0½
Dry goods, in boxes or bales, per 40 cubic feet	40
Earthenware, in crates of 25 to 30 feet	15
—— in hhds., of 40 to 50 feet	30
Fish, pickled, per barrel	6
—— dry, in casks or boxes, per cwt.	4
—— ditto, in bulk, ditto	2½
Figs, in frails, boxes, or drums, ditto	2½
Flax, per ton	60
Flax-seed, or other dry articles, in tierces of 7 bushels, per tierce	10
Flour, or other dry articles, in barrels	4
Grain, in bulk, per bushel	1
Ginger, in bags, per cwt.	2
Glass, window, in boxes of 50 feet	1½
Gin.—*See* Liquors.	
Hemp, per ton	75
Hides, dried or salted, per hide	1½
Hardware, in casks of 40 cubic feet	40
Indigo, in serons or boxes, per cwt.	4
Iron, in bars or bolts, per ton	20
—— in hoops, sheets, or nailrods, ditto	30
Liquors, in puncheons of 120 gallons, per puncheon.	30

(*continued*)

	cents.
Liquors in quarter casks	6¼
—— in pipes or casks, per 120 gallons	30
—— bottled, in casks or boxes, per dozen bottles	1½
Leather, per side	1
Lard, in firkins of 60 lbs.	2
Lead, pig or sheet, per ton	20
—— dry or ground in oil, ditto	20
Molasses, per hhd. of 110 gallons, (other casks in proportion)	30
Nails, in casks, per cwt	2
Oil, in hhds. or casks, per 110 gallons	30
—— in chests of 30 flasks, per chest	4
—— bottled, in boxes or baskets, per dozen	1½
Paints, in casks or kegs, per ton	40
Pork, per barrel	6
Porter.—*See* Liquors.	
Pepper, in bags, per cwt.	2½
Pimento, in casks or bags, ditto	2½
Rice, in tierces, per tierce	12
—— in half ditto, per half ditto	8
Rags, in bales, per cwt.	6
Raisins, Malaga, in casks	3
—— ditto, in boxes	1
—— in other packages, per cwt.	2
Rum.—*See* Liquors.	
Saltpetre, in bags, per cwt.	2
—— in casks, ditto	2½
Salt, in bags or bulk, per bushel	1
Shot, in casks, per ton	37
Soap, in boxes of 50 to 60 lbs.	2
Steel in bars or bundles, per ton	30
—— in boxes or tubs, ditto	40
Sugar, raw, in bags or boxes, per cwt.	2
—— ditto, in casks, ditto	2½
—— refined, in casks or packages	3
Tallow, in casks or serons, per cwt.	2
Tea, bohea, in whole chests	15
—— ditto, in half chests	8
—— green or black, in quarter chests	4½
—— in boxes, in proportion to quarter chests.	
Tin, block, per ton	20
—— in boxes of usual size, per box	1½
Tobacco, in hhds., per hhd.	37½
—— in bales or serons, per cwt.	4
—— manufactured, in kegs of 100 lbs.	2
Wines.—*See* Liquors.	
Woods, for dyeing, under cover, per ton	50
—— ditto, in yards	25
Whiting, in hhds., per ton	37½

On articles on which the rate is fixed by weight, it is understood to be on the gross weight; and on liquors, oil, &c., on which the rate refers to gallons, it is understood to be on the whole capacity of the casks, whether full or not. The proprietor of goods to be at the expense of putting them in store, stowing away, and turning out of store.—All goods taken on storage to be subject to one month's storage; if taken out within 15 days after the expiration of the month, to pay half a mouth's storage; if after 15 days, a whole month's storage.

RATES OF CARTAGE.

	s.	d
Ale or beer, per hhd.	2	0
—— hhd. from 60 to 90 gallons	2	0
Alum or copperas, from 12 to 15 cwt., per hhd.	2	6
—— from 15 to 20 cwt., ditto	3	0
—— over 1 ton, ditto	4	6
Bar iron, per load	2	0
Boards and plank, ditto	2	0
Brandy, pipe over 100 gallons	3	0
Bread, 4 tierces	2	0
Bricks, per load	2	0
—— handled and piled	2	6
Building or paving stones, per load	2	0
Calves, sheep, and lambs	2	6
Cider, cheese, and cocoa	2	0
Clay and sand, per 12 bushels	2	0
Coal, half chaldron, per load	2	6
Cocoa, per load	2	0
Coffee, in bags or barrels	2	0
—— above 10 cwt., per hhd.	2	6
Cordage, small, per load	2	0
Cotton, per load of 3 bales	2	0
Cut stone, per load	2	6
Dried fish, loose, per load	2	6
Dye-wood, per load	2	0
Earthenware, loose, per load	2	6
European goods, per load	2	0
Flax, in bales and bundles, per load	2	6
Flax-seed, per 3 tierces	2	0
Firewood, per load	2	0
Flour, in bags, 12 per load	2	0
—— 7 barrels	2	0
Gammons or hams, per load	2	0
Gin, per pipe over 100 gallons	3	0
Hay, in trusses, bundles, bales, per load	2	6
—— loose	6	0
Heading for staves, per load	2	0
Hides, 50 per load	2	6
Hemp, in bales or bundles, per load	2	6
—— loose, not over 12 cwt.	3	6
Hoops, in bundles	2	0
Hoop-poles, per load	2	6
Hollow ware, per load	2	6
Household furniture	4	0
Molasses, from 60 to 90 gallons	2	6
—— from 90 to 140 gallons	3	0
Oil, per load of three barrels	2	0
Oysters, ditto shells, &c., per load	2	6
Potashes, per load of 3 barrels	2	0
Paints, common, per load	2	0
—— per hhd., from 12 to 15 cwt.	2	6
—— from 15 to 20 cwt.	3	0
—— above 20 cwt.	4	6
Pantiles, per load	2	6
Plaster of Paris, per ton	4	0
Pork, beef, tar, pitch, and turpentine, 5 barrels	2	0
Rum, per hhd.	3	0
Salt, 20 bushels	2	0
Shingles, long cedar, pine, in bundles	2	0
—— Cyprus, 2000 (22 inch)	3	0
Stone, paving or building	2	0
Sugar, Havanna, 3 boxes	2	6
—— from 9 to 15 cwt.	2	6
—— from 15 to 20 cwt.	3	0
—— above 20 cwt.	4	6
Scantling, or timber, per load	2	0
Tea, per load	2	6
Tiles or slate, per load	2	6
Tobacco, in hhds., from 9 to 15 cwt. per hhd	2	6
—— from 15 to 20 cwt. ditto	3	0
—— above 20 cwt. ditto	4	6
Wheat, or other grain, per load	2	0
Wine, pipe, over 100 gallons	3	0
—— in 4 quarter casks	3	0
Whiting, common load	2	0
—— per hhd., 12 to 15 cwt.	2	6
—— from 15 to 20 cwt.	3	0
—— above 20 cwt.	4	6

CABLES.

For every cable whole shot of 5 inches in circumference to 7 inches	5	0
Ditto half shot of like dimensions	2	6
Ditto whole shot of 7 to 10 inches	12	0
Ditto half shot of like dimensions	6	0
Ditto whole shot of 10, and not exceeding 12 inches in circumference	14	0
Ditto whole shot of 12, and not exceeding 14 inches in circumference	20	0
Ditto half shot of the dimensions of the two last-mentioned	10	0
Ditto whole shot of 14 and not exceeding 15 inches	24	0
Ditto half shot of like dimensions	12	0
Ditto whole shot of 15 inches	32	0
For every cable half shot of 15 inches	16	0
*** Goods, wares, merchandise, or other articles not herein enumerated, per load	2	0

In all cases where the distance exceeds half a mile, and not two miles, one-half in addition to be allowed.

Porterage.—For any distance not exceeding half a mile, 12½ cents; over half a mile, and not exceeding a mile, 25 cents; and in that proportion for any greater distance. For carrying a load upon a hand-barrow, for any distance not exceeding half a mile, 25 cents; over half a mile, and not exceeding a mile, 44 cents; and in that proportion for any greater distance.

Hand-carted.—For any distance not exceeding half a mile, 18¾ cents; over half a mile and not exceeding a mile, 31¼ cents; and in that proportion for any greater distance.

(*continued*)

QUANTITY OF GOODS TO COMPOSE A TON.

(Extract from the Bye-Laws of the New York Chamber of Commerce.)

Resolved,—That when vessels are freighted by the ton, and no special agreement is made between the owner of the vessel and freighter of the goods, respecting the proportion of tonnage which each particular article shall be computed at, the following regulation shall be the standard of computation :—

That the articles, the bulk of which shall compose a ton, to equal a ton of heavy materials, shall be in weight as follows :—1568 lbs. of coffee in casks, 1830 ditto in bags; 1120 lbs. of cocoa in casks, 1307 ditto in bags.

952 lbs. of pimento in casks, 1110 ditto in bags.

8 barrels of flour, 196 lbs. each.

6 barrels of beef, pork, tallow, pickled fish, pitch, tar, and turpentine.

20 cwt. of pig and bar iron, potashes, sugar, logwood, fustic, Nicaragua wood, and all heavy dye-woods, rice, honey, copper ore, and all other heavy goods.

16 cwt. of coffee, cocoa, and dried codfish, in bulk, and 12 cwt. of dried codfish in casks of any size.

6 cwt. of ship bread in casks, 7 cwt. in bags, and 8 cwt. in bulk.

200 gallons (wine measure) reckoning the full contents of the casks, of oil, wine, brandy, or any kind of liquors.

22 bushels of grain, peas, or beans in casks.

36 bushels of ditto in bulk.

36 bushels of European salt.

31 bushels of salt from the West Indies.

29 bushels of sea coal.

40 feet (cubic measure) of mahogany, square timber, oak plank pine and other boards, beaver, furs, peltry, bees' wax, cotton, wool, and bale goods of all kinds.

1 hogshead of tobacco, and 10 cwt. of dry hides.

8 cwt. of China raw silk, 10 cwt. nett bohea, and 8 cwt. green tea.

VIII. NEW JERSEY.

New Jersey is bounded on the east by the Hudson River and by the Atlantic Ocean, on the south by the Atlantic, on the north by New York, and on the west by the bay and river of Delaware. This state lies between the north latitudes of 39 deg. and 41 deg. 24 min., and the longitudes west of Greenwich of 74 deg. and 75 deg. 20 min. Its area is computed at 8320 square miles, or 5,324,000 English statute acres.

The eighteen counties into which the state is divided are, with their population and capital (in 1840), as follow :—

Atlantic, 8726, C. May's Landing; Bergen, 13,223, C. Hackensack; Burlington, 32,831, C. Mount Holly; Cape May, 5324, C. Cape May C. H.; Cumberland, 14,374, C. Bridgetown; Essex, 44,621, C. Newark; Gloucester, 25,438, C. Woodbury; Hudson, 9483, C. North Bergen; Hunterdon, 24,789, C. Flemington; Mercer, 21,502, C. Trenton, Middlesex, 21,893, C. New Brunswick; Monmouth, 32,909, C. Freehold; Morris, 25,844, C. Morristown; Passaic, 16,734, C. Patterson; Salem, 16,024, C. Salem; Somerset, 17,455, C. Somerville; Warren, 20,366, C. Belvidere; Sussex, 21,770, C. Newton.

In 1840 the number of inhabitants amounted to 373,315; viz: 177,055 white males; 174,533 white females; 10,789 free coloured males; 10,264 free coloured females; 303 male, and 371 female slaves. Numbers employed in mining, 266; in agriculture, 56,701; commerce, 2283; trades and manufactures, 27,004; navigating the sea, 1143; navigating rivers, lakes, and canals, 1625; hand professions, &c., 1627.

The northern section of New Jersey is mountainous or hilly; the central parts are diversified by hills and valleys; and the southern part is flat, sandy, and sterile. The natural growth of the soil is shrub oaks, yellow pines, marsh grass, shrubs, &c. With the exception of this barren, but, by industry and manuring, in some parts, cultivated district, the soil of New Jersey affords good pasture and arable land. The produce is chiefly wheat, rye, Indian corn, buckwheat, potatoes, oats, and barley. Apples, pears, peaches, plums, and cherries, are grown in great perfection. In the mountainous districts cattle are of good breed and size, and large quantities of butter and cheese are made. The produce of this state finds a market chiefly at New York and Philadelphia. The principal exports are wheat, flour, horses, cattle, hams, cider, lumber, flax-seed, leather, and iron. In 1840, there were in the state 70,502 horses and mules; 220,202 neat cattle; 219,285 sheep; 261,443 swine. There was bred poultry to the value of 336,953 dollars. Of grain the quantities grown were 774,203 bushels of wheat; 12,501 bushels of barley; 3,083,524 bushels of oats; 1,665,820 bushels of rye; 856,117 bushels of buckwheat; 4,361,975 bushels of Indian corn. There were also produced 697,207 lbs. of wool; 4531 lbs. of hops; 10,061 lbs. of wax; 2,072,069 bushels of potatoes; 334,861 tons of hay; 2165 tons of flax and hemp; 1966 pounds of silk cocoons. The products of the dairy amounted in value to 1,328,032 dollars; and of the orchard to 464,006 dollars; of lumber to 271,591 dollars; 9416 gallons of wine were made; and 2200 barrels of tar, pitch, turpentine and rosin were produced.

The part of the state open to the sea has a mild climate; and the cold in the winter is only very severe in the mountainous region.

The Hudson and Delaware rivers, on the east and west sides, flow partly through the state. Besides these, there are the Raritan, navigable for sloops, seventeen miles, to New Brunswick, flowing into the Atlantic below Staten Island; the Passaic, navigable for small vessels, ten miles, to Newark, and falls into Newark bay; the Hackensack, navigable fifteen miles, which falls into Newark bay; Great Egg Harbour river, navigable twenty miles, for small craft, and entering into the Atlantic. The principal bays are Newark bay, north of Staten Island, and Raritan bay, between Staten Island and Sandy Hook. Perth Amboy, at the head of this bay, is the principal seaport. Delaware bay belongs in part to this state. The two principal divisions in this state are

Cape May, on the north side of Delaware bay, and Sandy Hook, which is a low, sandy island, about three miles long, south of New York bay. The principal towns are Newark, New Brunswick, Paterson, Trenton, Burlington, Bordentown, Elizabethtown, and Perth Amboy.

In 1840, there were in the state two commercial and eight commission houses engaged in foreign trade, with a capital of 99,000 dollars; there were 1504 retail dry goods and other stores, employing a capital of 4,113,247 dollars; 1280 persons engaged in the lumber trade, employing a capital of 410,570 dollars; 423 persons employed in internal transportation, who, with thirty butchers, packers, &c., invested a capital of 204,900 dollars; 179 persons engaged in the fisheries, with a capital of 93,275 dollars. Home-made or family goods were produced to the value of 201,625 dollars; thirty-one woollen manufactories, and forty-nine fulling mills, employing 427 persons, producing goods to the value of 440,710 dollars, with a capital of 314,650 dollars; forty-three cotton manufactories, with 63,744 spindles, employing 2408 persons, manufacturing articles to the value of 2,086,104 dollars, with a capital of 1,722,810 dollars; twenty-six furnaces, producing 11,114 tons of cast iron, and eighty forges, &c., producing 7171 tons of bar iron, employing 2056 persons, and a capital of 1,721,820 dollars; forty-one paper manufactories produced articles to the value of 562,200 dollars, and other paper manufactures produced the sum of 7000 dollars, the whole employing 400 persons, and a capital of 460,100 dollars; hats and caps were manufactured to the value of 1,181,562 dollars, and straw bonnets to the value of 23,220 dollars, the whole employing 957 persons, and a capital of 332,029 dollars; 159 tanneries employed 1090 persons, and a capital of 415,728 dollars; and 478 other leather manufactories, as saddleries, &c., produced articles to the value of 1,582,746 dollars; twenty-three glass-houses, and four glass-cutting establishments, employed 1075 persons, producing articles to the value of 904,700 dollars, with a capital of 589,800 dollars; twenty-two potteries employed 122 persons, producing articles to the value of 256,807 dollars, with a capital of 135,850 dollars; 932 persons produced machinery to the value of 755,050 dollars; 219 distilleries produced 334,017 gallons, and six breweries produced 206,375 gallons, employing 394 persons, with a capital of 230,870 dollars; 123 persons produced hardware and cutlery to the value of 83,575 dollars; seventy-one persons manufactured 2010 small-arms; seventy persons manufactured drugs and paints to the value of 127,400 dollars, and turpentine and varnish to the value of 43,000 dollars, with a capital of 140,800 dollars; 1834 persons produced carriages and waggons to the value of 1,397,149 dollars, with a capital of 644,966 dollars; sixty-four flouring mills manufactured 168,797 barrels of flour, and with other mills employed 1288 persons, and a capital of 2,641,200 dollars; eight rope-walks employed sixty persons, and produced cordage to the value of 93,075 dollars, with a capital of 37,305 dollars; ships were built to the value of 344,240 dollars; furniture employed 517 persons, producing to the value of 176,566 dollars, with a capital of 130,525 dollars; 572 persons produced bricks and lime to the value of 376,805 dollars; 205 brick and 861 wooden houses were built by 2086 persons, at a cost of 1,092,052 dollars. The whole amount of capital employed in manufactures in the state was 11,517,582 dollars.

Education.—The college of New Jersey, or Nassau Hall, was founded in 1738, and is one of the principal colleges in the county. It has educated many distinguished men, and is flourishing. Connected with it is the Princeton Theological Seminary, supported by the Presbyterians, and which is their principal place of theological education. Rutgers' College (formerly Queen's College), in New Brunswick, was founded in 1770, and has latterly been a growing institution. Connected with it is a theological seminary, established by the Dutch Reformed church, in 1784, which is a respectable institution. In these institutions there were, in 1840, 443 students; there were in the state sixty-six academies, with 3027 students; 1207 primary and common schools, with 52,583 scholars; and 6385 persons over twenty years of age who could neither read nor write.

	dollars.	cts.		
School fund in 1841	336,068	66	Number of districts returned	894
Ditto in 1842	344,495	63	Number of children in the returned districts	71,849
Ditto in 1843	350,058	02		

There are about 1500 school districts.

The sum of 30,000 dollars was duly distributed to the several county collectors from the income of the state fund.

The whole amount of moneys paid by the township collectors to the trustees of districts in townships, from which reports have been received, is 60,330 dollars 55 cents.

Religion.—Of the principal religious denominations, in 1835, the Presbyterians had 105 ministers; the Dutch Reformed, forty-eight churches and forty-two ministers; the Baptists, eighty churches and about as many ministers; the Episcopalians, thirty ministers, including one bishop; the Methodists about seventy ministers, and a greater number of congregations; the Friends, sixty-seven meetings. Besides these, there were a few Congregationalists, Roman Catholics, and Universalists.

Banks.—In January, 1840, this state had twenty-six banks, with an aggregate capital of 3,822,607 dollars, and a circulation of 1,414,708 dollars.—*Official Returns. U. S. Gaz.*

FINANCES.

[From the Treasurer's Report for the Year ending Oct. 10, 1843.]

RECEIPTS.	dollars.	cts.	PAYMENTS.	dollars.	cts.
1842. Cash on hand	10,871	54	Legislative expenses	22,745	89
1843. State tax	40,000	00	Salaries, governor, judges, &c.	13,596	67
Transit duties on railroads and canal	37,382	88	State prison inspectors and advances	7,167	41
Dividends on railroad and canal Stock	12,000	00	Costs of conviction and transportation of prisoners	5,620	55
Interest on bonds, ditto	1,020	00	Institution of deaf, dumb, and blind	3,814	98
Incidental receipts	1,817	00	Incidental and various expenses	8,892	52
	103,091	42		61,838	02
Treasurer, U. S. public lands	14,657	17	Loans and interest	50,204	25
Temporary loans	10,000	00	Balance in Treasury, Oct. 15, 1843	15,706	32
Total	127,748	59	Total	127,748	59

Total amount received in 1843, from ordinary sources			103,091	42
Deducting balance from 1842			10,871	54
			92,219	88
Total amount paid (exclusive of loans)			61,838	02
Amount of fund for the support of Commercial Schools, Oct. 1842			344,495	63
Receipts of Revenue.—Bank tax	17,821	67		
Dividends in bank and railroad stock	1,428	50		
Interest on loans, &c.	16,539	40	35,789	57
			380,285	20
Paid.—Contingent expenses	227	18		
Distributed to the different counties	30,000	00	30,227	18
Amount of the fund, Oct. 1843			350,058	02

Of this amount, 11,090 dollars 85 cents is unproductive, and of doubtful value.

Debt.—New Jersey may be considered as without a state debt; for, in 1840, the total debt due amounted only to 83,283 dollars=17,697*l.* 13*s.* sterling.

Public Works.—The Morris canal was begun in 1824, and completed in 1836, and cost about 2,500,000 dollars. It extends from Easton, on the Delaware, to Jersey city, 101 miles. A large amount of coal, from the coal region of Pennsylvania, is transported on it. It has recently been widened at a great expense. The Delaware and Raritan canal extends from New Brunswick, on the Raritan, to Bordentown, on the Delaware, below Trenton, and is forty-three miles in length. It forms part of an important communication between the cities of New York and Philadelphia. Salem canal extends from Salem creek, four miles to Delaware river.

Railroads.—The railroads of this state are more important even than her canals. The Camden and Amboy railroad was incorporated in 1829, and completed in 1832, extending from Camden, on the Delaware, opposite to Philadelphia, to South Amboy, at the mouth of the Raritan, sixty-one miles. The New Jersey railroad was incorporated in 1832, and opened in 1836, extending from Jersey city, through Newark, New Brunswick, and Trenton, to Bordentown, where it forms a junction with the Camden and Amboy road. The Paterson railroad was incorporated in 1831, and completed in 1834, and branches off from the New Jersey railroad at Bergen Hill, and extends fifteen miles to Paterson. The Morris and Essex railroad extends from Newark to Morristown, twenty miles. The Elizabethport and Somerville railroad communicates between the two places, twenty-five miles. The Camden and Woodbury railroad extends from the one place to the other, nine miles.

TRADE and Commerce of New Jersey, from 1791 to 1843, Compiled from Official Documents.

YEARS.	EXPORTS.			IMPORTS.	Duties on Foreign Merchandise Imported.	Drawback paid on Foreign Merchandise Exported.	Registered Tonnage.	
	Domestic.	Foreign.	TOTAL.					
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dols.	cts
1791.....	....	....	26,988	....	15,379	....	1,171	00
1792.....	....	....	23,406	....	5,479	....	1,000	00
1793.....	....	....	54,179	....	16,929	....	260	27
1794.....	....	....	58,154	....	15,597	158	484	04
1795.....	....	....	130,814	....	20,510	2,564	637	85
1796.....	....	....	59,227	....	1,100	933	901	27
1797.....	....	....	18,161	....	10,090	....	762	72
1798.....	....	....	61,877	....	17,256	10,589	1,344	28
1799.....	....	....	9,722	....	867	2,341	1,271	34
1800.....	....	....	2,289	....	135	....	860	15
1801.....	....	....	25,406	....	8,510	....	1,046	08
1802.....	....	....	26,227	....	3,247	....	1,551	09
1803.....	21,311	....	21,311	....	3,617	....	1,708	35
1804.....	24,829	....	24,829	....	3,805	....	1,445	88
1805.....	20,633	110	20,743	....	18,514	....	1,293	05
1806.....	26,504	7,363	33,867	....	14,310	5,582	891	84
1807.....	36,063	5,123	41,186	....	17,699	2,408	952	13
1808.....	12,511	8,288	20,799	....	10,391	5,587	525	29
1809.....	269,104	50,071	319,175	....	24,444	5,690	15,596	67
1810.....	392,798	37,469	430,267	....	13,573	8,497	17,338	51
1811.....	1,871	....	1,871	....	84,559	2,986	14,144	12
1812.....	4,186	....	4,186	....	27,383	1,083	13,639	58
1813.....	10,260	....	10,260	....	47,754	....	13,769	29
1814.....	....	....	....	....	82,764	....	13,843	19
1815.....	5,279	....	5,279	....	14,222	....	2,465	67
1816.....	9,746	....	9,746	....	27,410	....	2,500	87
1817.....	5,849	....	5,849	....	6,253	507	2,436	70
1818.....	25,957	....	25,957	....	3,602	168	222	02
1819.....	1,474	....	1,474	....	16,702	987	319	44
1820.....	20,511	....	20,511	....	14,609	277	468	56
1821.....	33,613	98	33,711	17,606	29,225	3,339	207	77
1822.....	83,551	....	83,551	103,190	24,241	1,722	1,187	78
1823.....	26,064	....	26,064	5,933	7,127	424	1,217	00
1824.....	28,989	....	28,989	637,518	483,372	5,157	2,364	20
1825.....	43,980	3,233	47,213	27,688	1,998	157,644	1,378	86
1826.....	30,859	7 106	37,965	48,004	14,558	19,826	1,428	38
1827.....	25,627	....	25,627	338,497	534,733	2,209	912	82
1828.....	1,892	....	1,892	706,872	692,178	44,255	1,442	56
1829.....	8,022	....	8,022	786,247	249,559	98,711	292	50
1830.....	8,224	100	8,324	13,444	770	28,221	573	90
1831.....	11,430	....	11,430	....	6,663	700	1,260	04
1832.....	53,991	7,803	61,794	70,460	31,223	1,689	256	28
1833.....	30,853	1,900	32,753	170	26	240	1,389	77
1834.....	8,131	....	8,131	4,492	3.812	....	709	74
1835.....	66,363	7,678	74,041	18,932	64,111	876	1,955	15
1836.....	38,769	24,040	62,809	24,263	4 670	....	1,175	37
1837.....	19,640	24,577	44,217	69,152	....	....	1,175	36
1838.....	28,010	....	28,010	1,700	....	....	1,656	56
1839.....	78,434	19,645	98,076	4,182				
1840.....	14,883	1,193	16,076	19,209				
1841.....	19,166	....	19,166	2,315				
1842.....	64.931	5,976	70.407	145				
1843*.....	8,033	2,588	10,621					
1844								

* For nine months only, the end of the current year being charged from the 30th of September to the 30 h of June.

PRINCIPAL PORTS AND TOWNS IN NEW JERSEY.

BELLEVILLE, three miles and a half north-east of Newark, sixty-nine miles north-east of Trenton, situated on the west side of the Passaic river. It has fine mill streams, and various mills and manufactories. The township had, in 1840, twelve stores, capital 22,250 dollars; four fulling mills, two woollen factories, one cotton factory, 1000 spindles, one dyeing and printing establishment, one paper factory, two flouring mills, one grist mill. Capital in manufactures, 479,450 dollars. Population, 2466.

BURLINGTON, city, port of entry, twelve miles south of Trenton, seventeen miles north-east of Philadelphia, in 40 deg. 5 min. 10 sec. north latitude, and 72 deg. 52 min. 37 sec. west longitude. Population, in 1830, 2670; in 1840, 3434. It is pleasantly located on the east bank of the Delaware. Encircled on the south and east by a small stream, so as to form an island, one mile and a quarter long, and three quarters of a mile wide, connected with the main land by four bridges and causeways. It had, in 1840, six churches—one Episcopal, one Presbyterian, one Friends, two Methodist, and one Baptist—a city hall, a lyceum, a bank, a library, three extensive boarding schools, and a free school, established in 1682. It is regularly laid out, with streets intersecting each other at right angles. The bank of the river is a beautiful grassy plain, bordered by elegant

dwellings, chiefly country seats of gentlemen of Philadelphia. The residence of the Bishop of New Jersey is a handsome Gothic structure. Burlington was founded in 1678, and incorporated as a city in 1784. Tonnage, in 1840, 3851. It had fifteen stores, capital 57,500 dollars; one tannery, one pottery, four grist mills, two saw mills. Capital in manufactures, 89,650 dollars.

Camden, city, and port of entry, twenty-nine miles south-south-west of Trenton. It is situated on the east side of the Delaware river, opposite to Philadelphia. The city consists of three parts—a central or principal part, and a northern and southern village or suburb—from each of which is a ferry to Philadelphia. The ship channel is on the Philadelphia side, but ships of the largest class come up to the lower village, and vessels of 150 tons to the central parts of Camden, at high tide. Camden has six churches—one Baptist, one Episcopal, two Methodist, and two Friends—an academy, a bank, 400 dwellings, and seventy or eighty buildings occupied in manufactures, and considerable commerce. It has several public gardens. The Camden and Amboy railroad, leading from New York city, terminates here. A railroad also proceeds south to Woodbury. There were, in 1840, thirteen stores, capital 28,400 dollars; two lumber yards, capital 18,000 dollars; one turpentine factory, one grist mill, five saw mills, three printing offices, three weekly newspapers, one periodical, capital in manufactures, 224,050 dollars. Population, 3371.

Elizabethtown, forty-four miles north-east of Trenton, situated on the Elizabethtown creek, two miles and a half from its entrance into Staten Island sound. The New Jersey railroad, and the Elizabethtown and Somerville railroad, pass through it. It contains a court house, gaol, a bank, an insurance office, twelve stores, and about 500 dwellings. Vessels of thirty tons come up to the place, and of 300 tons to the port at the mouth of the river. It contains about 2500 inhabitants.

Jersey City, fifty-eight miles north-east of Trenton, situated on the west side of the Hudson river, opposite to New York, with which it is connected by a ferry, on which three steamboats are constantly plying. The ground on which it is built projects into the Hudson river, having bays north and south of it. It is handsomely laid out, with broad streets, crossing each other at right angles. It contained, in 1840, a bank, an extensive pottery, where delfware is produced to the annual amount of 200,500 dollars; a flint glass factory, which employs 100 hands, producing plain and cut glass to the amount of 200,000 dollars annually; three lumber yards, with a capital of 3000 dollars; two iron foundries, and 300 dwellings, many of them large and elegant. The New Jersey railroad, which is continued to Philadelphia, and the Paterson and Hudson railroad commence here, and have a fine depôt; and the Morris canal, 101 miles long, connecting the Delaware and Hudson rivers, terminates here, with a large basin. The Thatched Cottage Garden is a beautiful place of summer resort. It had, in 1840, twenty-three stores, capital 27,000 dollars; two printing offices, one bindery, two weekly newspapers. Capital in manufactures, 203,000 dollars. Eleven schools, 339 scholars. Population, 3072. Directly west of Jersey city is a settlement called Harsimus, which contained, in 1840, one iron foundry, one rope walk, one starch factory, and about twenty-five dwellings. To the north of this is another considerable settlement, called Pavonia, which contains three carpet factories, and about fifty dwellings. Both of these may be considered as suburbs of Jersey city.

New Brunswick, city, twenty-nine miles south-west of New York, twenty-seven miles north-east of Trenton, 193 miles from Washington, situated on the west bank of the Raritan river, fourteen miles from its entrance into Raritan bay, at Amboy. The streets immediately on the river are narrow, and the ground is low. The streets on the upper bank are wide, and contain many fine buildings. A toll bridge here crosses the Raritan, rebuilt in 1811, and cost 86,687 dollars. A railroad bridge crosses the river a little above. It contained, in 1840, a court house, gaol, seven churches—one Dutch Reformed, one Presbyterian, one Episcopal, one Baptist, one Methodist, one coloured Methodist, and one Roman Catholic—two banks, 120 stores, 800 dwellings, and 8693 inhabitants. It is the seat of Rutger's College, founded in 1770, which has a president, ten professors or other instructors, 370 alumni, of whom seventy-seven have been ministers of the gospel, eighty-two students, and 1200 volumes in its libraries. The Delaware and Raritan canal commences here, extending forty-three miles to Trenton, is seventy-five feet wide and seven feet deep, admitting the passage of sloops of from seventy-five to 100 tons burden. The New Jersey railroad passes through the city, forming a part of the chain of railroads from New York to Philadelphia, Baltimore, and Washington.

Newark, city, port of entry, nine miles west of New York, forty-nine miles north-east of Trenton, is situated on the west side of the Passaic river, three miles from its entrance into Newark bay, and is the most populous and flourishing place in the state. It is in 40 deg. 44 min. north latitude, and 2 deg. 44 min. east longitude from Washington. The population, in 1830, was 10,950; in 1840, 17,290. Of these, 206 were employed in commerce, 2424 in manufactures and trades, fifty-nine in navigating the ocean, rivers, &c., 101 in the learned professions.

The river is navigable to this place for vessels of 100 tons burden, and the Morris canal passes through it. There is a communication, a great part of the year, twice a day by steamboat to New York, and several times a day by railroad. The place is regularly laid out, the streets are generally broad and straight, and many of the houses are neat and elegant. Two

large public grounds, bordered by lofty trees and bounded by the principal avenues, add much to the beauty of the place. The city is abundantly supplied with pure water, brought by a company from a fine spring, two miles distant, and distributed in the city in iron pipes of a total length of seven miles. Several of the churches are handsome buildings. The court house is built of brown freestone, in a commanding position in the west part of the city, and is a large and elegant building of the Egyptian architecture.

There are seventeen places of worship—five Presbyterian, one Associate Reformed, two Baptist, three Methodist, one Episcopal, one Dutch Reformed, one African Methodist, one Roman Catholic, one Bethel, and one Universalist. There were, in 1840, three banks, with an aggregate capital of 1,450,000 dollars, of which not more than two-thirds have been paid in. There is an apprentices' library, a circulating library, a mechanics' association for scientific and literary improvement, who have a valuable library and philosophical apparatus, and who support public lectures; and a young men's literary association.

The commerce of Newark is considerable and increasing. The coasting trade employs sixty-five vessels of 100 tons each. A whaling and sealing company was incorporated in 1833, which is prosecuting the business. The tonnage of this port, in 1840, was 6687 tons. There were, in 1840, two foreign commercial and two commission stores, capital 15,000 dollars; 114 retail stores, capital 321,250 dollars; six lumber yards, capital 38,000 dollars; fisheries, capital 60,000 dollars; precious metals, value produced, 154,312 dollars; manufactures of leather, capital 285,951 dollars; two breweries, capital 13,000 dollars; carriages, capital 218,700 dollars; five printing offices, two binderies, one daily, and three weekly newspapers, and three periodicals; capital 32,300 dollars. Total capital in manufactures, 1,511,339 dollars.

This town was first settled in 1666, by a company from Guilford, Branford, Milford, and New Haven, Connecticut. They purchased the territory, including several neighbouring towns, of the Indians, for 130*l.*, New England currency, twelve Indian blankets, and twelve guns. They formed a government, and administered it, often disputing the claims of the proprietaries, by holding to an original and superior right.

Paterson, situated on the Passaic river, near the great falls, and four miles from tidewater, thirteen miles north of Newark, seventy-five miles north-east-by-north of Trenton, seventeen miles north of New York. It was established by a society, incorporated in 1791, with a capital of 1,000,000 dollars, for the establishment of manufactures, projected by Alexander Hamilton. The plans of the company, after heavy expenditures, through the many obstacles with which manufactures had then to struggle, in a great measure failed, and were abandoned. But their successors took up the work, and have carried it forward to distinguished success. By a dam in the river, four feet and a half high, and a canal round the falls, a vast water power is afforded, and a great manufacturing village has grown up. It has a court house and gaol, and many spacious manufactories, built chiefly of stone. The Morris canal, which passes near the village, and a railroad to Jersey city, give it an easy access to the city of New York. The falls of the Passaic, at this place, by their picturesque beauties, attract many visiters. The river has a perpendicular fall of seventy-two feet, and when the water is high, the fall is not only beautiful but grand.

There were, in 1840, 104 stores, capital 192,950 dollars; machinery manufactured, value 607,000 dollars; four fulling mills, one woollen factory, capital 20,000 dollars; nineteen cotton factories, 45,056 spindles; with two dyeing and printing establishments, capital 926,000 dollars; one tannery, two paper factories, capital 82,000 dollars; one saw mill, two printing offices, two binderies, two weekly newspapers. Capital in manufactures, 1,792,500 dollars. Population, 7596.

Perth Amboy, city, and port of entry, forty-six miles north-east of Trenton. Situated at the head of Raritan bay, at the confluence of Raritan river with Arthur kill, or Staten Island sound. The harbour is spacious and safe, easy of access, with twelve feet of water in the estuary, and from twenty-four to twenty-six feet in the main channel. It was laid out in 1698, and an effort was early made to constitute it the capital of the province. Its present city charter was given in 1784. It had, in 1840, one pottery, nine stores, capital 38,500 dollars. Population, 1303. The collection district includes all the east part of New Jersey south of Elizabethtown, excepting the district of Little Egg harbour. Tonnage, in 1840, 17,843.

Port Elizabeth, seventy-three miles south-south-west of Trenton. Situated on the Manamuskin creek, near its entrance into the Maurice river, fourteen miles from Delaware bay. It had, in 1840, four stores, one glass factory, four grist mills, three saw mills in the vicinity, and 100 dwellings. Vessels of 120 tons come to the place, and wood and lumber are extensively exported.

Princeton, eleven miles north-east of Trenton, is pleasantly situated, and neatly built, chiefly on one extended street, and contained, in 1840, numerous stores, 200 dwellings, and about 1200 inhabitants, exclusive of those connected with the literary institutions. The Delaware and Raritan canal runs within one mile of the bay, and the office of the company is established here. It derives its greatest importance from the College of New Jersey, founded in 1746, at Elizabeth-

town, removed to Princeton in 1757, which has a president, and twelve professors or other instructors, 2183 alumni, of whom 444 have been ministers of the gospel, 263 students, and 11,000 volumes in its libraries. Its buildings are neat, convenient, and spacious. The Princeton Theological Seminary of the Presbyterian church is located here, founded in 1812, has five professors, 113 students, 714 educated, and 7000 volumes in its libraries. Its buildings are neat and extensive. There were, in 1840, in the township nine stores, capital 47,600 dollars; one lumber yard, capital 2500 dollars; one tannery, two printing offices, one bindery, one weekly newspaper, two grist mills, one saw mill. Capital in manufactures, 67,300 dollars. Population, 3055.

South Amboy has a good harbour. The Camden and Amboy railroad runs through and terminates here, and is connected by a steamboat line with the city of New York. It contains a large manufactory of stoneware, from excellent clay in the vicinity, three stores, one pottery, one paper factory, one grist mill, one saw mill. Capital in manufactures, 24,100 dollars. Population, 1825.

Trenton, city, is situated on the east side of the Delaware, opposite the falls, and is in 40 deg. 13 min. north latitude, and 75 deg. 48 min. west longitude from Greenwich, and 2 deg. 16 min. east longitude from Washington. It is ten miles south-west of Princeton, twenty-six miles south-west of New Brunswick, thirty miles north-east of Philadelphia, sixty miles south-west of New York, 166 miles from Washington. The population, in 1810, was 3003; in 1820, 3942; in 1830 3925; in 1840, 4035. Of these, 103 were employed in commerce, 571 in manufactures and trades forty-one in the learned professions. The city is at the head of steamboat and sloop navigation. It is regularly laid out, and has many good houses, stores, and other buildings. The villages of Mill Hill, Bloomsbury, and Lamberton, combined in the borough of South Trenton, extending a mile and a half down the Delaware, are suburbs of the city, and in a general description, should be considered as belonging to it. In the city proper, there were, in 1840, a state house, 100 feet by sixty feet, built of stone, and stuccoed in imitation of granite; it is beautifully situated on the bank of the Delaware, and commanding a fine view of the river and the surrounding scenery; a house for the residence of the governor of the state, and three fire-proof offices; two banks, a public library, established in 1750, a lyceum, seven churches—one Presbyterian, one Dutch Reformed, one Episcopal, two Friends, one Methodist, and one African Methodist; and in South Trenton, a court house, state prison, four churches—one Baptist, one Reformed Baptist, one Methodist, and one Roman Catholic—and about 2000 inhabitants. There were, in 1840, fifty retail stores, capital 196,300 dollars; four lumber yards, capital 49,000 dollars; three tanneries, one brewery, one pottery, three paper factories, capital 30,000 dollars; one rope walk, two flouring mills, two grist mills, three saw mills, three printing offices, two binderies, two weekly and one semi-weekly newspapers. Total capital in manufactures, 247,800 dollars. Four academies, 104 students, ten schools, 314 scholars.

At the foot of the falls or rapids a beautiful covered bridge crosses the Delaware, 1100 feet long, resting on five arches, supported on stone piers. The Delaware and Raritan canal, forming a sloop navigation from Trenton to Brunswick, passes through the city, and is here entered by a feeder taken from the Delaware, twenty-three miles above the city. The canal crosses the Assunpink creek east of the town, in a fine stone aqueduct. Above the falls the Delaware is navigable for large boats as far as Easton, which adds much to the commercial advantages of Trenton. The New Jersey railroad passes through the place. A company has been chartered, with a capital of 200,000 dollars, for the purpose of taking the water from the river by means of a dam and raceway, and carrying it along and below the city, with outlets for mills, which will create a very extensive water power for manufacturing purposes. The Assunpink creek also, which enters the Delaware below the city, furnishes some water power.

This town was first settled about the year 1720. It is memorable for the "Battle of Trenton," December the 25th, 1776, when 1000 Hessians were captured by the Americans under General Washington.

IX. PENNSYLVANIA.

Pennsylvania is bounded north by New York and Lake Erie; east by New Jersey, from which it is separated by the Delaware river; south by Delaware, Maryland, and Virginia; and west by Virginia and Ohio. It lies between 39 deg. 43 min. and 42 deg. north latitude, and between 74 deg. and 80 deg. 40 min. west longitude; and between 3 deg. 31 min. west, and 2 deg. 18 min. east from Washington. It is about 307 miles long, and 160 broad; its area comprises about 46,000 square miles, or 29,440,000 acres. The number of its inhabitants, in 1790, was 434,373; in 1800, 602,545; in 1810, 810,091; in 1820, 1,049,313; in 1830, 1,347,672; in 1840, 1,724,033. Of the total number, 844,770 were white males; 831,345 white females; 22,752 free coloured males; 25,102 free coloured females. Employed in agriculture, 207,533; in commerce, 15,338; in manufactures and trades, 105,883; in mining, 4603; navigating the ocean, 1815; navigating the lakes, rivers, &c., 3951; learned professions, &c., 6706.

The state is divided into fifty-five counties, which, with their population, in 1840, and their capitals, are as follow: *Eastern District*—Adams, 23,044, C. Gettysburg; Berks, 64,569. C. Reading; Bucks, 48,107, C. Doylestown and Bristol; Chester, 57,515, C. West Chester; Cumberland, 30,953, C. Carlisle; Dauphin, 30,118, C. Harrisburg; Delaware, 19,791, C. Chester; Franklin, 37,793, C. Chambersburg; Lancaster, 84,203, C. Lancaster; Lebanon, 21,872, C. Lebanon; Lehigh, 25,785, C. Allentown; Monroe, 9879, C. Stroudsburg; Montgomery, 47,241, C. Norristown; Northampton, 40,996, C. Easton; Perry, 17,096, C. Bloomfield; Philadelphia, 258,037, C. Philadelphia; Pike, 3832, C. Milford; Schuylkill, 29,053, C. Orwigsburg; Wayne, 11,848, C. Honesdale; York, 47,010, C. York. *Western District*—Alleghany, 81,235 C. Pittsburg; Armstrong, 28,365, C. Kittaning; Beaver, 29,368, C. Beaver; Bedford, 29,335, C. Bedford; Bradford, 32,769, C. Towanda; Butler, 22,378, C. Butler; Cambria, 11,256, C. Ebensburg; Centre, 20,492, C. Bellefonte; Clearfield, 7834, C. Clearfield; Clinton, 8323, C. Lock Haven; Columbia, 24,267, C. Danville; Crawford, 31,724, C. Meadville; Erie, 31,344, C. Erie; Fayette, 33,574, C. Union; Greene, 19,147, C. Waynesburg; Huntingdon, 35,484, C. Huntingdon; Indiana, 20,782, C. Indiana; Jefferson, 7253, C. Brookville; Juniata, 11,080, C. Mifflintown; Luzerne, 44,006, C. Wilkesbarre; Lycoming, 22,649, C. Williamsport; McKean, 2975, C. Smithport; Mercer, 32,873, C. Mercer; Mifflin, 13,092, C. Lewistown; Northumberland, 20,027, C. Sunbury; Potter, 3371, C. Cowdersport; Somerset, 19,650, C. Somerset; Susquehanna, 21,195, C. Montrose; Tioga, 15,498, C. Wellsborough; Union, 22,787, C. New Berlin; Venango, 17,900, C. Franklin; Warren, 9278, C. Warren; Washington, 41,279, C. Washington; Westmoreland, 42,699, C. Greensburg.

Soil and Agriculture.—The Alleghany mountains traverse the state from south-west to north-east, and several ramifications branch from, or run parallel with the principal range. Mountainous tracts over the central parts of the state comprehend nearly one-seventh of its whole area. The south-east and north-west districts are generally level or undulating. The soil east of the mountains is generally fertile and rendered highly productive. The south-east, on both sides of the Susquehanna, the lands are rich, and having been long settled, it is nearly all under high cultivation. Between the head-waters of the Alleghany and Lake Erie, the soil is also very fertile. In the mountainous region the formation of the soil is often rugged, and in many parts sterile; except in the valleys, which are very rich; west of the Alleghanies, and especially near the streams of the Ohio. Some authorities consider Pennsylvania better adapted for grazing than for the plough. The authors of the "United States' Gazetteer" are of a different opinion, and observe, "The most important production of the state by far, is wheat, which grows here in great perfection; and next in value is Indian corn. Rye, barley, buckwheat, oats, hemp, and flax, are also extensively cultivated. Cherries, peaches, and apples, are abundant, and much cider is made. Although the state is better adapted to grain than to grazing, yet in many parts there are large dairies, and fine horses and cattle are raised."

In 1840, there were in the state, 361,558 horses and mules; 1,161,576 neat cattle; 1,755,597 sheep; 1,485,360 swine. There was produced poultry to the value of 681,979 dollars. There were raised 12,993,218 bushels of wheat; 206,858 bushels of barley; 20,485,747 bushels of oats; 6,544,654 bushels of rye; 2,096,016 bushels of buckwheat; 14,077,363 bushels of Indian corn; 3,028,657 lbs. of wool; 48,694 lbs. of hops; 32,708 lbs. of wax; 9,477,343 bushels of potatoes; 1,302,685 tons of hay; 2644 tons of hemp and flax; 325,018 lbs. of tobacco; 7262 lbs. of silk cocoons; 2,265,755 lbs. of sugar. The products of the dairy amounted to 3,152,987 dollars; and of the orchard, to 610,512 dollars. There were made, 14,328 gallons of wine. The value of lumber was 1,146,355 dollars.—*Official Returns.*

Minerals.—Iron ore is abundant, and has been extensively wrought. West of the Alleghany ridge, bituminous coal is found, of an excellent quality, and in inexhaustible fields. In Pittsburg and the vicinity it is extensively used for manufacturing purposes. In this region salt springs occur, which afford a strong brine. The anthracite coal region, east of the Blue ridge, and between it and the north branch of the Susquehanna, is extensively wrought. The Mauch Chunk, Schuylkill, and Lynken's valley coal-field, extends from the Lehigh, across the head waters of the Schuylkill, and is sixty-five miles in length, with an average breadth of about five miles. The Lehigh coal, procured at the northern portion of this field, is heavy, hard, and ignites with difficulty. At Mauch Chunk this coal is found near the surface, and extends to the depth of from twelve to fifty or sixty feet. The Schuylkill coal burns with less difficulty than the Lehigh. The Lackawanna coal-field extends from Carbondale, on the Lackawannock, to ten miles below Wilkesbarre, on the Susquehanna. This field is accessible by the Carbondale railroad and the Delaware and Hudson canal, extending to the Hudson river. Limestone is abundant in all parts of the state, and in the south-east parts, marble of good quality is quarried.

Climate.—In the mountainous region of Pennsylvania the winters are severe. The weather is colder on the western than the eastern side of the Alleghanies, and in both the rivers are frozen between one and two months in the year. In the south-east parts the winters are mild, and the climate is generally considered healthy.

Rivers.—The Delaware river which flows along the eastern border of Pennsylvania, is navi-

gable for large ships to Philadelphia. The Lehigh, after a course of seventy-five miles, flows into the Delaware, at Easton. The Schuylkill, 130 miles long, joins the Delaware, six miles below Philadelphia. The Susquehanna rises in New York, flows south through this state, and enters Chesapeake bay, in Maryland. It is obstructed by falls and rapids. The Juniata rises in the Alleghany mountains, and after a course of 180 miles, falls into the Susquehanna, eleven miles above Harrisburg. The Alleghany river, flowing 400 miles from the north, and the Monongahela, 300 miles from the south, unite at Pittsburg, and form the Ohio. The Youghiogeny, a small river, flows into the Monongahela.

Trade.—In 1840, there were in the state 194 commercial and 178 commission houses engaged in foreign trade, with a capital of 3,662,811 dollars; 6534 retail dry goods and other stores, with a capital of 35,629,170 dollars; 5064 persons engaged in the lumber trade, employing a capital of 2,241,040 dollars; 2146 persons employed in internal transportation, who, with 466 persons employed as butchers, packers, &c., employed a capital of 727,850 dollars; fifty-eight persons were employed in the fisheries, with a capital of 16,460 dollars.—*Official Returns.*

Manufactures.—In 1840, there were manufactured home-made or family goods to the value of 1,292,429 dollars; 235 woollen manufactories, and 337 fulling mills, employing 2909 persons, producing articles to the value of 2,298,861 dollars, and employed a capital of 1,500,546 dollars; 106 cotton manufactories, with 146,494 spindles, employed 5522 persons, produced articles to the value of 5,013,007 dollars, and employed a capital of 3,325,400 dollars; 2977 persons mined 859,686 tons of anthracite coal, with a capital of 4,334,102 dollars; 1798 persons produced 11,620,654 bushels of bituminous coal, with a capital of 300,416 dollars; 213 furnaces, produced 98,395 tons of cast iron, and 169 forges, &c., produced 87,244 tons of bar iron, employed 11,522 persons and a capital of 7,781,471 dollars; eighty-seven paper manufactories produced to the value of 792,335 dollars, and other paper manufactures to the value of 95,500 dollars, the whole employed 794 persons and a capital of 581,800 dollars; hats and caps were manufactured to the value of 819,431 dollars, and straw bonnets to the value of 80,512 dollars, employing 1467 persons and a capital of 449,107 dollars; 1149 tanneries employed 3392 persons, and a capital of 2,729,536 dollars; 2132 other leather manufactories, such as saddleries, &c., produced articles to the value of 3,453,243 dollars, and employed a capital of 1,249,923 dollars; thirty powder mills manufactured 1,184,225 lbs. of powder, employed fifty-eight persons and a capital of 66,800 dollars; drugs, paints, &c., employed 519 persons, producing articles to the value of 2,179,625 dollars, and turpentine and varnish to the value of 7865 dollars, the whole employed 519 persons, and a capital of 2,179,625 dollars; twenty-eight glass-houses, and fifteen glass cutting establishments, employed 835 persons, produced articles to the value of 772,400 dollars, with a capital of 714,100 dollars; 182 potteries employed 322 persons, produced articles to the value of 157,902 dollars, and employed a capital of 75,562 dollars; 1969 persons produced machinery to the value of 1,993,752 dollars; 763 persons produced hardware and cutlery to the value of 783,482 dollars; 168 persons produced five cannon and 21,571 small-arms; 245 persons manufactured the precious metals to the value of 2,679,075 dollars; 536 persons worked granite and marble to the value of 443,610 dollars; 3858 persons made bricks and lime to the value of 1,719,796 dollars; 2770 persons manufactured carriages and waggons to the value of 1,203,732 dollars, with a capital of 559,831 dollars; 1005 distilleries produced 6,228,768 gallons, and eighty-seven breweries produced 12,765,974 gallons, employed 1601 persons and a capital of 1,585,771 dollars; 725 flouring mills produced 1,181,530 barrels of flour, and with other mills, employed 7916 persons, produced articles to the value of 9,232,515 dollars, and employed a capital of 7,779,784 dollars; 353 persons manufactured 5,097,690 lbs. of soap, 2,316,843 lbs. of tallow candles, and 5002 lbs. of spermaceti candles, and employed a capital of 294,442 dollars; ships were built to the value of 668,015 dollars; 2357 persons manufactured furniture to the value of 1,151,167 dollars, with a capital of 714,817 dollars; 1991 brick houses, and 2406 wooden houses, were built, employed 9881 persons, and cost 5,339,530 dollars; 221 printing offices, forty-six binderies, twelve daily, ten semi-weekly, and 162 weekly newspapers, and forty-two periodicals, employed 1702 persons and a capital of 680,340 dollars. The whole amount of capital employed in manufactures in the state, was 31,629,415 dollars.—*Official Returns.*

Education.—The following are the names of the numerous colleges of Pennsylvania, and the date of their foundation. University of Pennsylvania, Philadelphia, 1755; Dickinson College, Carlisle, 1783; Jefferson College, Cannonsburg, 1802; Washington College, Washington, 1806; Alleghany College, Meadville, 1815; Pennsylvania College, Gettysburgh, 1832; Lafayette College, Easton, 1832; Marshall College, Mercersburg, 1836. Besides these are the Medical Department of the University of Pennsylvania, 1765; Jefferson Medical College, Philadelphia, 1824; Medical Department of Pennsylvania College, Philadelphia, 1839. The Theological Seminary of the Lutheran church, Gettysburgh, 1826; German Reformed, York, 1825; Western Theological Seminary, at Alleghany, 1828; Theological Seminary at Cannonsburg; and Theological Seminary at Pittsburg. In all these seminaries there were 2034 students, in 1840. There

were in this state 290 academies, with 15,910 students; 4968 primary and common schools, with 179,989 scholars. There were 33,940 persons over twenty years of age, who could neither read nor write.

"In the first school district, embracing the city and county of Philadelphia, the number of schools in 1843 was 215; of which, one is the high school, forty grammar schools, eighteen secondary, seventy-six primary, and eighty not classified. The whole number of teachers, including the professors of the high school, is 499; eighty-seven males, and 412 females. The aggregate amount of salaries is 136,843 dollars; average to each, 274 dollars 23 cents. The number of pupils is 33,384, exhibiting an increase of 5222 since the last report. A number of schools for coloured children are embraced in the above summary, which is taken from an abstract from the semi-annual returns. The expenses of the board of control for all purposes, except the erection and fitting-up of school houses, have been 288,766 dollars 66 cents for a year and a half; or an average of 192,511 dollars 18 cents per annum. This includes cost of tuition, fuel, books, stationery, and supplies of every description; also, the expenses of the secretary of the board and the comptroller, repairing school houses, and all the other items which are included by the auditors under the head of general expenses. Divide this sum by 33,384 (the total number of scholars,) and it will be seen that the annual average expense of each pupil for all the purposes above stated, has been 5 dollars 76 cents. The total amount of expenditure in 1842 was 255,852 dollars 92 cents. The expenditure from January the 1st to June the 30th, 1843, was 118,028 dollars 76 cents."—*American Almanac.*

Religious Denominations.—In 1836, the Presbyterians, including the Associate Reformed, had about 400 ministers; the Baptists, 140; the Methodists, about 250; German Reformed, 73; Episcopalians, 70; and the Quakers, 150 congregations. There were several other denominations less numerous. The principal have gradually increased since that time.

Public Works: Canals.—The canal from Philadelphia, including a railroad from Johnstown to Hollidaysburg, thirty-seven miles, over the Alleghany to Pittsburgh, is 400 miles long. There is a tunnel on the railroad 870 feet long, 200 feet below the top of the mountain. The Schuylkill Navigation canal extends 108 miles from Philadelphia to Port Carbon; the Union canal, eighty-two miles from Reading to Middletown; the Lehigh, eighty-four miles from Easton to Stoddartsville; the Lackawaxen, twenty-five miles from Delaware river to Honesdale; the Conestaga, eighteen miles from Lancaster to Safe Harbour; the Codorus, eleven miles from York to Susquehanna river; Bald Eagle, twenty-five miles from West Branch canal to Bellefonte; the Susquehanna, forty-five miles from Wrightsville to Havre de Grace, and several small canals.—*U. S. Gaz. See also Debt and Finances of Pennsylvania, hereafter.*

Railroads.—The Columbia, eighty-one miles from Columbia to Philadelphia; Valley, twenty miles from Norristown to Columbia railroad; Harrisburg and Lancaster, thirty-five miles; Cumberland Valley, fifty miles from Harrisburg to Chambersburg; Westchester, ten miles from Columbia railroad to Westchester; Franklin, thirty miles from Chambersburg to Williamsport; York and Wrightsville, thirteen miles; Strasburg, seven miles from Cumberland Valley railroad to Strasburg; Philadelphia and Reading, ninety-five miles from Reading to Pottsville; Little Schuylkill, twenty-three miles from Port Clinton to Tamaqua; Danville and Pottsville, forty-four miles and a half from Pottsville to Sunbury; Little Schuylkill and Susquehanna, 106 miles from Tamaqua to Williamsport; Beaver Meadow branch, twelve miles from Lardner's Gap to Beaver Meadow railroad; Williamsport and Elmira, seventy-three miles and a half between the two places; Corning and Blossburg, forty miles between the two places; Mount Carbon, seven miles and a quarter from Mount Carbon to Norwegian Creek; Schuylkill Valley, ten miles from Port Carbon to Tuscarora; branches of Schuylkill Valley, fifteen miles; Schuylkill, thirteen miles from Schuylkill to the Valley; Mill Creek, nine miles from Port Carbon to Coal Mine; Mine Hill and Schuylkill Haven, twenty miles from Schuylkill Haven to Mine Hill Gap; Mauch Chunk, nine miles from Mauch Chunk to Coal Mine; branches of Mauch Chunk, sixteen miles; Room Run, five miles and a quarter from Mauch Chunk to Coal Mine; Beaver Meadow, twenty miles from Parrysville to Coal Mine; Hazelton and Lehigh, eight miles from Hazelton Mine to Beaver Meadow railroad; Nesquehoning, five miles from Nesquehoning Mine to Lehigh river; Lehigh and Susquehanna, nineteen miles and a half from Whitehaven to Wilkesbarre; Carbondale and Honesdale, seventeen miles and a half, connects the two places; Lykin's Valley, sixteen miles and a half from Broad Mountain to Millersburg; Pine Grove, four miles from Pine Grove to Coal Mine; Philadelphia and Trenton, twenty-six miles and a quarter from Philadelphia to Morrisville; Philadelphia, Germantown, and Norristown, seventeen miles from Philadelphia to Norristown; Germantown branch of ditto, four miles; Philadelphia and Wilmington, twenty-seven miles from Philadelphia to Wilmington.—*U. S. Gaz. See also Debt and Finances of Pennsylvania, hereafter.*

PUBLIC DEBT, RESOURCES, AND FINANCES OF PENNSYLVANIA.

The great extent of territory—being more than four times as large as Holland—the large number of the population, the fertility of the soil, the abundance of coal and iron, the navigable rivers and seaports of Pennsylvania, ought to render this state as rich and as honourable in fulfilling her public and private engagements as any country in the world. If we have extolled the dignified public and private integrity of Massachusetts, a state, the greater part of which is naturally barren—and of New York, and the other states north-east of the Delaware:—if we have in a former work described the public and private honour of the people of Holland, in all periods of their history, it is painful to be compelled to refuse that tribute of respect to the citizens of the country founded by William Penn. That there are among them, many who are as honourable and as virtuous as among the best people in the world, we readily admit, and we know that this is a fact. But let not the most honest or the most virtuous among them, soothe themselves with the belief, that they are not, by the world, classed with the delinquents. They may, on the contrary, rest assured, that a knowledge of the productive resources of the state they inhabit,—and of the power that the people have, by their suffrages, to pass honest laws, and to raise an adequate revenue, will, until they purge themselves of the obligations which they continue to refuse to fulfil, cause every citizen of Pennsylvania to be viewed with distrust,—and in the moral scale, far, immeasurably far, beneath the citizens of New England, New York, New Jersey, Delaware, and the other states, who have sacredly paid their debts. We have lately heard revived that which was nearly forgotten, that an unwillingness to pay was an early characteristic of the inhabitants,—that they, from their defalcation in paying that which was more than due from them to the great and virtuous founder of the country, allowed him to suffer, in old age and infirmity, the bitter evils of poverty.

We would, therefore, urge upon every father, upon every mother, among the citizens of this delinquent state, however virtuous they may be individually, to combine proudly and unceasingly, until they, by discharging that which is due by the whole to others, acquire an honest dignity among the nations of the earth. If they do not, although they may pay their individual debts, and live and die otherwise as virtuous men—as Christians—still the world will hereafter consider the children of the best among them, and their children's children, as the offspring of disreputable parents. We make these observations with no invidious feeling; we do so with sorrow, when we speak or write of the country planted by William Penn.

We believe, however, that the state debt of Pennsylvania will be paid; and shall add nothing further, than a view of the Resources, Finances, and Debts of the state, which we have taken altogether from American statements and accounts.

RESOURCES OF PENNSYLVANIA AND HER CREDIT.

The following statement is contained in an article published (in 1841) in the "Harrisburg (Pennsylvania) Intelligencer," and presents various important facts, in reference to the resources and credit of the state.

"The state of Pennsylvania is inhabited by 1,724,033 free people, industrious and enterprising. In 1790, the number was only 434,373.

"We have more than 28,000,000 of acres of land, and under better cultivation than any in this union, and constantly improving. It is worth at least 700,900,000 dollars. We have more than 300,000 houses, worth 300,000,000 dollars; and barns, workshops, stores, furnaces, forges, factories, and mills, worth 200,000,000 dollars more. Nor has our public debt been contracted for nothing. Our railroads and canals extend, not only to our coal and iron mines, but are designed to connect the waters of the great lakes and the great Ohio and Mississippi valleys, with the waters of the Delaware and the Chesapeake. They intersect the state in every direction, from west to east and from north to south. Including state and company works, we have more than 1000 miles of canals and 700 miles of railroads completed, and in operation, and costing more than 100,000,000 dollars. Some portions of these works are not yet profitable, in consequence of the unfinished links, and yet the tolls will this year, on the state works of about 700 miles, exceed 1,000,000 dollars.

"The value of the anthracite coal mines upon the Schuylkill, the Lehigh, the Swatara, the Wisconisco, the Shamokin, the Susquehanna, and the Lackawanna, which are but just beginning to pour down their mineral wealth to the markets upon the ocean, is incalculable. In 1820 the trade commenced, and 365 tons were sent to market from the Lehigh. In 1825 the trade commenced upon the Schuylkill. The Schuylkill canal was then finished. There are now about fifty-five miles of railroads, branching from the canal to the several mines, and forty-five miles of railroads under ground. About 1800 cars are employed in conveying the coal from the mines to the canal, and between 800 and 900 boats are used in conveying the coal to Philadelphia. The arrivals of vessels annually in the Schuylkill, for the conveyance of Schuylkill coal to other states, will number about 3100. 170 sloops, schooners, and barges, arrived in two days last week. The Schuylkill mines will this year produce more than 500,000 tons, and the other anthracite mining districts about the same quantity, making 1,000,000 tons, of which about 800,000 tons will be exported to other states.

"The coal trade is yet in its infancy, and increasing rapidly. The use of anthracite coal in steamboats is taking the place of wood in the eastern waters, and will be used in the steamers of the ocean as the cheapest and safest fuel. It is also coming into use in driving machinery and making iron. The mines upon the Swatara are capable of producing as much as the Schuylkill, and so are those of the Lehigh, the Wisconisco, the Shamokin, and the Susquehanna; and the Schuylkill is capable of producing four times the amount that is now mined. Improvements will soon be completed in all these mining districts. What then will be the annual worth of the anthracite coal of Pennsylvania that will be carried upon her public works?

"But we have not only anthracite, but, according to our state geologist, more bituminous coal than all Europe. Our state canals intersect this bituminous coal field in all directions. All Europe contains about 2000 square miles of bituminous coal land. Pennsylvania has 10,000 square miles, or 6,400,000 acres. It is estimated, by our state geologist, that the great western bituminous coal field of Pennsylvania contains *three hundred thousand millions of tons!* Ten thousand times more than England, Scotland, Wales, and Ireland!

"This vast mineral wealth, without the public improvements, would have been dead capital for ever. According to the returns of the county commissioners to the secretary of the commonwealth, there were mined, in 1838, in Pennsylvania, west of the Alleghany mountain, more than 2,000,000 tons of bituminous coal! Not one ton of this reached the Atlantic market. About nine-tenths of it was consumed in domestic purposes at home, in furnaces and rolling mills, and in driving machinery. One-tenth, or 200,000 tons, were shipped down the Ohio and the Mississippi. What this trade will be when the great valley is filled with population, wealth, and refinement—when Western Pennsylvania becomes the manufacturing dependence of the western states—can hardly be conjectured.

"Nor is this great bituminous coal field entirely separated from the Atlantic. We have abundance of bituminous coal, the nearest in the United States, of any quantity, to tidewater. The Virginia and Maryland mines on the Potomac, are from 180 to 200 miles from sloop navigation at Georgetown. The completion last year of the tidewater canal from Havre-de-Grace, in Maryland, to the Pennsylvania canal at Columbia, has this year, for the first time, opened a navigation for the bituminous coal of the Juniata, and the west branch of the Susquehanna, to the Chesapeake. It is estimated that the trade will this year reach 100,000 tons. The amount is unlimited which can be sent from these places on our canals to market. A railroad has been constructed,

forty miles long, from the northern end of our coal basin to Corning, on the Chemung canal of New York, leading into the Seneca lake. There are now six locomotives, and between 300 and 400 cars on this road, conveying coal from our Blosburg mines into the state of New York.

"The quantity of iron produced in Pennsylvania is equal to about one-third of the product of the whole union. Her iron is superior in quality to any other. According to the remarks of the Hon. John Irvin, in a late speech in congress, we had, in 1839, 210 charcoal furnaces, producing 98,350 tons of pig metal, and 70,000 tons of this was converted into bar iron by forges and rolling mills. More than 15,000 workmen, together making 90,000 people with their families, consume annually 7,000,000 dollars, worth of agricultural produce and merchandise. The number has increased greatly since by the establishment of anthracite furnaces.

"The amount of bar and pig iron is now worth about 7,000,000 dollars. According to the returns to the secretary of the commonwealth, there was manufactured, in 1838, 50,558 tons of castings in thirty-six counties, valued at 5,805,599 dollars. Add estimated value of cast iron in sixteen counties, at least 1,194,401 dollars, and the amount of bar, pig, and cast iron in Pennsylvania is worth 14,000,000 dollars. A considerable amount of Jersey iron is made into castings and rolled into bars in Philadelphia, and a quantity of the pigs of Western Virginia, Ohio, and Kentucky are made into castings and rolled into bars at Pittsburg.

"Having now glanced at some of the sources of the great wealth of our state, we will enumerate the following items taken from the returns of the marshals in taking the late census, from the returns of the commissioners to the secretary of the commonwealth, and other sources. The returns of the marshals are much too low, owing to a neglect of duty on their part, and the great reluctance on the part of the people to answer the questions put to them, it being circulated, for party purposes, that it was a forerunner of direct taxation by the general government. We have, however, taken these returns for our calculations, in most instances. The amount of the products of the dairy, and also the value of lumber annually produced in Pennsylvania is so manifestly untrue, that we have taken the returns of the county commissioners to the secretary of the commonwealth as our authority.

	dollars.
Value of land in Pennsylvania, including mines (28,000,000 acres)...	700,000,000
Value of 300,000 houses.....	300,000,000
Value of barns, workshops, stores, taverns, forges, and factories	200,000,000
1700 miles of canals and railroads	100,000,000
Total real estate	1,300,000,000

"*Here is real estate to the amount of* 1,300,000,000 *dollars. A tax of three per cent upon it would pay the* 35,000,000 *dollars of the public debt of Pennsylvania in a single year, and leave in the treasury* 4,000,000 *dollars besides.*

"The state has laid a tax, which is estimated by William B. Reed, an intelligent state senator from Philadelphia, to produce annually, 1,800,000 dollars; more than enough to pay the interest on our debt. The tolls on our public works will this year exceed 1,000,000 dollars, which sum, will from year to year increase, and the dividends, from bank stock, auctions, &c., will far more than defray the expenses of the government. Where, then, is the cause for alarm or despondency? Besides all this, the bill for the distribution of the proceeds of the public lands among the states *must pass* congress, and Pennsylvania will be entitled to a tenth of the whole. The quantity of public lands to which the Indian title is extinguished, after deducting the reserves to the new states, and which remains unsold, exceeds 220,000,000 of acres, and the quantity to which the Indian title has not yet been extinguished, exceeds 730,000,000 of acres.

"The personal property in the state we shall not undertake to estimate. We select the following items,

Neat cattle	1,146,418
Sheep	3,396,431
Swine	1,450,531
Horses and mules	338,565

"Let us now look at the annual products of the state. We produce one-sixth of all the wheat in the union.

ARTICLES.	Quantity.	Value.
		dollars.
Wheat ..... bushels	13,029,756	13,029,765
Rye.....do.	6,293,447	3,776,068
Corn .....do.	13,696,619	6,846,309
Oats .....do.	18,038,447	5,416,033
Buckwheat .....do.	1,971,928	985,964
Barley .....do.	178,100	100,650
Potatoes.....do.	8,626,923	2,156,731
	61,855,250	32,317,521
Butter sold in 699 townships .....lbs.	8,291,835	
Estimated quantity sold in 361 townships.....do.	3,808,165	
Butter consumed by producers .....do.	36,000,000	
	50,000,000	12,500,000
Cheese sold in 699 townships.....do.	385,708	
Estimated quantity sold in 361 townships.....do.	114,292	
Consumed by producers ..do.	1,500,000	
	2,000,000	1,500,000
Milk more than	....	1,000,000
Orchards and gardens, more than.....	....	3,000,000
Beef sold in 699 townships, lbs.	35,535,186	
Estimated quantity sold in 361 townships.....do.	14,464,804	
Consumed by producers, say three-fourths .....do.	150,000,000	
	200,000,000	14,000,000
Pork sold in 699 townships.do.	19,892,312	
Estimated quantity sold in 361 townships.....do.	10,107,688	
Consumed by producers, say four-fifths..... ....do.	120,000,000	
	150,000,000	10,500,000

ARTICLES.	Quantity,	Value.
		dollars.
Mutton and veal, estimated.	....	9,500,000
Poultry and fish, estimated..	....	2,000,000
Total amount of food.....	....	86,317,521
Hay, 1,199,963 tons.....	....	11,999,630
Wool, 3.076,783 lbs.....	....	1,230,713
Lumber, pine sawed in 699 townships sold, feet	238,511,400	
Estimated quantity sold in 361 townships.....	161,488,600	
Estimated quantity unsold..	400,000,000	
	800,000,000	8,000,000
Unsawed timber, shingles, and staves, sent to market in 699 townships.....	342,068	
Estimated quantity sold in 361 townships.....	157,932	
Estimated quantity consumed at home.....	1,500,000	
	2,000,000	2,000,000
Other agricultural products..	....	15,000,000
Total agricultural products in the state.....	....	124,547,864
Pig, bar, and cast iron.....	....	14,000,000
Anthracite coal mined.....	....	5,000,000
Bituminous coal ditto.....	....	4,000,000
Cotton, woollen, iron, leather, hats, engines, and other manufactures, at least.....	....	13,000,000
Annual products of Pennsylvania	....	160,547,864

" Thus it will be seen, that the annual products of the state exceed *one hundred and sixty millions of dollars*, one per cent on which will pay the interest of our state debt.*

" To conclude, who does not feel proud of this picture of Pennsylvania? She has all the resources of a great nation within herself, for happiness in peace, for power in war. She is capable of maintaining 30,000,000 of people within her borders, of feeding and clothing them herself, and making the surrounding states her tributaries. Her water power upon the Susquehanna and her hundred branches, upon the Delaware and Schuylkill and their tributaries, and upon the streams that make up the Alleghany and Monongahela, is capable of performing the labour of 400,000,000 men. What her steam power can do in her anthracite coal fields, and upon her 10,000 square miles of bituminous coal lands, let the scoffers at her credit calculate. She paid her semi-annual interest in specie on the first day of August, and this in the very crisis of the financial difficulties of the country, before our tax could be made available. A safer and better investment cannot be made than in the public stocks of Pennsylvania. They are based upon resources that will be permanent for ever. Those who depreciate them, are either ignorant of their value, or dishonest enough to speculate upon the timid. There are no people in the world who have so many advantages and so few burdens. The public debt is a trifle in this rich and powerful commonwealth. *We can pay it, and never feel the burden. Our population is industrious, thriving, and honest.*" (?)—Why, therefore, not prove to the world that you are honest? You are able, you say, yet you do not pay your debts. The world will never acknowledge that you are honest, until you pay what you owe.

* Governor Porter, of Pennsylvania, states in his recent message (January, 1845), that the whole amount of tax assessed for the past four years at 3,013,742 dollars, of which only 1,825,050 dollars has been received, leaving 8,188,674 dollars still outstanding on the 1st of December. Of this sum, together with the 800,000 dollars outstanding for 1844, the Governor thinks 1,260,000 dollars will be received; and that,

" If the provisions of the act of 1844 be fairly carried into effect, in the valuation of property, and the collection and prompt payment of the tax be enforced, the annual revenue hereafter to be derived from that source will amount to at least 1,500,000 dollars. This sum, with the other resources of the Commonwealth, will be entirely adequate to furnish the necessary amount to discharge the interest upon the public debt, and thus ensure the fidelity of the State to her engagements."

The following statements prepared from official accounts, are taken from the "United States Almanac," edited by Freeman Hunt, Esq., from "Hunt's Merchants' Magazine;" and from the "Boston Americans' Statistical Almanac" for 1844 and 1845.

TABLE of the Progress of the Debts of the State of Pennsylvania.

YEARS.	Total of State Liabilities at the close of each Year.	Pennsylvania Debt at the close of Year.	YEARS.	Total of State Liabilities at the close of each Year.	Pennsylvania Debt at the close of Year.
	dollars.	dollars.		dollars.	dollars.
1825	7,737,770	1,680,000	1834	8,584,525	22,920,402
1826	7,844,770	1,980,000	1835	8,007,035	24,400,002
1827	8,250,155	2,980,000	1836	8,005,785	24,400,002
1828	8,450,155	5,780,000	1837	7,954,114	24,400,002
1829	8,516,013	8,370,000	1838	11,953,852	25,200,002
1830	8,635,035	12,070,000	1839	14,025,738	31,724,002
1831	8,865,645	14,965,661	1840	18,385,309	35,936,002
1832	9,427,145	17,614,341	1841	21,960,953	39,508,147
1833	8,127,656	20,655,002			

The total receipts during the year ending November 30, 1842, including a balance of 1,110,884 dollars 25 cents, on hand from the last year, were 3,890,540 dollars 64 cents. The principal items were as follow:

	dollars.	cts.		dollars.	cts.
Loans	934,764	83	Tax on stocks	37,058	29
Auction duties, &c.	77,287	38	" real or personal estate	486,635	85
Dividends on stocks	35,778	79	Tavern licences, &c.	50,275	59
Tax on bank dividends	44,950	50	Tolls, canal, and railroad	907,093	12
Collateral inheritance tax	38,717	44	Retailers' licences	84,178	57

The payments during the year amounted to 3,336,359 dollars 51 cents; leaving a balance, December 1, 1842, of 554,181 dollars 13 cents. The chief items of expenditure were as follow:

	dollars.	cts.		dollars.	cts.
Commissioners of Internal Improvement Fund	1,987,353	29	Common schools	247,606	55
Domestic creditors	209,589	43	Loans paid	221,394	33
Pensions and gratuities	44,151	66	Interest on other loans	44,767	79
Government expenses	329,337	61	Colleges, academies, &c.	46,077	06

In 1841, the assessed value of real estate, horses, cattle, &c., was 343,687,422 dollars; of personal property, 24,969,566 dollars. The state tax was assessed at 582,828 dollars 53 cents.—*From the Report of the Auditor-General, January* 2, 1843.

The following exhibits the Debt of the State of Pennsylvania, as reported in the Governor's Message in January, 1843.

The whole amount of the present funded debt of the state, exclusive of the deposit of the surplus revenue, is 37,937,788 dollars 24 cents. This debt is reimbursable as follows:

	dollars.	cts.		dollars.	cts.
Balance of loan per act of the 14th of April, 1838	15,000	00	In the year 1862	2,265,400	00
In the year 1841	56,022	60	" 1863	200,000	00
" 1844	62,500	00	" 1864	2,515,000	00
" 1846	4,194,242	08	" 1865	2,756,610	00
" 1847	72,335	06	" 1868	2,524,000	00
" 1850	1,000,000	00	" 1870	1,957,362	15
" 1853	2,000,000	00	At the expiration of certain bank charters	575,737	50
" 1854	3,000,000	00	Interest due the 1st of August last, for which certificates have been issued, redeemable in Aug., 1843.	871,075	53
" 1856	2,783,161	88			
" 1858	7,070,661	44			
" 1859	1,250,000	00			
" 1860	2,648,680	00			
" 1861	120,000	00			
			Total.....dollars	37,937,788	24

This debt has been contracted for the following purposes, viz.:

	dollars.	cts.	dollars.	cts.
For canals and railways	30,583,629	15		
To pay interest on public debt.	4,410,135	03		
For the use of the treasury ...	1,571,689	00		
Turnpikes, state roads, &c....	930,000	00		
Union canal	200,000	00		
Eastern penitentiary	120,000	00		
Franklin railroad.....	100,000	00		
Pennsylvania and Ohio canal	50,000	00		
Insane asylum	22,335	06		
			37,937,788	24
The value of our public improvements estimated at cost, is			30,533,629	15
The state owns bank stock, which cost at par.			2,108,700	00
„ turnpike and bridge stock ..			2,836,262	45
„ canal and navigation stock..			842,778	66
„ railroad stock			365,276	90
Money due on unpatented lands, estimated at			1,000,000	00
			37,686,647	16

The foregoing does not include the amount due to domestic creditors; and a portion of the property included in the statement has since been disposed of at public auction.

REAL ESTATE.

The Value of the Real Estate and Personal Property in Pennsylvania, according to an Estimate made from the Returns of the Marshals in taking the late Census, and from Returns of the County Commissioners, is stated as follows, in an Article published in the "Protector:"

	dollars.
Value of 30,080,000 acres of land in Pennsylvania, including water-power, quarries, mines of iron, salt, coal, and all other minerals	752,000,000
Value of 300,000 dwelling-houses	300,000,000
„ barns, workshops, stores, furnaces, rolling-mils, forges, and factories	248,000,000
„ 2165 miles of railroads and canals..	70,253,673
Value of public buildings of all kinds, bridges, gas, and water-works.....	29,746,327
Total value of real estate	1,400,000,000

PERSONAL PROPERTY.

	dollars.
Value of 365,129 horses and mules, at 60 dols.	21,907,740
„ 1,172,665 neat cattle, at 15 dollars ...	17,589,975
„ 1,767,620 sheep, at 2 dollars 50 cents.	4,419,450
„ 1,503,964 swine, at 3 dollars 50 cents.	5,263,874
„ poultry.....	685,801
„ furniture of 300,000 houses, including plate, jewelry, watches, cloaks, and wearing apparel.....	135,000,000
Value of carriages, stages, waggons, farmers' implements, mechanics' tools, books of all kinds, ships, brigs, barges, schooners, canal boats, railroad cars, stationery and locomotive steam-engines and steamboats	300,000,000
Value of goods, wares, merchandise, stocks, money, and all other personal property, at least	215,133,160
Value of personal property.....	700,000,000
Total value of the state.....	2,100,000,000

ANNUAL PRODUCTS.

In the same article the estimated value of the annual products is as follows:

	dollars.
Value of 113,395 tons of pig iron, at 30 dols. .	3,401,850
„ additional, by various manufactures	17,852,283
„ anthracite coal mined	5,000,000
„ bituminous coal mined.....	4,000,000
„ agricultural products	126,620,617
„ manufactures, except iron.....	43,151,843
Annual products of the state	200,026,593

FINANCES of the State in 1843; from the "American Almanac" for 1845.

	dollars.	cts.
Total amount received in 1843.....	3,404,434	37
Total amount expended in 1843	3,523,324	02

Principal Items of Expenditure.	dols.	cts.	Chief Sources of Income.	dols.	cts.
Salaries of executive officers.	14,100	00	Taxes on estates.....	554,452	06
„ the judiciary	69,566	67	Tax on bank dividends.....	25,529	76
Other ordinary expenses of government	200,000	00	Income of public works	1,049,244	19
Internal improvement	747,263	92	Miscellaneous	6,645	76
Common schools.....	339,777	32	Auction commission.....	29,310	50
Charitable establishments...	20,618	73	Auction duties.....	59,661	78
Miscellaneous	8,607	68	Tavern licences	47,090	10
Domestic creditors	1,261,236	78	Duties on dealers in foreign merchandise	63,857	24
Militia expenses.....	42,448	59	Collateral inheritance tax ...	22 337	05
Pensions and gratuities	46,007	76	Tax on certain offices	3,668	12
Loans and interest paid	135,046	17	„ writs	37 769	86
Cancelled notes	508,000	00	„ corporation stocks ...	38,510	79
			Sales of stocks in 1843	1,395,411	84

DEBTS and Property.

DEBT, April 1, 1844.	dollars.	cts.	dollars.	cts.
Six per cent stocks	4,331,013	99		
Five per cent ditto	32,934,763	73		
Four and a half per cent ditto	200,000	00		
			37,465,777	72
Relief notes, at one per cent interest	1,292,449	68		
Loan, six per cent.....	171,636	00		
			1,464,085	68
Domestic creditors, scrip outstanding	....		166,504	65
Interest on loans, due Feb. 1st, 1844.	....		955,426	13
			40,051,794	18

PROPERTY of the Commonwealth.	dollars.	cts.
Stock in sundry corporations, (par value)	2,002,507	56
Public works, (cost of construction).	28,616,375	01
Public buildings and grounds at Harrisburg (estimated)	250,000	00
Money due on lands unpatented (estimated).....	200,000	00
State arsenals, powder magazine, &c., (estimated).....	100,000	00
	31,168,972	57

"The tax bill, which passed both houses of the legislature, in 1844, has received the signature of Governor Porter, and has consequently become a law. It levies a tax of three mills on every dollar of the valuation of real and personal property in the state, which it is estimated will exceed 600,000,000 dollars. The tax, of course, will amount to over 1,800,000 dollars. The revenue derived from other taxes will amount to 400,000 dollars, and the net income of the public works, is estimated, at the minimum, at 550,000 dollars, making an annual revenue, in all, of 2,750,000 dollars. The interest on the public debt of every description, is about 2,000,000 dollars, and the expenses of government, including appropriations to the public schools, less than 600,000 dollars. Ample provision is, therefore, made to enable the state hereafter to meet its engagements, and for the restoration of the public credit."

NAVIGATION AND TRADE OF PENNSYLVANIA.

The foreign trade of Pennsylvania was of no importance until after colonisation by William Penn, in 1682. The following account of the navigation and trade of Pennsylvania, is condensed from an interesting and able article, written for "Hunt's Merchants' Magazine."*

"Prior to Penn's embarkation for America, he disposed of 20,000 acres of land to an association, entitled the Free Society of Traders of Pennsylvania, which was formed in England, and confirmed by patent, for the avowed purpose of promoting the interests, not only of the stockholders of the company, but of all concerned in the trade of the colony. This company attempted to establish various manufactures and other industrial pursuits in the province. In a letter from Penn to the committee of the society, residing in London, dated 'Philadelphia, 16th of 6th month, called August,' we find mention made of a tannery, a saw mill, and a glass house, a whalery, and a dock, as belonging to it; and also that Penn advised them to attempt the culture of the vine for wine, and the manufacture of linen. These attempts to introduce the culture of the vine, the manufacture of glass and linen, and the whale fishery, amongst the colonists, did not prove successful; of the further operations of the company we know little or nothing.

"In the first year of the establishment of the colony, twenty-six ships arrived with passengers and emigrants, and forty trading vessels great and small. These latter were, no doubt, laden with provisions, furniture, and stores of various kinds for the colonists, and took little if any export cargo. In the next two years, twenty-four more ships arrived with emigrants. For the first few years the attention of the settlers was, necessarily, very much engrossed by the clearing of land, and the culture of grain, for the consumption of the colony; but 'trade and commerce, in which the Quakers were known to excel,' soon claimed their notice. A trade was opened with the Indians, for furs and skins; and the culture of tobacco was carried on so extensively, that in one year, (1688-9,) there were exported fourteen cargoes of the weed. In this branch of agriculture, however, Virginia and Maryland were found two powerful rivals; and it was soon abandoned for the culture of wheat, barley, oats, rye, &c., and the grazing of cattle and cutting of timber; the exports of the province undergoing a corresponding change.

"The war between England and France, commencing in 1688 and terminating in 1697, operated injuriously on the interests of the colony. About the latter end of this period, we find allusion made to the *poverty* of the province, and to the impediments to its commerce, consequent upon the war; and it is stated, that 'in Philadelphia even, pieces of tin and lead were current for small change.'

"The course of trade, from this early period until the separation of the province from the British empire, appears to have undergone but little change, although extended in its range. The exports, consisting of grain, salt provisions, pipe staves, &c., and at a later date, including flour, bread, flaxseed, iron, &c., were not wanted in England, at that time a great grain-exporting country; but found a market in the neighbouring provinces and the West Indies; and subsequently also in Portugal, Spain, several European and African ports in the Mediterranean, and the various groups of islands in the North Atlantic adjacent to Africa. The returns from these various branches of foreign trade, excepting a small portion required for the consumption of the province and its trade with the Indians, were all carried to England; or the produce received was sold in other foreign countries, and the proceeds remitted to England, where all the available funds of the province were required to pay for the manufactures imported thence, which, from

* As the British North American colonies were entirely independent of each other, until after the severance of their connexion with the mother country, the trade of Pennsylvania with the others, prior to 1776, is properly included in the foreign trade.

the restrictions imposed by parliament on manufacturing in the colonies, were to a very great amount, embracing almost every article of clothing, and household utensils, even of the most simple and common kinds.

"The following table exhibits the vast excess of imports over exports, in the trade of the province with Great Britain, from 1697 to the commencement of the war of independence, and also shows the effect of war and other operative causes, on the amount of importations.

"During the war between Great Britain on the one part, and France and Spain on the other, which continued from 1702 to 1713, the commerce of the province was exposed to repeated depredations by privateers. In 1707-8, the capture of vessels off the capes of the Delaware were so frequent, as almost wholly to interrupt the trade, which had in addition, about this period, to bear the exaction of dues for the privilege of navigating the Delaware, levied by order of Governor Evans, at a fort erected at New Castle.

"The war between Great Britain and Spain, in 1717 and 1718, does not appear to have materially affected the colony.

"The year 1722, was one of great commercial embarrassment in the province. The importations appear to have been too great, the country was drained of specie for remittance to England, and there was consequently a deficiency in the circulating medium. The payment of debts was procrastinated, lawsuits multiplied, produce was made a legal tender in payment of debts, executions for debt were stayed, the rate of interest was reduced from eight to six per cent, and the value of coin was raised twenty-five per cent. These measures naturally tended to destroy confidence in the results of all trading operations; but did not, as was intended, prevent the exportation of specie.

TRADE of Pennsylvania with Great Britain, from 1697 to 1776, inclusive.

	YEARS.	Exports to Great Britain.	Imports.		YEARS.	Exports to Great Britain.	Imports.
		£ sterling.	£ sterling.			£ sterling.	£ sterling.
	*1697	3,347	2,997		1737	15,198	11,918
	1698	2,720	10,704		1738	11,918	61,450
	1699	1,477	17,064	England vs. F. and S. E. vs. S.	1739	8,134	54,452
	1700	4,608	18,529		1740	15,048	56,751
	1701	5,220	12,003		1741	17,158	91,010
England at war with France and Spain.	1702	4,145	9,342		1742	8,527	75,295
	1703	5,160	9,899		1743	9,596	79,310
	1704	2,130	11,819		1744	7,446	62,214
	1705	1,309	7,206		1745	10,130	54,280
	1706	4,210	11,037		1746	15,779	73,699
	1707	786	14,365		1747	3,832	82,404
	1708	2,120	6,722		1748	12,363	75,330
	1709	617	5,881		1749	14,944	238,637
	1710	1,277	8,594		1750	28,191	217,713
	1711	38	19,408		1751	23,870	190,917
	1712	1,471	8,464		1752	29,978	201,666
	1713	178	17,037		1753	38,527	245,644
	1714	2,663	14,927		1754	30,649	244,647
	1715	5,461	16,182	E. vs. S.&F. Eng. vs. Fr.	1755	32,336	144,456
	1716	5,193	21,842		1756	20,095	200,169
E. vs. S.	1717	4,499	22,505		1757	14,190	168,426
	1718	5,588	22,716		1758	21,383	260,953
	1719	6,564	27,068		1759	22,404	498,161
	1720	7,928	24,531		1760	22,754	707,998
	1721	8,037	21,548		1761	39,170	204,067
	1722	6,882	26,397		1762	38,091	206,199
	†1723	8,332	15,992		1763	38,228	284,152
	1724	4,057	30,324		1764	36,258	435,191
	1725	11,981	42,209		1765	25,148	363,368
	1726	5,960	37,634		1766	26,851	327,314
	1727	12,823	31,979		1767	37,641	371,830
	1728	15,230	37,478		1768	59,406	432,107
	1729	7,434	29,799		‡1769	26,111	190,909
	1730	10,582	48,592		1770	28,109	131,881
	1731	12,786	44,260		1771	31,615	728,744
	1732	8,524	41,698		1772	29,133	507,909
	1733	14,776	40,565		1773	36,652	426,448
	1734	20,217	54,392	War.	1774	69,611	625,652
	1735	21,919	48,804		1775	175,962	1,366
	1736	20,786	61,513		1776	1,421	365

* Peace established this year between England and France.

† First issue of government bills of credit in the province, to supply deficiency of currency occasioned by too large importations.

‡ Non-importation agreements were adopted in this year at most of the ports in the British North American colonies.

" To remedy the evil, in the latter part of this year, a scheme for a paper currency was first laid before the assembly of Pennsylvania; and in March following, after much controversy, a law was enacted for the issue of 15,000*l.* currency, in bills of credit of from 1*s.* to 1*l.* in value, to be loaned in sums of from 12*l.* to 100*l.*, at an interest of five per cent per annum, on pledge of real estate, ground rents, or plate, of double the value of the advance; said bills to be a legal tender. In the latter part of the same year, a further issue of 30,000*l.* was authorised. By this timely relief, and doubtless still more by the increase of industry and economy, induced by the recent *hard times*, the commerce of the province was soon revived.

" The effect produced may be observed, by reference to the amounts of imports and exports, as well as by the examination of the annexed statement of the commerce of the province, and tonnage built during these years.

YEARS.	Vessels Built.	Tonnage.	Vessels Cleared.	Tonnage.
	number.	tons.	number.	tons.
1719	....	....	128	4,514
1720	....	....	140	3,982
1721	....	....	111	3,711
1722	10	428	96	3,531
1723	13	507	99	3,942
1724	19	959	119	5,450
1725	....	....	140	6,665

" At various subsequent periods, in 1729, 1739, 1745, and 1746, acts were passed for creating or re-emitting bills of credit. In 1748, when the amount outstanding was 85,000*l.* currency, or 53,333*l.* sterling, a bill to increase the issues was brought before the assembly; *but was postponed on account of an attempt, at that time being made in parliament, to restrain all the American colonies from issuing bills of credit as a circulating medium.* In] the bill which passed parliament in 1751, prohibiting the northern colonies from creating or reissuing bills of credit, except on extraordinary occasions, Pennsylvania was not included; her bills having remained at par, or nearly so, while those of Massachusetts, owing to excessive issues, had depreciated to less than one-seventh their original value. Encouraged by this favour shown them, the assembly, in 1752, prepared a bill for a fresh issue of 40,000*l.* Franklin, who was chairman of the committee to which the matter was referred, stated, in a very forcible and lucid manner, the advantages which had accrued to the province, and which might still be anticipated, from a moderate issue of paper currency; the measure, however, being in opposition to the wishes of the proprietaries, did not meet with the approval of the governor, but led to long and angry discussions between him and the assembly. No further issues were made until the war with the French on the western frontiers, in 1755, rendered them absolutely necessary. In 1730, the imports were to a very large amount, and, probably, to assist in liquidating claims on account of a portion of these, an insolvent law was passed. The exportation of the staples of the province, about this period, was as follows :—

YEARS.	Wheat.	Flour.	Bread.	Value of Wheat, Flour, Bread, and Flaxseed.
	bushels.	barrels.	casks.	£ sterling.
1729	74,800	35,438	9,730	62,473
1730	38,643	38,570	9,622	57,500
1731	53,320	56,639	12,436	62,582

" In this latter year, the population of Philadelphia was estimated at 12,000. The commerce of the province annually employed about 6000 tons of shipping; and about 2000 tons were annually sold in foreign ports, principally West Indian.

" The commerce of the province, from March 25, 1735, to March 25, 1736, was as follows :—

PORTS.	Arrivals.	Clearances.	PORTS.	Arrivals.	Clearances.
	number.	number.		number.	number.
London	11	10	Brought forward	107	124
Bristol, England	9	3	St. Christopher's	9	9
Liverpool	2	0	Newfoundland	3	1
Ireland	14	23	Boston	17	10
Gibraltar	1	6	Rhode Island	8	7
Lisbon	6	13	New York	4	2
Cadiz	6	2	Maryland	7	13
Madeira	7	5	Virginia	5	5
Turk's Island	3	0	North Carolina	7	5
Antigua	20	20	South Carolina	1	13
Barbadoes	19	26	Georgia	1	1
Jamaica	9	16	Not specified	30	22
Carried forward	107	124	Total	199	212

" Of the arrivals, fifty-one were ships, thirteen snows, forty-four brigs, and the remainder smaller vessels.

" Hostilities between Great Britain and Spain were recommenced in 1739 ; and in the following year, the enemy kept several privateers off the American coast, which cruised successfully against the colonial commerce. In 1743, war was declared between Great Britain and France. In 1746, the enemy, finding the Delaware unprotected, made many captures, ascending the river as high as New Castle, and even threatening Philadelphia. In May, 1748, the city was again thrown into a state of great alarm, and batteries were erected for its defence, owing to the appearance of a Spanish privateer in the bay. To retaliate in some measure upon the enemy, two privateers, the Wilmington and the Delaware, were fitted out and sent on a cruise.

" The restoration of peace, in 1749, gave a powerful impulse to commerce. The imports from Great Britain, in this one year, were nearly equal in amount to those of any three consecutive years preceding. The values of exports of wheat, flour, bread, and flaxseed, were as follow :— in 1749, 148,104*l.* currency ; in 1750, 155,175*l.*, and in 1751, 187,457*l.* ; and the number of vessels cleared from 1749 to 1752, averaged annually, 403 ; the population of Philadelphia being estimated at 15,000. This activity in trade continued, despite the refusal of the governor to increase the paper currency, until the difficulties with the French and Indians on the western frontier, in 1755.

" During the continuance of the *seven years'* war (which was commenced by a collision between the English and French troops on the western frontier of Pennsylvania, in 1755, although war was not declared until the following year), the commerce of the province suffered severely ; the value of imports from Great Britain, varying from 144,456*l.* sterling in 1755, to 707,998*l.* sterling in 1760. This latter sum, it is probable, from its vast amount, included military stores. Serious losses were occasioned to the mercantile community, by the provincial government prohibiting the exportation of provisions and military stores to French ports, in 1756 and 1757.

" The restoration of peace with France and Spain, in 1763, removed many restrictions from commerce ; but found the province burdened with a heavy debt, incurred in carrying on the war, her people impoverished, her merchants largely indebted to those of the mother country for goods imported, and trade generally depressed.

" The continuance of difficulties with the Indians on the western frontier, after the restoration of peace with France, for some time kept the province in a state of excitement (the boldness of the incursions alarming even the Philadelphians), and tended to increase the embarrassment of trade.

" The effect of these disturbing influences had not passed away, when the British parliament, in 1764, commenced a course of injustice and oppression towards the North American colonies, which at length forced them into open rebellion, and resulted in their independence. With a fixed determination to resist the collection of all taxes imposed without their consent, the colonists met the repeated attempts of the home government to force these odious measures upon them, by non-consuming and non-importation agreements, and at length by open resistance. Our limits preclude more than a passing notice of these exciting events, which, however, are detailed in every history of the American revolution. The influence of the non-importation agreements on commerce, may be seen by contrasting the value of imports from Great Britain, in 1769 (199,909*l.* sterling), when these agreements were generally adopted throughout the rebellious colonies, with that of the imports in 1771 (728,744*l.* sterling), when the non-importation restrictions were removed, save in reference to tea.

" The following view of the trade of the province, given by Franklin, in 1766, during his examination before the British House of Commons, in reference to the repeal of the stamp act, shows it to have been so completely tributary to that of Great Britain, as to leave little cause for regret at the separation of the two governments, which shortly followed. The imports from Great Britain into the province, he says, are computed at more than 500,000*l.* sterling, annually, and the exports to Great Britain at only 40,000*l.* sterling, the balance being paid by the produce of the province, carried to the British, French, Spanish, Danish, and Dutch West India Islands ; to New England, Nova Scotia, Newfoundland, Carolina, and Georgia ; and to different parts of Europe, as Spain, Portugal, and Italy ; for which either money, bills of exchange, or other commodities, suitable for a remittance to England, are received. These, together with the profits of the merchants and mariners, as well as the freights earned in their circuitous voyages, all finally centre in Great Britain, to pay for British manufactures used in the province, or sold to foreigners by the American traders.

" Notwithstanding the measures of the home government, calculated, if not intended, to injure the province, her resources were rapidly developed ; and commerce, despite the many vexatious restrictions imposed, prospered, until stopped by a state of open warfare. We append a statement of the commerce in the years 1771, 1772, and 1773 ; the exports in the years 1774 and 1775, being to a still greater amount.

YEARS.	VALUE OF EXPORTS.	CLEARANCES.		Total Tonnage.
		Square rigged Vessels.	Sloops and Schooners.	
	£ sterling.			
1771	631,554	361	391	46,654
1772	784,254	370	390	46,841
1773	720,135	426	370	46,972

" From 1776 until 1783 Pennsylvania had little or no foreign trade ; her merchants, however, were not idle ; but amongst the foremost in patriotically sustaining the struggle for independence, by their example, their money, and their personal services.

" The first bank established in the United States, was opened at Philadelphia, July 17, 1780, under the title of the Bank of Pennsylvania, with a capital of 300,000*l.* currency ; the especial object of its creation being to supply the army with provisions. This bank, we believe, continued in existence until the Bank of North America went into operation, January 7, 1782. The latter was the only bank in Pennsylvania, until the United States Bank commenced business, in 1791.

" With the restoration of peace, in 1783, commerce was resumed ; but much remained to be done, in order to place it in a prosperous condition.

" A new era now opened to the commerce of the United States, in which the wars occasioned by the French revolution exerted a most powerful influence. By reference to the following table of imports, exports, duties, drawbacks, tonnage, and arrivals, from 1791 to 1841 inclusive, the effect produced on the foreign trade, by causes to which we shall allude, may be noted.

" In 1792, France commenced her wars with the other European powers, and, excepting an interval of peace of about fourteen months, in 1802-3, continued them without intermission until the abdication of Napoleon in 1814. On the return of the emperor in 1815, hostilities were renewed, and finally terminated in this year.

" The vast numbers, in Europe, diverted from agricultural and other industrial pursuits by these wars, created a large market for the produce of Pennsylvania ; while the immense naval armaments of the combatants, in all parts of the ocean, rendering it necessary to employ neutral ships to carry the produce of the French, Spanish, and Dutch colonies to the parent states, gave profitable employment to a large amount of her tonnage. Nor did her merchants rest satisfied with acting merely as carriers ; they embarked in the trade on their own account, and also imported largely from China and India, for re-exportation to European markets ; that is, in 1806, there arrived at Philadelphia from Canton, twelve ships and one brig, of an aggregate tonnage of 4226 tons, all with very valuable cargoes. Large fortunes were rapidly made ; and many persons, before engaged in other employments, were induced to turn merchants. The commerce of the United States prospered to a degree unprecedented in the history of any nation, and in this prosperity Philadelphia, through which passed the whole foreign trade of the state, shared largely, her population increasing from 42,000 in 1790, to upwards of 96,000 in 1810.

" Shortly after the declaration of hostilities between France and England, these two nations commenced issuing decrees and orders in council, and laying embargoes of a most unjust and arbitrary character, for the avowed purpose of restricting the trade of neutrals with the enemy. Nor were the two great maritime powers of Europe alone in these restrictive measures ; but by their influence or commands, Spain and other European governments followed in their footsteps.

" In 1794 a treaty was concluded with England, by which she engaged to pay 10,000,000 dollars to the United States, as a compensation for property illegally taken, under her orders in council.

" In 1798, in consequence of the arbitrary measures of the French government, commercial relations between the United States and that nation were suspended, and partial hostilities followed, but no declaration of war ensued. These difficulties were settled by treaty in 1800.

FOREIGN Commerce of Pennsylvania, from 1791 to 1842 inclusive.

YEARS.	EXPORTS. Domestic Produce or Manufacture.	EXPORTS. Foreign Produce or Manufacture.	EXPORTS. TOTAL.	IMPORTS.	Duties on Foreign Merchandise imported.	Drawbacks on Foreign Merchandise re-exported.	Registered Tonnage.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	tons.
1791.....	....	....	3,436,093	....	1,475,428	8,976	53,898
1792.....	....	....	3,820,662	....	1,138,863	37,753	65,212
1793.....	....	....	6,958,836	....	1,926,337	102,659	60,925
1794.....	....	....	6,643,092	....	2,000,091	502,447	67,895
1795.....	....	....	11,518,260	....	3,053,109	752,550	83,624
1796.....	....	....	17,513,866	....	3,646,271	1,586,065	90,569
1797.....	....	....	11,446,291	....	2,907,894	1,086,839	88,401
1798.....	....	....	8,915,463	....	2,086,714	1,018,127	85,477
1799.....	....	....	12,431,967	....	2,224,313	955,264	90,944
1800.....	....	....	11,949,679	....	3,181,101	1,785,109	95,632
1801.....	....	....	17,438,193	....	3,702,898	1,540,701	109,036
1802.....	....	....	12,677,475	....	2,727,365	1,297,662	64,637
1803.....	4,021,214	3 504,496	7,525,710	....	2,240,715	561,041	67,629
1804.....	4,178,713	6,851,444	11,030,157	....	3,507,038	872,238	71,199
1805.....	4,365,240	9,397,012	13,762,252	....	3,652,387	1,319,869	77,239
1806.....	3,765,313	13,809,389	17,574,702	....	5,100,657	2,052,551	86,728
1807.....	4,809,616	12,055,128	16,864,744	....	5,197,806	2,012,543	93,993
1808..... ..	1,066,527	2,946,803	4,013,330	....	2,599,673	928,568	94,659
1809.....	4,238,358	4,810,883	9,049,241	....	2,318 699	894,984	106,622
1810.....	4,751,634	6,241,764	10,993,398	....	3,332,377	879,527	109,629
1811.....	5,694,447	3,865.670	9,560,117	....	2,364,635	510,328	78,518
1812.....	4,660,457	1,313,293	5,973,750	....	2,474,990	378,936	71,281
1813.....	3,249,623	327,494	3,577,117	....	503,593	185,821	64,537
1814.....	....	....	....	....	277,757	3,227	64,183
1815.....	3,569,551	1,024,368	4,593,919	....	7,199,609	95,806	77,199
1816.....	4,486,329	2,709,917	7,196,246	....	6,285,455	746,636	77,731
1817.....	5,538,003	3,197,589	8,735,592	....	4,307,790	702,819	80,513
1818.....	5,045,901	3,713,501	8,759,402	....	4,540,360	788,574	58,201
1819.....	2,919,679	3,374,109	6,293,788	....	3,848,630	570,274	59,626
1820.....	2 948,879	2,794,670	5,743,549	....	2,703,402	555,703	59,458
1821.....	2,832,387	4,559,380	7,391,767	8,158,922	2,719,996	471,394	59,296
1822.....	3,575,147	5,472,655	9,047,802	11,874,170	3,648,715	310,956	61,237
1823.....	3,139,809	6,477,383	9,617,192	13,696,770	3,991,687	612,037	61,409
1824.....	3,182,694	6,182,199	9,364,893	11,865,531	4,311,926	939,322	62,771
1825.....	3,936,133	7,333 848	11,269,981	15,041,797	5,270,030	998,778	65,590
1826.....	3,158,711	5,173,011	8,331,722	13,551,779	5,183 724	1,251,405	63,443
1827.....	3,391,296	4,184,537	7,575,833	11,212,935	4,188,915	1,053,105	61,700
1828.....	3,116,001	2,935,479	6,051,480	12,884,408	5,082,344	802,474	66,840
1829.....	2,617,152	1,472,783	4,089,935	10,100,152	3,574,818	708,970	50,235
1830.....	2,924 452	1,367,341	4,291,793	8,702,122	3,542,977	516,311	47,979
1831..... .	3,594,302	1,919,411	5,513,713	12,124,083	4 372 533	326,607	51,294
1832.....	2,008,991	1,507,075	3,516,066	10,678,358	3,501,397	402,972	45,956
1833.....	2,671,300	1,407,651	4,078,951	10,151,250	2,985,278	697,927	49,022
1834.....	2,031,803	1,956,943	3,989,746	10,479,268	2,111,837	295,870	51,441
1835.....	2,416,099	1,323,176	3,739,275	12,389,937	2,506,281	101,812	51,588
1836.....	2,627,651	1,343,904	3,971,555	15 068,233	3,192,007	134,473	51,035
1837.....	2,565,712	1,275,887	3,841,599	11,680,111	....	....	39,056
1838.....	2 481 543	995,608	3,477,151	9,360,371	....	....	42,266
1839.....	4,148,211	1.151,204	3.299,415	15,050,715	....	....	48,569
1840.....	5,736,456	1,083,689	6,820,145	8,464,882	....	....	52,268
1841.....	4,404,863	747,638	5,152,501	10,346,698	....	....	47,380
1842.	3,293,841	476,913	3,770,727	7 385,858			

" The peace of Amiens, in 1802, restoring quiet to Europe, materially reduced the exports of Pennsylvania; but by the resumption of hostilities, in the following year, a fresh impetus was given to her commerce, which was only stayed by the embargo, to which we shall presently refer.

" Non-intercourse with Great Britain was resumed by the United States government, November 10, 1810, and, after several engagements between the armed vessels of the two nations, war was declared June 19, 1812, four days after of which the orders in council were repealed.

" During the war, the commerce of Pennsylvania was limited in its extent, and, in addition to the enemy abroad, had to contend with an evil at home, almost as disastrous in its effects, viz.: a deranged currency. With the expiration of the charter of the United States Bank, in 1811, a mania arose for the creation of banks, under the influence of which forty-one, with an aggregate capital of 17,000,000 dollars, were chartered by Pennsylvania, in 1814; thirty-seven of these going into operation. In the autumn of this year, a general suspension of specie payments, by all the banks south and west of the New England states, followed. The issues of their irredeemable paper were increased, and on July 1, 1816, the paper of the Philadelphia banks was at a depreciation of 17 to 18 per cent; while that of the banks at Pittsburg, and the western part of the state, was at 25 per cent discount. That this undue expansion of the currency exerted a powerful influence on commerce, can scarcely be doubted. To this cause, in some degree, at least, may be attributed the vast amount of imports into the United States, in 1815-16; paying a

handsome profit to the early operators, but entailing heavy losses and bankruptcy upon a much larger number.

"The second Bank of the United Stated commenced operations, January 7, 1817; and in February, entered into a compact with the state banks along the seaboard, in accordance with which they immediately resumed specie payments. Efficient measures for a contraction of the paper currency to a sound state do not appear, however, to have been taken until 1819; when the distress consequent upon this course of action was severely felt, not only by commercial men, but by the community of Pennsylvania generally.

"On the restoration of peace, in 1815, the foreign trade of Pennsylvania had to seek new channels. The great European powers being now at peace, turned their attention to the encouragement and protection of their own commerce and navigation.

"Pennsylvania and Philadelphia have not derived nearly so great a benefit in their trade with the west, from the construction of these internal improvements, as has accrued to the state and city of New York, nor, unless the cost of transportation on the Pennsylvania works can be put at an equally low rate with that on those of the neighbouring states, can it be doubted, that Philadelphia must take her rank amongst the great manufacturing, rather than the commercial cities of the union.

"In concluding this historical sketch of the foreign trade of Pennsylvania, we append a tabular statement exhibiting its condition, along with that of the foreign trade of the United States, as shown by the exports at three several periods: first, for five years, previous to the long embargo; secondly, for five years subsequent to the late war; and thirdly, for five years from 1837 to 1841.

AGGREGATE Exports from Pennsylvania to Foreign Countries.

FIVE YEARS.	Domestic.	Foreign.	TOTAL.	Year.	Estimate Population of Philadelphia.	Estimate Population of Pennsylvania.
	dollars.	dollars.	dollars.			
1803 to 1807	21,140,096	45,617,469	66,757,565	1805	78,000	700,000
1816 to 1820	20,938,791	15,789,786	36,728,577	1818	105,000	1,000,000
1837 to 1841	19,336,785	5,254,026	24,590,811	1839	222,000	1,684,000

AGGREGATE Exports from the United States.

FIVE YEARS.	Domestic.	Foreign.	TOTAL.	Year.	Estimate Population of the United States.
	dollars.	dollars	dollars.		
1803 to 1807	216,013,759	222,931,482	438,945.241	1805	6,209,000
1816 to 1820	309,610,311	93,097,033	402,707,344	1818	9,100,000
1837 to 1841	515,410,482	85,461,675	600,872,157	1839	16,600,000

"By the above statements it appears that the exports of the produce of the United States from Pennsylvania were less in the last than in either of the former periods, while the exports of domestic goods from the United States have been steadily and rapidly increasing. In the re-exportation of foreign goods the falling off is much greater.

"The subjoined statement of exports and imports at Philadelphia (through which passes the whole foreign trade of the state, excepting a very small trade at Presque Isle), for the fiscal year 1842, shows a still further decline.

VALUE of Exports and Imports at Philadelphia for the Year ending September 30, 1842.

EXPORTS.

COUNTRIES.	Domestic Produce or Manufacture.	Foreign Produce or Manufacture.	TOTAL.	COUNTRIES.	Domestic Produce or Manufacture.	Foreign Produce or Manufacture.	TOTAL.
	dollars.	dollars.	dollars.		dollars.	dollars.	dollars.
British West Indies	567,483	2,345	569,828	Italy	16,851	44,803	61,654
England	397,297	30,727	428,024	Swedish West Indies	59,749	1,621	61,370
Spanish West Indies	358,055	60,996	419,051	Gibraltar	35,971	24,860	60,831
Brazil	307,451	100,968	408,419	Holland	23,692	27,291	50,983
British American colonies	378,134	520	378,654	Africa	44,792	2,696	47,488
Buenos Ayres	199,219	41,784	241,003	Trieste and Adriatic	2,514	30,628	33,142
Colombian ports	162,888	25,671	188,559	France on Atlantic	17,820	1,760	19,580
Danish West Indies	168,689	10,464	179,153	Texas	12,994	222	13,216
Hanse Towns	121,773	35,319	157,092	French West Indies	9,150	1,374	10,524
British and Dutch East				Mexico	7,037	2,991	10,028
Indies	123,485	399	123,884	Teneriffe and Canaries	2,261	....	2,261
Sicily	109,108	10,827	119,935				
Chili	100,001	13,754	113,755	Total	3,293,814	476,913	3,770,727
Hayti	67,400	4,893	72,293				

IMPORTS.

COUNTRIES.	Value.	COUNTRIES.	Value.
	dollars.		dollars.
England	3,521,170	Chili	71,600
Spanish West Indies	970,903	British and Dutch East Indies	55,338
Brazil	724,735	Mexico	51,089
Colombian ports	483,946	Sicily	43,521
Hanse Towns	380,486	Teneriffe and Canaries	22,649
Buenos Ayres	272,017	Azores	17,230
Spain on Mediterranean	134,922	Ireland	8,926
Hayti	107,777	Swedish West Indies	8,696
France on Atlantic	87,976	Africa	5,735
Danish West Indies	83 882	Portugal	5,061
Italy	82,109	Gibraltar	106
British American colonies	82,028		
Holland	80,106	Total	7,381,788
British West Indies	79,780		

"Our limits preclude the specification of the articles forming the principal items of export and import to and from the several countries named. Of domestic exports, flour manufactured in Pennsylvania, Delaware, and Ohio, forms by far the largest item. Corn meal, wheat, and corn, from the two first-named states, are also exported largely. Tobacco, cotton, pork, lard, naval stores, rice, bark, &c., from the western and southern states; fish, oil, sperm candles, cotton manufactures, &c., from the New England states; manufactures of iron, refined sugar, soap, and candles, manufactured tobacco, furniture, and various other manufactures of Philadelphia; lumber, butter, cheese, and numerous articles, the agricultural produce of Pennsylvania, compose the principal part of the remaining sum. The imports consist principally of manufactures of wool, iron, and other metals, silk, cotton, linen, &c., from England and continental Europe; coffee, sugar, molasses, rum, hides, mahogany, dyewoods, manufactured tobacco, &c., from South America, and the West Indies.

"The total exports in 1842, exceed those of only three years since 1803, omitting the period of the war with Great Britain. The exports of domestic produce in 1842, exceed those of seventeen years during the same period. The imports for 1842 are less in amount than those of any year since 1821, when official records of value were first made.

"*The Domestic Trade.*—The constitution of the United States prohibits all transit duties on goods passing from one state of the union to another, and releases vessels employed in the coasting trade from the necessity of *entering*. By this wise provision for the extension of trade, custom-houses between the different states are rendered unnecessary, and those on the seaboard, or at the great commercial emporiums of the interior, take no account of the merchandise passing from one section of the union to another. In the absence of official data as to the extent of this important branch of trade, we purpose giving a hasty sketch of its course, or the channels through which it flows.

"With the increase of population and of facilities for the transportation of merchandise, by the improvement of county roads, and the construction of turnpike roads, canals, and railroads, the interchange of commodities with neighbouring states has steadily and rapidly increased; while the application of steam to river navigation has rendered doubly valuable the noble streams of Pennsylvania, as a means of extending her commercial operations. By these various channels of trade, and by the waters of the Atlantic, together with those of the various navigable streams emptying into it, the produce of the state, to an amount far exceeding that exported to foreign countries, is distributed through a large portion of the union.

"The domestic trade of Northern Pennsylvania is very limited in its extent, this region being but thinly populated. Its principal exports are lumber, coal, oats, and neat cattle, together with some wool and butter. By means of the port of Erie or Presque Isle, a communication is opened between the western part of this region and the great lakes, and trade is carried on with many of the towns on their shores. The tonnage of Presque Isle has been as follows, in the years 1832 to 1841 inclusive:—

Years.	tons.	Years.	tons.
1832	967	1837	2993
1833	981	1838	3216
1834	1302	1839	3632
1835	1730	1840	3369
1836	1877	1841	2820

"The Blossburgh and Corning railroad, the Alleghany and Susquehanna rivers, and the turnpike and county roads, at wide intervals traversing this section of the state, facilitate interchange of commodities with the neighbouring counties and some of the large towns, in the interior of New York state. No inconsiderable portion of the produce of the western part of this region passes down the Alleghany river to the towns bordering on the Ohio river, although a much

larger part finds a market at Pittsburg. From the head waters of the Susquehanna river, large quantities of lumber are annually sent to Baltimore.

"The imports of this region, excepting the large supplies derived by internal trade with Pittsburg, are principally from New York city and state, and are similar in character to those hereafter mentioned as taken by the north-eastern section of the state.

"Western Pennsylvania, with its coal, iron, flour, wheat, lumber, wool, and manufactures of various kinds which are exported to a great amount, has access to the interior of Ohio and to the lakes, by means of the Pennsylvania and Ohio or Cross-cut canal and the Sandy and Beaver canal; by the National road to Wheeling on the one hand, and Baltimore on the other; by the internal improvements of the state to the city last-named or *via* Philadelphia, to ports on the Atlantic; and by the Ohio river to all parts of the valley of the Mississippi.

"Pittsburg, the great manufacturing city and commercial emporium of western Pennsylvania, sends her manufactures of iron, glass, cotton, &c., throughout the vast extent of country bordering on the Ohio and Mississippi rivers, as well as to the rapidly improving region extending along the lakes. In return are received drafts on the Atlantic cities or New Orleans, or the varied produce of the several states, viz.: pork, beef, lard, butter, flour, hemp, tobacco, cotton, sugar, molasses, &c.; together with a large part of her supply of coffee, imported at New Orleans. A portion of the above-named articles, as pork, lard, flour, hemp, and tobacco, is re-exported from Pittsburg to Baltimore; and a still larger portion finds a market in Philadelphia, for home consumption or exportation. With the proceeds of the sales of these articles, and of large quantities of flour and wool, the produce of western Pennsylvania, together with drafts on the Atlantic cities received from sales to the west, she purchases in the Atlantic cities, for the consumption of her own citizens or the supply of a large extent of country in western Pennsylvania and Ohio, the cotton, woollen, and leather manufactures, the bonnets, and other articles the manufactures of New England, and various foreign imports; that is, manufactures of wool, silk, cotton, linen, steel, and other metals; porcelain and earthenwares, tea, spices, dried fruit, wine, brandy, &c.

"Annexed is the tonnage of the port of Pittsburg in the years 1832 to 1841 inclusive. The sudden reduction observable in some of the years may be accounted for by the sale of steamboats, great numbers of which are built here for towns on the Ohio and Mississippi rivers.

Years.	tons.	Years.	tons.
1832	10,092	1837	12,652
1833	11,713	1838	11,865
1834	13,272	1839	11,865
1835	13,272	1840	12,000
1836	10,767	1841	10,343

"According to Harris's Directory, the number of steamboats owned in whole or in part, in the district of Pittsburg, in 1841, was eighty-nine, of an aggregate tonnage of 12,436 tons.

"Southern Pennsylvania, whose exports consist principally of grain, flour, iron, leather, &c., finds a market for a large part of these in Baltimore, and the neighbouring counties of Maryland and Virginia. The National road, connecting with the internal improvements of Maryland, opens a communication between Baltimore and the western part of this region; while the eastern portion sends its produce by the Baltimore and Susquehanna or Franklin railroads, or by several turnpikes, into Maryland; or by the internal improvements of Pennsylvania and the Susquehanna river, or Tidewater canal to Baltimore, or more largely to Philadelphia for exportation or home consumption. In return are received goods of a description similar to those above mentioned as purchased in the Atlantic cities for Pittsburg.

"Central Pennsylvania, embracing the greater part of the valley of the Susquehanna and the country bordering on the main line of the internal improvements of the state, west of the Susquehanna river, makes use of this river and these canals and railroads, together with the Tidewater canal, as outlets for its large exports. A market is found for its produce, consisting of wheat and other grains, flour, iron, lumber, coal, &c., at Baltimore, and to a greater extent, probably, *via* Philadelphia, at the other various Atlantic ports. The goods imported are of a character similar to those taken at Pittsburg.

"North-Eastern Pennsylvania, embracing a portion of the anthracite coal fields of the state, exports lumber and some agricultural produce, principally oats, to the neighbouring towns of New York and New Jersey; neat cattle and butter also to the same markets, and to New York city; and coal in large quantities to New York city and intermediate places, and to the Atlantic New England states. The principal channels for its exports, which are moderate in amount, are the Lehigh river, the Delaware and Hudson canal, and several turnpike roads. In return, articles, such as enumerated as taken by Pittsburg, excluding the more expensive and luxurious, are received from New York city.

"South-Eastern Pennsylvania—embracing the earliest settled and most populous counties of the state, rich in agricultural products; together with other counties, abounding in anthracite coal and iron—passes most of its exports through Philadelphia.

"New York and the New England States bordering on the Atlantic take the largest amount of this produce, consisting principally of coal, flour, wheat, corn, &c. The demand for Pennsylvania bread stuffs in Boston has, however, diminished since the completion of the railroad connecting it with Albany.

"In return, Philadelphia receives from the New England states their manufactures of cotton and wool, shoes, bonnets, fish, oil, and various other articles, the produce or manufactures of these states; together with many foreign goods: and from New York, English, French, Chinese, and various other foreign goods too numerous to specify: the balance being greatly against Philadelphia, both in her trade with New England and New York.

"To the neighbouring states of New Jersey and Delaware the exports are to a large amount, consisting of coal, lime, iron, and various manufactures of Pennsylvania; and the manufactures and produce of the New England states and foreign countries generally, especially manufacture of cotton, wool, leather, and iron; sugar, coffee, and tea.

"The imports from New Jersey consist of agricultural produce generally, and those from Delaware, of flour, corn meal, wheat, corn, bark, &c.

"The trade with Maryland is to a very limited extent, and similar in its character to that with Delaware. Most of the freight passing between Philadelphia and Baltimore consists of goods *in transitu* between the latter city and New York, or the New England states.

"The exports from Philadelphia to Virginia are to a moderate amount, and consist of articles much the same as those specified in reference to Pittsburg. In return, tobacco, wheat, corn, and some bituminous coal and cotton yarn are received.

"To North Carolina, South Carolina, Georgia, and Alabama, the exports are similar in character to those sent to Virginia; but to a very small amount. From North Carolina are received naval stores, lumber, and some little cotton and cotton yarn; from South Carolina and Georgia, cotton and rice; and from Alabama, cotton.

"Louisiana takes to a moderate extent, for her own consumption, of the manufactures of the New England states and Pennsylvania, and the manufactures and produce of foreign countries; and sends to Philadelphia large quantities of sugar and molasses, and some cotton, her own produce. Large quantities of heavy goods, destined for the western states, are forwarded by way of New Orleans; and by the same route Philadelphia receives large supplies of the produce of those states; viz., cotton, tobacco, pork, lard, hemp, lead, &c.

"The most important branch of the domestic export trade of Philadelphia is that with Ohio, Kentucky, Missouri, Tennessee, Indiana, Illinois, Mississippi, and Arkansas, especially the six first named, and consists of articles similar to those taken by Pittsburg, the principal portion being imports from the New England states, and from foreign countries, a large part of the latter, as before stated, being received *via* New York and Boston.

"In addition to the articles above enumerated as being forwarded by way of New Orleans, Philadelphia receives from this vast and fertile region, now rapidly filling with an enterprising and industrious population, large quantities of flour, pork, lard, tobacco, hemp, neat cattle, and horses, and some beef, furs, wool, &c., *via* Pittsburg and the internal improvements of the state; these, however, would be vastly greater in quantity, and the purchases of goods in return proportionally increased, if the cost of transportation from Pittsburg to Philadelphia were still further reduced. The balance of this great branch of her trade being in favour of Philadelphia, is paid by drafts on New Orleans and New York.

"With Michigan, Philadelphia has little or no trade.

"Annexed is a statement of the enrolled and licensed tonnage, being that engaged in the coasting trade of Philadelphia for the years 1832 to 1841.

Years.	tons.	Years.	tons.
1832	31,147	1837	42,592
1833	30,529	1838	45,080
1834	32,080	1839	48,293
1835	34,857	1840	51,676
1836	40,871	1841	58,425

"We also append a list of the coastwise arrivals at Philadelphia for the years 1787 to 1842, much the greater portion of the large number appearing in recent years being vessels engaged in carrying coal, or barges laden with merchandise, passing between the north-eastern and south-western markets of the union, benefiting the mercantile community of Philadelphia but little.

COASTWISE Arrivals at Philadelphia, from 1787 to 1842, inclusive.

YEARS.	Vessels.	YEARS.	Vessels.	YEARS.	Vessels.	YEARS.	Vessels.
1787	390	1801	1125	1815	1113	1829	2,210
1788	490	1802	1106	1816	1101	1830	3,287
1789	376	1803	1064	1817	1238	1831	3,262
1790	715	1804	1292	1818	1101	1832	2,849
1791	853	1805	1235	1819	1046	1833	2,573
1792 }	documents	1806	1213	1820	877	1834	2,686
1793 }	lost.	1807	1170	1821	913	1835	3,573
1794	1250	1808	1051	1822	1212	1836	3,764
1795	1228	1809	1083	1823	1018	1837	7,776
1796	1011	1810	1477	1824	981	1838	10,860
1797	929	1811	1425	1825	1195	1839	11,188
1798	1002	1812	1549	1826	1195	1840	9,706
1799	825	1813	319	1827	1320	1841	11,738
1800	1051	1814	583	1828	1247	1842	10,457

A TABLE, showing the quantity of Flour, Grain, &c., exported from Philadelphia to Foreign Ports during the last Ten Years (1831 to 1840), derived from the Philadelphia Commercial List.

YEARS.	FLOUR.						GRAIN.				
	Wheat Flour.		Rye Flour.		Corn Meal.		Wheat.		Corn.		Oats,&c.
	barrels.	value.	barrels.	value.	barrels.	value.	bushels.	value.	bushels	value.	value.
		dollars.		dollars.		dollars.		dollars		dollars.	dollars.
1831	259,785	1,452,656	8,433	31,248	45,432	153,529	61,282	77,331	42,293	30,521	9,728
1832	151,917	768,681	13,040	56,434	50,323	154,113	2,258	2,429	48,859	33,379	3,906
1833	132,022	727,568	27,939	100,507	51,903	172,740	..	..	66,708	44,764	4,385
1834	87,905	474,454	23,795	86,266	50,018	151,726	..	..	31,526	25,704	17,373
1835	96,098	561,931	21,038	91,525	50,869	193,488	2,903	3,809	25,457	22,295	14,522
1836	67,113	520,950	27,429	135,203	42,798	184,459	..	..	19,117	18,075	2,940
1837	33,680	306,383	17,276	96,913	63,893	291,912	..	..	21,486	21,517	4,389
1838	69,622	553,007	14,211	66,473	64,002	241,636	..	..	17,087	14,280	2,537
1839	191,380	1,273,484	24,527	116,161	73,800	292,915	37,831	47,738	17,117	16,439	2,918
1840	284,775	1,457,954	36,471	107,488	89,486	280,175	280,047	311,208	76,749	43,618	22,527

THE Enrolled and Licensed Tonnage of Pennsylvania, from 1789 to 1841, inclusive.

YEARS.	Tons.	YEARS.	Tons.	YEARS.	Tons.	YEARS.	Tons.
1789	4015	1803	9,855	1816	24,744	1829	27,494
1790	5180	1804	9,995	1817	24,296	1830	24,236
1791	3222	1805	11,000	1818	25,148	1831	29,225
1792	3515	1806	10,297	1819	23,673	1832	42,206
1793	4625	1807	11,410	1820	24,117	1833	43,223
1794	6273	1808	14,671	1821	25,080	1834	46,653
1795	7325	1809	14,922	1822	23,995	1835	49,860
1796	7669	1810	15,803	1823	27,291	1836	53,514
1797	8178	1811	17,164	1824	27,766	1837	58,237
1798	8348	1812	17,502	1825	29,421	1838	60,161
1799	7857	1813	20,247	1826	31,583	1839	63,790
1800	8032	1814	20,407	1827	31,436	1840	67,045
1801	7444	1815	22,360	1828	37,775	1841	71,588
1802	8951						

" *The Internal Trade.*—In the preceding article, on the course of the domestic trade of Pennsylvania, allusion has been made to the extent of business between Philadelphia and Pittsburg, and between those two cities and a large portion of the state. This forms but a very small part of the internal trade of Pennsylvania, which embraces all the interchanges between sections adjacent, or widely separated, of every variety of merchandise, the produce of agriculture, the mine, or the forest; or the manufacture of the factory or workshop. Of its amount no other than a very vague estimate can be formed; it, however, vastly exceeds both that of the domestic and of the foreign trade, although it may be said to be yet in its infancy.

" No state of the union contains the elements of wealth more diversified in character or unlimited in extent than Pennsylvania; and with a virtuous, intelligent, and industrious population, to develop the resources of her rich and varied soil and countless mineral treasures, she cannot fail, in time, to possess within her borders a manufacturing interest, equal, if not superior, to the agricultural. A *home* market for her agricultural produce will thus be created; while her exports will consist of manufactures sent to the western and southern states of the union, and probably, in

considerable quantities to foreign countries. This anticipated development of the internal trade of Pennsylvania must be promoted, in no small degree, by the state canals, railroads, and other facilities for the transportation of produce, in the judicious management of which, those engaged in the domestic and foreign, as well as this branch of trade, have a deep interest.

PRINCIPAL SEAPORTS AND TOWNS OF PENNSYLVANIA.

PHILADELPHIA, the second city in the United States, is situated on a plain which rises in some parts sixty-four feet above the high-water level. The city lays between the Delaware and the Schuylkill rivers, extending two miles from the one to the other, and four miles and a half along the Delaware, five miles above their junction, and 120 miles by the course of the Delaware from the ocean. It contained, in 1790, 42,500 inhabitants; in 1800, 70,287; in 1810, 96,664; in 1820, 119,325; in 1830, 167,811; in 1840, 220,423. Of the latter there were employed in agriculture, 693; in commerce, 7912; in manufactures and trades, 24,900; navigating the ocean, rivers, &c., 2050; learned professions, &c., 1549.

The plan of the city is nearly in the form of a parallelogram, having the Delaware on the east, the Schuylkill on the west, Vine-street on the north, and South or Cedar-street on the south. There are five adjoining districts which belong as much to Philadelphia as Southwark and Westminster do to London: those districts have incorporations and municipal authorities distinct from the city, and from each other. They are the Northern Liberties, Kensington, and Spring Garden on the north, and Southwark and Moyamensing on the south.

The compactly built part of Philadelphia is about nine miles in circumference. The two principal streets are Market or High-street, which extends from the Delaware to the Schuylkill, east and west, through the middle of the city; and Broad-street, which runs north and south, crossing Market-street at right angles, near the centre of the city plat. The other streets of this portion cross each other at right angles. Market or High-street is 100 feet broad, and Broad-street is 113 feet; Arch or Mulberry-street is sixty-six feet wide; the other streets are fifty feet. The adjoining districts have not the same regularity in their plan. The whole number of streets in the city and districts is above 600. Common sewers convey the filth of the streets into the Delaware river. The houses are built with uniformity and neatness, and the streets are kept very clean.

The largest ships ascend the Delaware river to the city, where it is nearly a mile wide to Camden, which lies opposite, in New Jersey. The Schuylkill river is also navigable for smaller vessels to the bridge, where it is 500 feet wide. Both rivers are usually frozen over for some time during the winter, and the ice then forms an obstacle which considerably impedes navigation.

Generally, the architecture of Philadelphia is simple and not imposing. Several of the public buildings are, however, exceptions. That in which was transacted the business of the late United States Bank, in Chestnut-street, is in imitation of the Pantheon. On the failure of that bank, so fatal to its creditors, this edifice was sold for 300,000 dollars. The Bank of Pennsylvania, in Second-street, is 125 feet by 51 feet. It has two Ionic porticoes of six columns each. The United States Mint, corner of Chestnut and Juniper-streets, has Ionic porticoes of more than 120 feet long on each front. The Merchants' Exchange, between Dock, Walnut, and Third-streets, is ninety-five feet by fourteen feet wide, with a portico of four Corinthian columns on one front, and a semi-circular portico of eight columns on the other. The basement contains various offices, with the post-office. The great hall is embellished by paintings and ornamental devices. All the above noticed edifices are built of white marble. The Girard Bank, in Third-street, below Chestnut-street, has a front of white marble, with a portico of six Corinthian columns of the same material. It has extensive grounds neatly laid out and ornamented. The United States Naval Asylum or Marine Hospital, is 386 feet in front and 175 feet deep. It has a portico in the centre of eight Ionic columns. There are 180 dormitories, capable of lodging 400 persons. The whole is surrounded by ornamental grounds. The almshouse, on the west bank of the Schuylkill river, consists of a centre building with wings, together with two detached buildings, one at each end. It has 180 acres of ground, ten of which are occupied by its enclosures. Girard College, about one mile from the city, consists of a centre building, including the portico, 160 feet by 218 feet, and is surrounded by a colonnade, with pillars six feet in diameter, and fifty-five feet high, with Corinthian capitals; and two other buildings, each fifty-two feet wide and 125 feet long. This establishment, solely for the education of orphan children, was founded by a bequest of the late Stephen Girard, of over 2,000,000 dollars. Among the public buildings of Philadelphia is the State House in Chestnut-street, erected in 1735, in which the Congress sat which declared the independence, and where the convention sat that drew up the constitution of the United States, should not be overlooked. The room in which they sat is carefully preserved without alteration. The original bell, cast many years before the declaration of independence, is preserved in the tower of the steeple, and has this inscription, "Proclaim LIBERTY throughout this land, unto all the inhabitants thereof."—*Leviticus*, xxv. 10.

Philadelphia has several public squares, none of great extent. They are generally well laid out and ornamented.

Among the public works of the city, the Fairmount Water Works, on the east bank of the Schuylkill, two miles north-west from the city are conspicuous. They occupy an area of thirty acres, consisting mostly of a hill 100 feet high. On the top of the hill are four reservoirs, capable of holding 22,000,000 gallons. A dam is constructed across the Schuylkill river, and the water from the pond moves forcing pumps, which raise the water of the river to the reservoirs, from which it is distributed through pipes over the city. At the western termination of Market-street is a substantial bridge over the Schuylkill river, 1350 feet long, including the abutments, and forty-two feet wide. There is a viaduct over the Schuylkill, built by the Philadelphia, Wilmington, and Baltimore railroad company, which also admits the passage of ordinary carriages. These are the only bridges which cross the Schuylkill river near the city.—*U. S. Gaz.*

Steamboats and sailing vessels afford a constant and easy communication with New York and Baltimore; and railroads in various directions render Philadelphia a great thoroughfare. By the Pennsylvania canal, and a short railroad over the Alleghany, Philadelphia communicates with Pittsburg, and the great valley of the Mississippi.—*U. S. Gaz.*

Trade and Manufactures.—In 1840, there were 184 foreign commercial, and forty-four commission houses, with a capital of 2,049,501 dollars; 1791 retail stores, with a capital of 17,082,384 dollars; forty-eight lumber-yards, with a capital of 1,118,500 dollars; two furnaces, with a capital of 259,050 dollars; machinery was manufactured to the value of 915,864 dollars; hardware and cutlery, 154,400 dollars; the precious metals, 2,651,510 dollars; of various metals, 876,060 dollars; fifteen woollen factories, capital 135,100 dollars; seventeen cotton factories, with 17,922 spindles; fourteen printing and dyeing establishments, with a total capital of 474,000 dollars; eight tanneries, with a capital of 117,500 dollars; eleven distilleries, sixteen breweries, with a capital of 415,200 dollars; paints and drugs, 1,839,050 dollars; one glass factory, and one glass-cutting establishment, with a capital of 23,500 dollars; six potteries, with a capital of 24,000 dollars; twelve sugar refineries produced refined sugar to the value of 890,000 dollars; six paper factories produced 31,250 dollars; twelve rope-walks, with a capital of 82,900 dollars; one saw mill, one flouring mill, one grist mill, capital 8000 dollars; furniture to the amount of 526,200 dollars; 808 brick and stone houses, and sixty-two wooden houses, cost 2,751,383 dollars; forty-six printing offices, twelve binderies, eight daily, sixteen weekly, seven semi-weekly newspapers, and twenty-six periodicals, employed 911 persons, with a capital of 252,600 dollars. Total capital in manufactures, 8,796,998 dollars.—*Official Returns.*

Institutions.—The institutions of Philadelphia are numerous. Pennsylvania hospital was founded in 1750, through the instrumentality of Dr. Franklin and others. The state granted 2000*l.*, and the same sum was raised by subscription, and the building was commenced in 1755. In an area in front of the hospital, stands a full length statue of William Penn, in bronzed lead. This institution is well managed; and they have recently erected a separate institution for the insane. The House of Refuge for juvenile delinquents; the Institution for the deaf and dumb; the Institution for the blind, and the Philadelphia Orphan Asylum, are all useful establishments.

Banks.—In 1841, there were in the city and liberties, thirteen banks, with an aggregate capital of 14,550,000 dollars, besides the United States Bank of Pennsylvania, whose capital was 35,000,000 dollars, and twenty-three insurance companies.—(See Banks of the United States hereafter.)

Education.—The University of Pennsylvania was founded in 1791, by the union of two previous institutions, the first of which was instituted in 1755. It has fourteen instructors, 116 students, and 5000 volumes in its library. The most flourishing department is the medical, which has seven professors, and over 400 students, and is the most distinguished institution of the kind in the United States. Jefferson Medical College was formerly connected with the college at Cannonsburg, but is now independent, founded in 1824; it has seven professors and 145 students. The medical department of Pennsylvania College, founded in 1839, has six professors and sixty students. The American Philosophical Society was founded in 1740, chiefly through the exertions of Dr. Franklin. In 1769, it was united with another similar society. It has an excellent library and a collection of minerals. The Academy of Natural Sciences, founded in 1817, has a library of over 9000 volumes. The Franklin Institute was founded in 1824, and consists of 3000 manufacturers, artisans, and mechanics. The Athenæum, founded in 1815, has a good library and reading-room. The Mercantile Library, formed in 1822, has 5000 or 6000 volumes, chiefly relating to commerce and its kindred subjects. The Historical Society has issued many useful publications relating to the early history of Pennsylvania. The Philadelphia Library Company, established through the influence of Dr. Franklin, has a library of over 42,000 volumes.—*U. S. Gaz.*

Religion.—There are about 100 churches in the city, of which the Presbyterians have twenty-four; the Episcopalians nineteen; the Methodists nineteen; the Baptists seventeen; the Roman Catholics six, &c.

Among the places of amusement there are four or five theatres, a number of public gardens, and the Philadelphia Museum.—*U. S. Gaz.*

The government of the city of Philadelphia is vested in the hands of a mayor, a select council of twelve, and a common council of twenty members. One-third of the select, and the whole of the common council, are chosen annually by the people, and the councils elect a mayor. The aldermen, who are fifteen in number, are appointed by the governor to act, with the mayor, as judges, during good behaviour; and the aldermen act as justices of the peace. The whole legislative power is vested in the councils, of which the select council forms a kind of senate.

Philadelphia was surveyed and founded in 1682. It had previously been in possession of the Swedes, some of whom came into the country bordering on Delaware bay as early as 1627. It was named after a city in Asia Minor, and the plan is said to have been suggested by that of ancient Babylon, and according to the original design of William Penn, its original founder and proprietor, was designed to have equalled that ancient capital in extent; but the idea was soon abandoned, and the charter of 1701 restricted it to the present boundaries of the city proper. Penn's country residence was at Pennsburg Manor, above Bristol, in which was a large hall of audience, where he held treaties with the Indians, and the oak arm-chair in which he sat, is now in the Pennsylvania hospital.—*U. S. Gaz.*

Kensington, which constitutes a suburb of Philadelphia, in the north-east part, along the Delaware river, though it has a separate government, under fifteen commissioners, contains various manufacturing establishments of cotton, woollen, iron, and glass, and considerable ship building. In 1840, there were, one commission house, and 112 stores, capital 107,900 dollars; seven lumber yards, capital 116,500 dollars; nine woollen factories, fifteen cotton factories, 700 spindles, three tanneries, one brewery, one glass factory, four rope factories. Capital in manufactures, 721,600 dollars. Population, 22,314.—(See Philadelphia.)

Spring-garden, opposite Philadelphia, is also a constituent part of the latter, though under a separate charter, and governed by thirteen commissioners, elected for three years. It contains the Fairmount water-works, the eastern penitentiary, the house of refuge, the city hospital, an extensive floor-cloth factory. It had, in 1840, five commission houses, capital 25,000 dollars; 106 retail stores, capital 234,650 dollars; thirteen lumber yards, capital 271,000 dollars; four woollen factories, four cotton factories, 7802 spindles; five dyeing and print establishments, three tanneries, one distillery, three breweries, one pottery, one paper factory, one rope factory, one flouring mill, one grist mill. Capital in manufactures, 1,178,000 dollars. Population, 27,849.

Southwark was separated from the municipal government of Philadelphia, for local purposes, in 1762. The act of separation was confirmed in 1794, when it was incorporated, to be governed by fifteen commissioners, five of whom are elected annually, for the term of three years. It contains about 5000 dwelling-houses, many of them well built and commodious, but a large proportion are frame or brick buildings of two stories. Most of the streets are paved and lighted, and have a watch. It is supplied with water from the Schuylkill water-works. The navy yard, several ship and boat yards, and a marine railway are on the Delaware river. A brick shot-tower is a lofty and conspicuous structure. There were, in 1840, five commercial and commission houses, capital 80,000 dollars; 252 stores, capital 262,109 dollars; nine lumber yards, capital 203,000 dollars; two dyeing and printing establishments, one tannery, seven distilleries, two breweries, two potteries, one sugar refinery, four rope factories, two printing offices, one weekly and one semi-weekly newspaper. Capital in manufactures, 890,560 dollars. Population, 27,548.—(See Philadelphia.) The *Northern Liberties*, were incorporated in 1803, and governed by five commissioners.

Port and Trade Regulations and Charges at Philadelphia, from the Municipal Laws, and the Resolutions of the Chamber of Commerce.

Port Regulations.—If any master of a vessel, or other person, shall refuse or neglect to comply with the directions of the harbour master, in matters within the jurisdiction of his office, such person shall, for each and every such offence, severally forfeit and pay any sum not exceeding 100 dollars. The harbour-master shall for his services receive from the master, owner, or consignee of each vessel arriving at the port of Philadelphia (coasting vessels not exceeding the burden of seventy-five tons excepted), one dollar for each and every voyage by such ship or vessel performed, and no more.

Every vessel that may arrive, and anchor in the stream anywhere between Almond and Vine-streets, having previously landed all gunpowder she may have had on board, may remain in that situation twenty-four hours, and no longer, taking care to lie as near to the island, or sand bar, as may be consistent with safety. But if, from a vessel having servants on board, or from any other cause, it may be thought necessary to lie a longer time in the stream, then, and in every such case, the person having charge of such vessel shall remove her from opposite the city, and cause her to be moored, to the northward of Vine-street, with

one anchor and cable up, and one anchor and cable down the stream; and in both the above-mentioned situations, the regulation contained in the succeeding article to be attended to.

If any vessel, properly moored inthe stream, shall have her anchor or cable overlaid by any other vessel in anchoring or mooring, the master or person having the care or direction of such last-mentioned vessel shall immediately, or as soon as may be after application made to him by the party aggrieved, cause the said anchor or cable so overlaying to be taken up and cleared. When any ship or vessel shall be hauled into any wharf or dock, or alongside of another vessel that may be lying at such wharf or dock, the owner, master, pilot, or whoever may have the command, care, or direction of her, shall have her securely made fast; and if outside of another vessel, shall get one good fast from each end of the vessel to the shore, with sufficient fenders between them and the inside vessel; and shall cause the flukes of their anchors to be taken in board; and, within twenty-four hours thereafter, cause her jib-boom, spritsail-yard, main boom, spanker and ringtail booms, if any they have, to be rigged in, and their lower yards topped up.

No outward-bound vessel, putting off from a wharf, shall lie longer in the stream between Vine-street and Almond-street, in the district of Southwark, above-mentioned, than twenty-four hours. And if vessels lying at the end of wharfs so much interlock with each other as to prevent vessels hauling in and out of docks, the master, owner, pilot, or other person having the charge of the same, shall, immediately on application from any person so wanting to haul his vessel in or out of docks, have the vessel or vessels so interfering, moved to accommodate the one applied for; in which case the vessel making room for another to haul in or out, shall have liberty to make her warps fast to the most convenient place adjacent, for a reasonable time; and all sea vessels, when wanting to haul into a wharf or dock, or to make sail in order to proceed to sea, shall have the same privilege.

A vessel lying alongside any wharf, and not taking in or discharging, shall make way for any vessel that wants to unload or load, to come inside, next the wharf, until she discharges or loads her cargo; and the said vessel, when so discharged or loaded, shall haul outside and give way to the vessel that first occupied the wharf; provided that, from the 10th of December to the 1st of March, no vessel shall be compelled to move from her berth (only those at Gloucester Point piers), excepting to let vessels in and out of docks.

No ship or vessel loading or discharging hemp shall have any fire on board; neither shall any vessel lying outside or near her be permitted to have fire on board, while it may be considered dangerous. And no tar, turpentine, rosin, or pitch, shall be heated on the wharf, or on board any vessel lying at any wharf within the limits of the city.

Pilotage.—Every vessel arriving from, or bound to, a foreign port, is required by law to receive a pilot, or to pay half pilotage in the warden's office, where the master of every such vessel is required, under a penalty of ten dollars, to make report within thirty-six hours after his arrival, and again before his departure.

RATES OF PILOTAGE.

INWARDS.		OUTWARDS.		INWARDS.		OUTWARDS.	
	dolls. cents.		dolls. cents.		dolls. cents.		dolls. cents.
5 feet is	13 33	5 feet is	10 00	13 feet is	35 33	13 feet is	26 67
5½ —	14 67	5½ —	11 00	13½ —	37 00	13 —	28 00
6 —	16 00	6 —	12 00	14 —	38 67	14 —	29 33
6½ —	17 33	6½ —	13 00	14½ —	40 33	14½ —	30 67
7 —	18 67	7 —	14 00	15 —	42 00	15 —	32 00
7½ —	20 00	7½ —	15 00	15½ —	43 67	15½ —	33 33
8 —	21 33	8 —	16 00	16 —	45 33	16 —	34 67
8½ —	22 67	8½ —	17 00	16½ —	47 00	16½ —	36 00
9 —	24 00	9 —	18 00	17 —	48 67	17 —	37 33
9½ —	25 33	9½ —	19 00	17½ —	50 33	17½ —	38 67
10 —	26 67	10 —	20 00	18 —	52 00	18 —	40 00
10½ —	28 00	10½ —	21 00	18½ —	53 67	18½ —	41 33
11 —	29 33	11 —	22 00	19 —	55 33	19 —	42 67
11½ —	30 67	11½ —	23 00	19½ —	57 00	19½ —	44 00
12 —	32 00	12 —	24 00	20 —	58 67	20 —	45 33
12½ —	33 67	12½ —	25 33				

Every vessel of seventy-five tons and upwards arriving from, or bound to, any port within the United States, and the master of all such vessels, are bound to pay as above.

The pilot must inform the master of his having to report at the warden's office.

As vessels obliged to receive a pilot are required to pay ten dollars in addition, as winter pilotage, from the 20th of November to the 10th of March, both days inclusive.

The vessels of foreign countries, which are not exempt by treaty, must pay two dollars sixty-seven cents in addition to other pilotage.

Every pilot detained more than twenty-four hours by any master, owner, or consignee, is entitled to two dollars per day for every day he is so detained.

Every pilot detained more than forty-eight hours by the ice, after he has conducted his vessel to a place of safety, is entitled to two dollars for every day he is detained.

Every pilot compelled to perform quarantine is entitled to two dollars for every day he is so detained, and cannot be discharged in less than six days, without his consent.

Every pilot obliged by stress of weather to proceed to another port, is entitled to his pilotage; and if there discharged, to eight cents for every mile he has to travel home.

Every pilot is required, under a penalty of twelve dollars, to send a report, within forty-eight hours, to the warden's office, of every vessel he conducts to the city.

COMMISSION CHARGES.

	Foreign.	Domestic.	
	per cent.	per cent.	
Merchandise, sales	5	2½	on gross amount.
Purchase and shipment, or accepting bills for purchases	2½	2½	on cost and charges.
Landing and reshipping goods from vessels in distress	2½	2½	on current value.
Receiving and forwarding	½	½	on ditto.
Besides	2½	2½	on responsibilities incurred.
Vessels, sale or purchase	2½	2½	on gross amount.
Procuring freight or chartering to proceed to another port	2½	2½	on ditto.
Collecting freight or general average	2½	2½	on amount collected.
Paying outfits or disbursements	2½	2½	on aggregate amount.
Marine insurances, effecting, when the premium does not exceed ten per cent	½	½	on amount insured.
When the premium exceeds ten per cent	5	5	on amount of premium.
Adjusting and collecting losses without litigation	2½	2½	on amount recovered.
Fire insurances, effecting	5	5	on amount of premium.
Adjusting and collecting losses	1	1	on amount recovered.
Foreign and inland bills of exchange and notes of hand, drawing or indorsing and negotiating, in all cases	2½	2½	on the proceeds.
Purchase without indorsing	½	½	on cost and charges.
Sale ditto	½	½	on the proceeds.
Collecting	½	½	on amount collected.
Paying over the amount	½	½	on amount paid over.
Remitting	½	½	on amount remitted.
Public stocks, specie, bank notes, or drafts not current, sale	½		on proceeds.
Purchase	½	½	on cost and charges.
Collecting dividends on public stock	½	½	on amount collected.
Advances in money, or by coming under acceptance, in all cases	2½	2½	on amount advanced.
Accounts, collecting disputed or litigated accounts, or claims on insolvent estates	5	5	on amount recovered.
Monies, receiving, from which no other commission is derived	½	½	on amount received.
Paying ditto	½	½	on amount paid.
Paying and receiving ditto	1	1	on amount received.
Guarantee, in all cases	2½	2½	on the amount guaranteed.

On bills remitted for collection under protest for non-acceptance or non-payment, one-half commission to be charged.

On consignment of merchandise withdrawn or reshipped, full commission to be charged to the extent of advances or responsibilities incurred, and one-half commission on the current value of the residue.

On sales of merchandise originally consigned to another house, but withdrawn, and where no responsibilities are incurred, only one-half commission to be charged.

The current value, in all cases, to be settled by certificates of two respectable merchants, auctioneers, or brokers.

The above commissions to be exclusive of guarantee, brokerage, storage, wharfage, cartage, towboats, &c., and every other charge actually incurred.

The risk of loss by fire, unless insurance be ordered, and of robbery, theft, and other unavoidable occurrences, if the usual care be taken to secure the property, is, in all cases, to be borne by the proprietor of the goods.

NAVIGATION of Philadelphia, showing the Total Arrivals and Departures of Vessels.

YEARS.	Foreign.	Coastwise.	TOTAL.	YEARS.	Foreign.	Coastwise.	TOTAL.
1787	596	390	986	1813	74	319	393 } §
1788	411	490	901	1814	43	583	626 } §
1789	324	376	700*	1815	487	1113	1600
1790	639	715	1354	1816	538	1101	1639
1791	595	853	1448	1817	532	1238	1770
1792	....	....	.... } †	1818	576	1101	1677
1793	....	....	.... } †	1819	450	1046	1496
1794	618	1250	1868	1820	479	877	1356
1795	779	1228	2007	1821	441	913	1354
1796	858	1011	1869	1822	494	1212	1706
1797	641	929	1570	1823	482	1018	1500
1798	459	1002	1461	1824	501	981	1482
1799	443	825	1268	1825	484	1195	1679
1800	536	1051	1587	1826	482	1195	1677
1801	667	1125	1792	1827	469	1320	1789
1802	653	1106	1759	1828	450	1247	1697
1803	611	1064	1675	1829	374	2210	2584
1804	498	1292	1790	1830	415	3287	3702 ‖
1805	520	1235	1755	1831	396	3262	3658
1806	704	1213	1917	1832	428	2849	3277
1807	701	1170	1871	1833	474	2573	3047
1808	298	1951	2249 ‡	1834	430	2686	3116
1809	351	1683	2034	1835	429	3573	4002
1810	405	1477	1882	1836	421	3764	4185
1811	500	1425	1925	1837	409	7776	8185
1812	323	1549	1872	1838	464	10,860	11,324

* From the 1st of August to the 31st of December: no records for previous part of the year.
† The documents for these two years lost or mislaid.
‡ Embargo.
§ War with Great Britain.
‖ Opening of the Chesapeake and Delaware canal.

Foreign Arrivals at Philadelphia, 1839.—Ships, 90; barks, 37; brigs, 274; schooners, 117; galliot, 1; mistico, 1; sloop, 1. Total, 521.

Of these vessels there were eighty-six belonging to foreign ports, viz.:—Austrian, 2; Bremen, 9; British, 56; Colombian, 3; Danish, 2; Dutch, 1; French, 2; Genoese, 1; Hamburg, 2; Haytian, 2; Portuguese, 1; Prussian, 1; Russian, 2; Spanish, 1; Swedish, 1. Total, 86.

In 1838, the total number of foreign arrivals was, ships, 79; barks, 19; brigs, 232; schooners, 132; mistico, 1; sloop, 1. Total, 464.

Value of Goods Imported, and Duties.—The value of the goods imported into this port during the years 1837 and 1838, and three quarters of 1839, has been as follows, viz.;—in 1837, 10,130,838 dollars; in 1838, 10,417,815 dollars.

The duties accruing to the United States from imports into this port during the fiscal years, 1838 and 1839, have been as follow, viz.:—in 1839, 2,971,122 dollars 97 cents; in 1838, 1,917,108 dollars 80 cents.

For trade and navigation of this port, and also for previous years, see General Trade and Navigation of Pennsylvania.

CARLISLE. Population, in 1840, 4351. The Cumberland Valley railroad, extending from Harrisburg to Chambersburg, passes through this place. In 1840, there were forty-two stores, capital 90,446 dollars; two lumber yards, capital 2000 dollars; six tanneries, three distilleries, two breweries, three printing offices, one bindery, three weekly papers. Capital in manufactures, 68,750 dollars.

CHAMBERSBURG, situated in the valley of Conecocheague creek, a branch of the Potomac river. It had, in 1840, thirty-eight stores, capital 135,400 dollars; one tannery, one pottery, one paper factory, one cotton factory, one woollen factory, one oil mill, one edge tool factory, two flouring mills, in one of which straw paper is also manufactured, four printing offices, one of which belongs to the German Reformed church of the state, four weekly and one semi-weekly newspapers, an insurance company, a saving fund society, and numerous mechanic and manufacturing establishments. Capital in manufactures, 131,450 dollars. Population, in 1840, 3239; 1842, 4030. The Conecocheague and Falling Spring creeks, unite in the borough, and afford good water power.

EASTON, situated on the west side of Delaware river, at the junction of the Lehigh, fifty-eight miles north of Philadelphia. Population, in 1820, 2370; 1830, 3529; 1840, 4865. It is built on a point of land formed by the Delaware and Lehigh rivers, and Bushkill creek. The streets are laid out along the cardinal points, crossing each other at right angles, with a square in the centre, on which stands the court house, erected in 1758. The part of the village on the Delaware is

level, but considerably elevated above the river, and the ground rises gradually from the river toward the west to a considerable height. There is a fine bridge over the Delaware, 570 feet long, which cost 80,000 dollars; a chain bridge over the Lehigh; and two bridges over the Bushkill. The Delaware, Morris, and Lehigh canal form a junction at this place. There were, in 1840, two banks, seventy stores, capital 272,650 dollars; three lumber yards, capital 15,000 dollars; one woollen factory, capital 20,000 dollars; three tanneries, three distilleries, two breweries, two rope factories, seven flouring mills, two saw mills, two oil mills, three printing offices, two binderies, four weekly newspapers. Capital in manufactures, 177,295 dollars.

Erie, is beautifully situated on Presque Isle bay, Lake Erie, and is one of the best harbours on the lake. The depth of water on the bar is eight or ten feet, and within much more. It contained, in 1840, one bank, forty-five wholesale and retail stores, six forwarding and commission warehouses, two flouring mills, two iron foundries, one fulling mill, two tanneries, three printing offices, one bindery, four weekly newspapers, two grist mills, one saw mill. Capital in manufactures, 31,200 dollars. Population, 3412.—(See Interior Trade of the United States hereafter.)

Harrisburg, city, capital of the state of Pennsylvania, is situated on the east bank of the Susquehanna, ninety-eight miles north-west by west of Philadelphia. Population, in 1820, 3000; 1830, 4307; 1840, 5980. Its situation is commanding, having a fine view of the river and surrounding country. The houses are well built, and generally of brick. "The bridge, a fine covered structure, extending to an island in the river, and thence to the opposite bank, 2876 feet long, forty feet wide, fifty feet above the surface of the river, and cost 155,000 dollars; there is another recently built. There were, in 1840, three commission houses engaged in foreign trade, capital 23,500 dollars; seventy-six retail stores, capital 319,860 dollars; five lumber yards, capital 25,000 dollars; one forge, two tanneries, three breweries, two potteries, one saw mill, twelve printing offices, six binderies, eleven weekly newspapers, one periodical. Capital in manufactures, 195,450 dollars."—*U. S. Gaz.*

Lancaster, formerly capital of the state, is situated one mile and a half west of Conestoga creek, which falls into the Susquehanna, nine miles south-south-west of the city. Population, in 1820, 6663; 1830, 7704; 1840, 8417. It is regularly laid out with wide streets, crossing each other at right angles. The streets are well paved and kept in a neat condition. It is surrounded by a very fertile, highly cultivated and populous country. The great western turnpike from Philadelphia to Pittsburg, and the Philadelphia and Columbia railroad, pass through the city. Its commerce and manufactures are considerable. There were, in 1840, two commission houses engaged in foreign trade, capital 38,000 dollars; thirty-two stores, capital 242,750 dollars; three lumber yards, capital 16,000 dollars; three furnaces; machinery manufactured, value 12,500 dollars; two tanneries, thirteen distilleries, four breweries, four potteries, two rope-walks, five printing offices, three binderies, six weekly newspapers. Capital in manufactures, 223,439 dollars. There were in the township, one cotton factory, 2000 spindles, five distilleries, three flouring mills, three grist mills, and two saw mills. Capital in manufactures, 90,000 dollars. Population, 809.

Lower Merion, watered by Schuylkill river, and Mill and Cobb's creeks. It had, in 1840, nine stores, capital 13,950 dollars; two lumber yards, capital 6500 dollars; two woollen factories, three cotton factories, 1532 spindles, seven paper factories, three grist mills, three saw mills. Capital in manufactures, 117,170 dollars. Population, 2827.

Mauch Chunk, belongs chiefly to the Lehigh navigation and coal company, and contains several villages connected with the coal business. About 1200 of the inhabitants are employed in mining and shipping coal, and there is little agricultural cultivation in the neighbourhood, the provisions being brought from an average distance of twenty miles. An inclined plane, 700 feet long, rising 200 feet, and a railway, nine miles long, extends to the great coal mine. About thirty acres have been worked from this single vein, and have produced more than 1,200,000 tons. Here is a village called Coalville, of forty dwellings, occupied by miners. Below Mauch Chunk the coal is conveyed by the Lehigh canal. This township has seven stores, capital 41,000 dollars; three lumber yards, capital 7000 dollars; one printing office, one weekly newspaper, one grist mill, four saw mills. Capital in manufactures, 28,000 dollars. Population, 2193.

Pittsburg, city, port of entry, and capital of Alleghany county, Pennsylvania, is situated at the confluence of the Alleghany and Monongahela rivers, where they form the Ohio, which is here a quarter of a mile wide. It is in 40 deg. 32 min. north latitude, and 80 deg. 2 min. west longitude; 230 miles west-north-west of Baltimore, 297 miles west by north of Philadelphia, 200 miles west-north-west of Harrisburg, 226 miles from Washington. Population, in 1810, 4768; 1820, 7248; 1830, 12,542; 1840, 21,115, being the second city in population in the state, and the thirteenth in the United States. "It is built on a beautiful plain between the two rivers, in the form of a triangle. About a mile back of the point it is encompassed by Grant's, Ayers', and Quarry hills. It is compactly built, with some handsome buildings, generally of brick; but a dingy appearance is given to them by the dust of the bituminous coal, so extensively used in manufactures and otherwise. The city was first laid out in 1765, on the north-east bank of the Monongahela, after the plan of Philadelphia, with streets running parallel with the river, and crossed by others at right angles. The streets on the Alleghany also runs parallel with the river, and are crossed by streets at right

angles; and the cross streets meet each other obliquely, a few streets back from the river. A bridge crosses the Alleghany, and another the Monongahela river, the former of which cost 96,000 dollars, and the latter 102,000 dollars. The Pennsylvania canal crosses the Alleghany river in an aqueduct, and several ferries cross the Monongahela. The harbour of Pittsburg is chiefly on the Monongahela, where the water is deeper than in the Alleghany. There are eighty-nine steamboats, averaging over 125 tons burden, owned wholly or in part in the district of Pittsburg. The hills with which Pittsburg is surrounded are filled with bituminous coal, which is inexhaustible, and affords great aid to its manufactures. There are thirty-five churches—five Presbyterian, one Reformed Presbyterian, four Methodist, one Protestant Methodist, one Cumberland Presbyterian, three Baptist, two Episcopal, five Scots Presbyterian, two Lutheran, two Congregational, three Welsh Methodist, one Unitarian, one Disciples, three Roman Catholic, and one African. There are four banks, with an aggregate capital of 3,000,000, dollars, besides a bank for savings, and two insurance offices, with a total capital of 500,000 dollars.

"Among the public buildings of Pittsburg, the new court house, situated on Grant's hill, is a splendid edifice, 165 feet long, and 100 feet broad, of Grecian Doric architecture, in a very commanding situation, and cost 200,000 dollars. The building of the Western University of Pennsylvania is also near Grant's hill, on the Monongahela side of the city. There is a spacious Roman Catholic cathedral on Grant's hill. There are a museum, which contains many aboriginal curiosities, and several splendid hotels. There are several literary societies, with small libraries, which would probably be more efficient, if united in one large institution. There are three market houses. The city is supplied with water raised from the Alleghany river, a very pure stream, by steam power, which supplies 1,500,000 gallons daily, and is sent over the city in pipes, in the whole nine miles and a quarter in length, and is to be further extended, and which cost 188,056 dollars. Pittsburg is alike distinguished for its commerce and manufactures. Tonnage, in 1840, 12,000 tons. It had, in 1840, seven commercial and thirty-two commission houses, with a capital of 1,241,110 dollars; 408 retail stores, capital 4,165,190 dollars; seventeen lumber yards, capital 167,000 dollars; twenty-five furnaces, five forges, capital 1,219,000 dollars; value of machinery manufactured, 443,500 dollars; hardware and cutlery, &c., 276,500 dollars; five cannon and 1350 small arms manufactured; precious metals, 14,860 dollars; various metals, 196,700 dollars; one fulling mill, one woollen factory, capital 10,000 dollars; two cotton factories, with 3000 spindles, four tanneries, five breweries, paints and drugs, capital 203,300 dollars, four glass factories, two glass cutting establishments, two flouring mills, five saw mills, one oil mill, eighteen printing offices, seven binderies, four daily, eleven weekly newspapers, fifty-three brick and stone houses, and fifteen wooden houses built, cost 161,200 dollars. Capital in manufactures, 2,057,952 dollars. One college, fifty students; nine academies, 755 students; eighteen schools, 2581 scholars.

"There are several places in the vicinity of Pittsburg, which, though under different organisation, should be regarded as suburbs of it, the principal of which, Alleghany City, on the north-west side of the Alleghany river, with, in 1840, three cotton factories, and 10,089 inhabitants."—*U. S. Gaz.*

The following statistics of Pittsburg for 1842 and 1843, were published in "Hazard's Register,"—"It has twenty-eight furnaces for cast iron, number of tons produced, 6584; value manufactured, about 446,880 dollars. Number of bloomeries, forges, and rolling mills, for bar iron and nails, twelve; number of tons produced, 45,100; value manufactured, about 4,500,000 dollars; number of hands employed, including miners, 2305; amount of capital invested, 1,931,000 dollars. Glass department—number of glass houses, sixteen; cutting establishments, nine; men employed, 515; value of manufactured articles, including looking glasses, 520,000 dollars; amount of capital invested, 580,000 dollars. Hardware and cutlery department—value of hardware and cutlery manufactured, 351,500 dollars; number of men employed, 210; small arms made, 1350; men employed, thirteen. Precious metals—value manufactured, 4860 dollars; men employed, six.

	dollars.
Total amount of capital invested in manufactories (iron not included)	3,917,472
Iron department	1,931,000
Total capital in manufactories	5,848,472

Birmingham Borough, on the south side of the Monongahela, which has one furnace, six glass factories, four glass cutting works, one pottery. Capital in manufactures, 155,750 dollars. Population, 1554.

Pottsville, situated at the termination of Schuylkill canal, ninety-nine miles north-west of Philadelphia. In 1824, it had only five houses. In 1840, it had 4345 inhabitants. Capital in manufactures, 141,000 dollars. It owes its rise to the canal and coal trade.

Norristown, situated on the north side of Schuylkill river. It contained, in 1840, fourteen stores, capital 85,000 dollars; two lumber yards, capital 20,000 dollars; one forge, three cotton factories, 19,064 spindles, one tannery, two printing offices, two semi-weekly newspapers, two flouring mills, one saw mill. Capital in manufactures, 297,475 dollars. Population, 2937.

Reading, fifty-seven miles north-west of Philadelphia, on the east bank of Schuylkill river. The streets are spacious and straight, crossing each other at right angles, five running east and west, and nine north and south. There is a square in the centre, on which stands a court house, 220 feet long, by 220 broad. "Fifty-five thousand dozens of hats are manufactured annually, for the southern and western markets. Seven weekly newspapers are issued, two of them in German, one of which last has been published for forty years, with a large circulation. A rolling mill can roll 3500 tons of bar iron, and 1500 tons of nails can be manufactured annually. The fires are exclusively of anthracite coal. White wines, of an excellent quality, are made to the amount of 100 barrels annually. Two fine covered bridges cross the Schuylkill here, 600 feet wide, one of which cost 60,000 dollars. The Schuylkill and Union canal meet here, and the Philadelphia and Reading railroad passes through the place. It is abundantly supplied with spring water in pipes. Iron ore and limestone are found in the vicinity. It had, in 1840, twenty-three stores, capital 161,600 dollars; three lumber yards, capital 60,000 dollars; one forge, three tanneries, one distillery, two breweries, one pottery, one printing office, five weekly newspapers, two grist mills. Capital in manufactures, 66,759 dollars. Population, 8410."—*U. S. Gaz.*

X. DELAWARE.

Delaware is bounded on the north by Pennsylvania; east by Delaware river and bay; and south and west by Maryland. It is situated between 38 deg. 29 min. and 39 deg. 47 min. north latitude, and between 74 deg. 56 min. and 75 deg. 40 min. west longitude, and between 1 deg. 13 min. and 1 deg. 57 min. east from Washington. It is about ninety-two miles long, and twenty-three miles broad; its area is only about 2120 square miles, or 1,356,800 English statute acres. The number of inhabitants in 1790, was 59,094; in 1800, 64,272; in 1810, 72,674; in 1820, 72,749; in 1830, 76,739; in 1840, 78,085; of which 2605 were slaves; 29,259 were white males, 29,302 white females; 8626 free coloured males, 8293 free coloured females. Employed in agriculture, 16,015; in commerce, 467; in manufactures and trades, 4060; navigating the ocean, 401; navigating canals and rivers, 235; learned professions and engineers, 199.

This state is divided into three counties, which, with their population, in 1840, and capitals, are as follows; Kent, 19,872, C. Dover; New Castle, 33,120, C. Wilmington and New Castle; Sussex, 25,093, C. Georgetown. These counties are divided into twenty-four hundreds.

Dover, situated on Jones's creek, seven miles from its entrance into Delaware bay, is the seat of government.

Soil.—The lower part of this state is very level. The northern is undulated, and in some parts rises into high hills. An elevated table-land, near its western border, passes through the state, dividing the waters which fall into the Chesapeake, from those which flow into Delaware bay. This table-land abounds in swamps, in which most of the rivers and streams have their sources; some flowing west to the Chesapeake, and others east to the Delaware. "The swamps and stagnant waters, which are unfit for the purposes of agriculture, and injurious to the health of the inhabitants. At the southern extremity of the state is the Cypress swamp, a morass twelve miles in length and six in breadth, including an area of nearly 50,000 acres of land, the whole of which is a high and level basin, very wet, though undoubtedly the highest land between the sea and the bay. The swamp contains a great variety of trees, plants, wild beasts, birds, and reptiles. In the northern parts, along the Delaware river and bay, and from eight to ten miles into the interior, the soil is generally a rich clay, in which a great variety of the most useful productions can be plentifully reared; from thence to the swamps the soil is light, sandy, and of an inferior quality. In the central parts of the state there is a considerable mixture of sand; and in the southern part it renders the soil almost totally unproductive." —*Book of United States.* The principal productions are wheat, of a superior quality, Indian corn, rye, barley, oats, flax, buckwheat, and potatoes. The southern part affords some fine grazing land; and from the Cypress swamp on Indian river, large quantities of timber are exported. Wheat is the principal article of export, and the Brandywine mills, in the neighbourhood of Wilmington, are among the finest in the United States.—*U. S. Gaz.*

Live Stock and Agriculture.—In 1840, there were 14,421 horses and mules, 53,833

neat cattle, 39,247 sheep, 74,228 swine; poultry valued at 47,265 dollars. There were produced 315,165 bushels of wheat, 5260 bushels of barley, 927,405 bushels of oats, 33,546 bushels of rye, 11,299 bushels of buckwheat, 2,099,359 bushels of Indian corn, 64,404 lbs. of wool, 200,712 bushels of potatoes, 22,483 tons of hay, 1458 lbs. of silk cocoons. The products of the dairy amounted to 113,828 dollars, and of the orchard to 28,211 dollars.—*Official Returns.*

Trade.—There were 327 retail dry goods and other stores, employing a capital of 967,750 dollars; 140 persons were engaged in the lumber trade, with a capital of 83,280 dollars; and 165 persons were employed in the fisheries, with a capital of 170,000 dollars.—*Official Returns.*

Manufactures.—There were home-made, or family articles produced to the value of 62,116 dollars; two woollen manufactories, employing eighty-three persons, producing articles to the value of 104,700 dollars, and employing a capital of 107,000 dollars; eleven cotton manufactories, with 24,492 spindles, employing 566 persons, producing articles to the value of 332,272 dollars, and employing a capital of 330,500 dollars; two furnaces produced seventeen tons of cast iron, and five forges produced 449 tons of bar iron, with a capital of 36,200 dollars; one paper mill produced to the value of 20,800 dollars, and other manufactures of paper to the value of 1500 dollars, the whole employing fifteen persons, and a capital of 16,200 dollars; nine persons manufactured pottery to the value of 4300 dollars, with a capital of 1100 dollars; hats and caps were manufactured to the value of 15,300 dollars, and straw bonnets to the value of 450 dollars, employing thirty-five persons, and a capital of 9075 dollars; eighteen tanneries employed sixty-six persons, and a capital of 89,300 dollars; seventy-five other manufactories of leather, as saddleries, &c., manufactured articles to the value of 166,037 dollars, employing a capital of 161,630 dollars; nine persons manufactured confectionary to the value of 6500 dollars, with a capital of 2500 dollars; twenty-seven powder mills, employing 145 persons, manufactured 2,100,000 lbs. of gunpowder, with a capital of 220,000 dollars; 299 persons manufactured machinery to the value of 314,500 dollars; ten persons manufactured hardware and cutlery to the value of 22,000 dollars; ten persons manufactured granite and marble to the value of 12,000 dollars; 116 persons produced brick and lime to the value of 56,536 dollars; 143 persons manufactured carriages and waggons to the value of 49,417 dollars, with a capital of 25,150 dollars; twenty-one flouring mills manufactured 76,194 barrels of flour, and with other mills, employed 288 persons, and produced to the value of 737,971 dollars, with a capital of 294,150 dollars; ships were built to the value of 35,400 dollars; 130 persons manufactured furniture to the value of 16,300 dollars, employing a capital of 34,800 dollars; forty-seven brick houses and 104 wooden houses built, employed 299 persons, and cost 145,850 dollars; six printing offices and two binderies, three weekly and three semi-weekly newspapers, and two periodicals, employed thirty-three persons, and a capital of 11,450 dollars. The whole amount of capital in the state employed in manufactures was 1,589,215 dollars.—*Official Returns.*

The climate of this state is generally mild, though in the northern part the winter season is sometimes considerably severe. It is generally healthy.

The rivers are small. Brandywine creek rises in Pennsylvania, is forty miles long, and uniting with Christiana creek, forms the harbour of Wilmington, one mile below the town, and two miles west of Delaware river. Duck creek, Mispillion creek, and Indian river, flow into the Delaware.

Delaware Bay washes the eastern part of the state. It has no good natural harbours in this part of it. To remedy this inconvenience, the government of the United States have undertaken the construction of the Delaware Breakwater, in front of Lewiston, near Cape Henlopen. It consists of two piers; an ice-breaker, 1500 feet long; and a breakwater, 3600 feet long; and when completed, is estimated to cost 2,216,950 dollars.—*U. S. Gaz.*

Wilmington is the largest and most commercial town in the state. Vessels drawing fourteen feet of water, ascend to its wharfs; it has some trade, and several ships engaged in the whaling business. The other principal towns are Dover and New Castle.

Education.—There is one college in the state, Newark College, at Newark, which was founded in 1833, and had, in 1840, twenty-three students. Besides this, there were

in the state twenty academies, with 761 students; 152 primary and common schools, with 6924 scholars; and 4832 persons over twenty years of age who could neither read nor write.—*Official Returns.*

Religion.—The principal religious denominations are the Presbyterians, who, in 1836, had fifteen ministers; the Methodists, fifteen ministers; the Episcopalians, six ministers; the Baptists, nine churches and five ministers; and the Roman Catholics, two ministers; besides some Friends.

In January, 1840, the state had four banks, and four branches, with an aggregate capital of 1,071,318 dollars. The state had no state debt.—*Official Returns, U. S. Gaz.*

Public Works.—The Chesapeake and Delaware canal, is the most important internal improvement in Delaware. "It crosses the northern part of the state, commencing at Delaware city (which has only forty houses), forty-six miles below Philadelphia, and extends thirteen miles and a half to Back creek, a navigable branch of Elk river. Being sixty-six feet wide at the surface, and ten feet deep, it is navigable for sloops and steamboats. The Deep Cut in this canal is four miles in length, through a hill ninety feet high. This canal was commenced in 1824, and completed in 1829, at a cost of 2,200,000 dollars. The New Castle and Frenchtown railroad also forms a connexion between the Delaware and Chesapeake. It extends from New Castle on the Delaware river to Frenchtown on Elk river, is sixteen miles and a quarter long, and was finished in 1832, at an expense of 400,000 dollars."—*U. S. Gaz.*

PRINCIPAL TOWNS.

Dover, capital of Delaware county, fifty miles south of Wilmington, is situated on high ground, between the two principal branches of Jones's creek, ten miles from its entrance into Delaware bay. It is regularly laid out with wide streets, at right angles with each other; and the houses, which are chiefly of brick, are generally neat and handsome. The state house stands on the east side of a large public square, and is an elegant building; and the other public buildings are built around the same square. It contains three churches—one Presbyterian, one Episcopal, and one Methodist—a bank, an academy, six stores, ninety dwellings, and about 600 inhabitants. Its trade is chiefly in flour, with Philadelphia. There are in the hundred, nine stores, capital 25,100 dollars; one printing office, one periodical paper, three grist mills, two saw mills. Capital in manufactures, 16,200 dollars. Population, 3790.

Milford, twenty-one miles south by east of Dover, situated on the north side of Mispillion creek, which enters Delaware bay. There are in the hundred, thirteen stores, capital 6990 dollars; two tanneries, six grist mills, three saw mills. Capital in manufactures, 24,000 dollars. Population, 2356.

New Castle, five miles south-south-west of Wilmington, situated on the west bank of Delaware river, thirty-two miles south-west of Philadelphia. It contains ten stores, 195 dwellings, and 1200 inhabitants. The New Castle and Frenchtown railroad have a large establishment here for the manufacture of steam-engines, locomotives, and other things connected with railroads, including an iron and brass foundry, &c., with a capital of 110,000 dollars. Population, 2737. Tonnage, in 1840, 3661.

Wilmington, port of entry, situated between Brandywine and Christiana creeks, one mile above their junction, two miles west of Delaware river, forty-seven miles north of Dover, twenty-eight miles south-west of Philadelphia, in 39 deg. 41 min. north latitude, and 75 deg. 28 min. west longitude. Population, in 1830, 6628; in 1840, 8367. It is regularly laid out, with wide streets crossing each other at right angles, and built on ground gradually rising to the height of 112 feet above tide-water, and the situation is healthy and pleasant. The houses are well built, generally of brick. The city contains a city hall, two market houses, three banks. Christiana creek is navigable for vessels requiring fourteen feet of water to the city. On Brandywine creek are some of the finest flouring mills in the United States, to which vessels drawing eight feet of water can come. Wilmington has considerable commerce. It is extensively engaged in the whale fishery. Tonnage, in 1840, 16,110. It has a daily communication with Philadelphia and Baltimore, by railroad. There were, in 1840, ninety-five stores, capital 344,850 dollars; three lumber yards,

capital 60,000 dollars; fisheries, capital 170,000 dollars; value of machinery produced, 258,500 dollars; one cotton factory, 1140 spindles, two tanneries, three breweries, two potteries, one rope-walk, six flouring mills, one grist mill, three printing offices, two binderies, three weekly and three semi-weekly newspapers, one periodical. Capital in manufactures, 459,900 dollars.

FINANCES.

The state of Delaware has no public debt, and the revenue has been hitherto more than sufficient to meet the expenditure. There is a school-fund, amounting to about 174,000 dollars; and the annual outlay by the state for schools, is estimated at about 32,000 dollars.

FOREIGN Commerce of Delaware, from 1791 to 1844.

YEARS.	EXPORTS.			IMPORTS.	Duties on Foreign Merchandise imported.	Drawbacks paid on Foreign Merchandise exported.	Registered Tonnage.
	Domestic.	Foreign.	TOTAL.				
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	tons.
1791.....	....	....	119,879	....	40,299	138	4283 00
1792.....	....	....	133,972	....	20,274	....	3954 00
1793.....	....	....	93,559	....	60,277	33	927 45
1794.....	....	....	207,985	....	28,367	498	1064 11
1795.....	....	....	158,041	....	32,089	4,194	1290 37
1796.....	....	....	201,142	....	46,467	29,871	1574 28
1797.....	....	....	98,929	....	54,217	14,088	2724 24
1798.....	....	....	183,727	....	83,052	18,710	2357 89
1799.....	....	....	297,065	....	101,629	20,510	2217 16
1800.....	....	....	418,695	....	57,584	33,388	2066 62
1801.....	....	....	662,042	....	154,553	56,188	3752 02
1802.....	....	....	440,504	....	155,195	64,576	1957 82
1803.....	187,687	240,466	428,153	....	74,629	40,016	1793 81
1804.....	180,081	517,315	697,396	....	53,890	....	2512 55
1805.....	77,847	280,556	358,383	....	168,547	56,179	1715 21
1806.....	125,787	374,319	500,106	....	33,902	88,680	1073 29
1807.....	77,695	151,580	229,275	....	151,301	56,530	1105 00
1808.....	38,052	70,683	108,735	....	52,228	15,344	755 49
1809.....	96,495	41,541	138,036	....	103,669	24,304	1461 83
1810.....	79,988	40,354	120,342	....	38,191	28,900	1242 08
1811.....	76,945	10,687	88,632	....	14,890	6,991	256 41
1812.....	29,744	....	29,744	....	382,837	1,325	247 79
1813.....	133,432	....	133,432	....	91,929	4,876	320 17
1814.....	14,914	....	14,914	....	14,239	....	654 61
1815.....	105,102	....	105,102	....	42,173	....	1305 31
1816.....	54,685	1,532	56,217	....	13,511	835	518 88
1817.....	38,771	6,083	44,854	....	6,025	....	516 50
1818.....	30,181	1,344	31,525	....	19,194	....	538 38
1819.....	27,378	2,450	29,828	....	12,210	....	180 90
1820.....	89,493	....	89,493	....	25,407	2,349	160 79
1821.....	75,915	9,530	85,445	80,997	18,314	5,041	678 60
1822.....	163,950	4,642	168,492	216,969	40,971	9,523	382 56
1823.....	35,724	18,113	53,837	60,124	8,283	1,475	124 14
1824.....	18,964	....	18,064	12,080	24	3,010	98 43
1825.....	29,361	2,295	31,656	18,693	6,656	....	1683 89
1826.....	33,318	1,877	35,195	10,009	5,976	810	158 51
1827.....	9,406	....	9,406	6,993	592	861	158 50
1828.....	27,028	2,367	29,395	15,260	6,150	98	357 78
1829.....	7,195	....	7,195	24,179	15,838	1,444	
1830.....	52,258	....	52,258	26,574	8,372	467	143 00
1831.....	34,514	....	34,514	21,656	7,140	467	99 93
1832.....	16,242	....	16,242	23,653	7,940	254	
1833.....	45,911	....	45,911	9,043	8,470	208	
1834.....	51,945	....	51,945	185,403	4,478	....	439 57
1835.....	88,826	....	88,826	10,611	3,299	....	992 83
1836.....	74,981	....	74,981	107,063	88,630	....	1503 48
1837.....	40,333	....	40,333	66,841	....	....	2028 74
1838.....	36,844	....	36,844	1,348	....	....	1398 71
1839.....	8,680	....	8,680	none			
1840.....	37,001	....	37,001	802			
1841.....	38,585	....	38,585	3,276			
1842.....	53,655	....	53,655	3,537			
1843.....	98,490	192	98,682	4,685			
1844.....							

SOUTHERN ATLANTIC STATES.—I. MARYLAND.

MARYLAND, is bounded north by Pennsylvania; east by Delaware and the Atlantic; and south and west by Virginia. It is between 38 deg. and 39 deg. 44 min. north latitude, and between 75 deg. 10 min. and 79 deg. 20 min. west longitude, and between 2 deg. 31 min. west and 1 deg. 58 min. east from Washington. It is 196 miles long, and 120 broad, containing 13,959 square miles, or 8,933,760 acres, of which one-fifth is water. The Chesapeake bay runs nearly through the state from south to north, dividing it into two parts, called the *Eastern Shore* and the *Western Shore*.

The population, in 1790, was 319,728; in 1800, 345,824; in 1810, 380,546; in 1820, 407,350; in 1830, 446,913; in 1840, 469,232, of which 89,495 were slaves. Of the free population 158,636 were white males; 159,081 white females; 29,173 were coloured males; 32,847 coloured females. Employed in agriculture, 60,851; in commerce, 3249; in manufactures and trades, 21,325; navigating the ocean, 721; navigating canals, lakes, and rivers, 1519; learned professions, 1647.

This state is divided into twenty counties, which, with their population, in 1840, and their capitals, were as follows: *Western Shore*—Alleghany, 15,690, C. Cumberland; Anne Arundel, 29,532, C. Anapolis; Baltimore, 134,379, C. Baltimore; Calvert, 9229, C. Prince Frederick; Carroll, 17,241, C. Westminster; Charles, 16,023, C. Port Tobacco; Frederick, 36,405, C. Frederick; Harford, 17,120, C. Bel Air; Montgomery, 14,662, C. Rockville; Prince George's, 19,539, C. Upper Marlboro; St. Mary's, 13,224, C. Leonardtown; Washington, 28,850, C. Hagerstown. *Eastern Shore*—Caroline, 7806, C. Denton; Cecil, 17,232, C. Elkton; Dorchester, 18,843, C. Cambridge; Kent, 10,842, C. Chestertown; Queen Anne's, 12,633, C. Centreville; Somerset, 19,508, C. Princess Anne; Talbot, 12,090, C. Easton; Worcester, 18,377, C. Snowhill.

Soil.—Near the eastern shores of the Chesapeake, the land is generally level, and in many places covered with stagnant waters, which, in the summer and autumn, cause agues and intermittent fevers. On the western shores of the Chesapeake the country is generally flat, and the soil resembles that of the eastern shores. As we ascend to where the rivers are broken by cataracts, the country is undulated and hilly; and in the western part of the state it is traversed by high ranges, under the names of South mountain, North mountain, Sideling hill, Warrior's, Evits', Willis', and Alleghany mountains. The soil of the state is generally a red loam, or clay, and much of it is excellent. Wheat and tobacco are the staple productions. Some cotton, of an inferior quality, is raised in the western counties, and, south of Baltimore, tobacco of superior quality, denominated *kitesfoot*, Hemp and flax are produced in considerable quantities. Apples, pears, peaches, melons, and plums, are abundant. The forests abound with various nuts, suitable for fattening hogs, which are suffered to run wild in the woods, and, when fattened, are killed and exported in great quantities. The climate, in the mountainous region, is salubrious; and in the valleys between the mountains is much fine land, adapted both to grain and to grazing.—*U. S. Gaz.*

Live Stock and Agricultural Products.—In this state there were, in 1840, 92,920 horses and mules, 225,714 neat cattle, 257,922 sheep, 416,943 swine, poultry to the value of 218,765 dollars. There were produced 3,345,783 bushels of wheat, 3594 bushels of barley, 3,534,211 bushels of oats, 723,577 bushels of rye, 73,606 bushels of buckwheat, 8,233,086 bushels of Indian corn, 488,201 lbs. of wool, 2357 lbs. of hops, 3674 lbs. of wax, 1,036,433 bushels of potatoes, 106,687 tons of hay, 24,816,012 lbs. of tobacco, 5673 lbs. of cotton, 2290 lbs. of silk cocoons, 36,266 lbs. of sugar. The products of the dairy amounted in value to 457,466 dollars; of the orchard, 105,740 dollars; of lumber, 226,977 dollars. There were made 7585 gallons of wine.—*Official Returns.*

In an article in "Hunt's Magazine," on the Resources of Maryland, in 1841, the writer gives the following table of live stock and products:—

AGRICULTURAL Productions, &c., and Value on the Farm, viz.:

ARTICLES.	Quantity.	Value.	ARTICLES.	Quantity.	Value.
		dollars.			dollars.
Wheat.....bushels	3,541,433	2,655,075	Orchards.....	....	114,238
Corn.....do.	8,356,565	3,133,613	Market Gardens.....	....	133,197
Oats.....do.	3,579,950	919,988	Nurseries.....	....	10,591
Rye.....do.	784,303	392,151	Horses and mules...number	94,054	4,000,000
Buckwheat.....do.	47,858	35,894	Neat cattle.....do.	238,827	2,000,000
Barley.....do.	3,614	1,450	Swine.....do.	419,520	1,252,000
Potatoes.....do.	1,058,901	211,780	Sheep.....do.	262,807	394,210
Tobacco.....lbs.	21,916,012	1,095,800	Poultry.....do.	....	218,243
Hay.....tons	110,816	1,100,000	Wool.....lbs.	502,499	100,500
Hemp.....do.	117	14,140	Dairies.....	....	470,561
Cotton.....lbs.	7,108	700	Bee's-wax.....lbs.	3,684	921
Hops.....do.	2 368	473			

Minerals.—The mineral riches of this state are described as very abundant. Iron ore is found in various parts of the state, and extensive beds of coal between the mountains in the western part. Copper ore is also found, and marble, granite, slate, asbestos, &c., abound.

Rivers.—The Potomac river, which divides this state from Virginia, is 550 miles long, and navigable about 300 miles to Washington. It is seven miles and a half wide at its mouth, and one mile and a quarter at Alexandria, 290 miles from its mouth. The Susquehanna is a large river, which enters into the head of the Chesapeake bay in this state. It is one mile and a quarter wide at its mouth, but is navigable only five miles, being, above that, much obstructed by falls and rapids. The Patapsco is a small river, navigable, however, fourteen miles to Baltimore for large ships. The Patuxent is 110 miles long, and is navigable, for fifty miles, for vessels of 250 tons. The other streams of any consequence are the Elk, Sassafras, Chester, Choptank, Nanticoke, and Pocomoke.

Chesapeake bay is 270 miles long, and from seven to twenty wide; and by its deep water and numerous inlets, furnishes several good harbours.—*U. S. Gaz.*

Trade.—In 1840, there were in the state, seventy commercial and 117 commission houses engaged in foreign trade, employing a capital of 4,414,000 dollars; 2562 retail dry goods and other stores, with a capital of 9,246,170 dollars; 1330 persons engaged in the lumber trade, employing a capital of 307,300 dollars; 103 persons employed in internal transportation, who, with 211 butchers, packers, &c., employed a capital of 28,880 dollars; 7814 persons employed in the fisheries, with a capital of 88,947 dollars.—*Official Returns.*

Manufactures.—The manufactures of home-made articles, made in the houses of families, amounted in value to 176,050 dollars; thirty-nine fulling mills and twenty-nine woollen manufactories, employing 388 persons, producing articles to the value of 235,900 dollars, and employing a capital of 117,630 dollars; twenty-one cotton manufactories, with 41,182 spindles, employing 2284 persons, producing articles to the value of 1,150,580 dollars, and employing a capital of 1,304,400 dollars; thirteen rope factories employed 198 persons, and produced articles to the value of 141,050 dollars; twelve furnaces, producing 8876 tons of cast iron, and seventeen forges, &c., producing 7900 tons of bar iron, the whole employing 1782 persons, and a capital of 795,650 dollars; seventeen paper manufactories produced to the value of 195,100 dollars, and other paper manufactories 3000 dollars, the whole employing 171 persons, and a capital of 95,400 dollars; ninety-three persons produced 1,865,240 lbs. of soap, and 731,446 lbs. of tallow candles, and 35,000 lbs. of spermaceti candles, employing a capital of 98,600 dollars; seventy-three distilleries produced 366,213 gallons, and eleven breweries produced 828,140 gallons, the whole employing 199 persons, and a capital of 185,790 dollars; hats and caps were manufactured to the value of 153,456 dollars, and straw bonnets to the value of 13,200 dollars, the whole employing 205 persons, and a capital of 76,620 dollars; 161 tanneries employed 1035 persons, and a capital of 713,655 dollars; 408 saddleries and other manufactories of leather, produced articles to the value of 1,050,275 dollars, with a capital of 434,127 dollars; one glass house, employing thirty-seven persons, produced articles to the value of 40,000 dollars, with a capital of 30,000 dollars; twenty-three potteries employed ninety

persons, producing to the value of 60,240 dollars, with a capital of 25,120 dollars; five powder mills employed forty-seven persons, and produced 669,125 lbs. of gunpowder, with a capital of 46,000 dollars; fifty-two persons produced drugs and paints to the value of 80,100 dollars, with a capital of 85,100 dollars; six sugar refineries produced 176,000 dollars; 102 persons produced confectionery to the value of 73,450 dollars; 278 persons manufactured tobacco to the value of 232,000 dollars, with a capital of 125,100 dollars; 247 persons manufactured granite and marble to the value of 152,750 dollars; 1042 persons produced bricks and lime to the value of 409,456 dollars; 723 persons produced machinery to the value of 348,165 dollars; thirty-six persons manufactured hardware and cutlery to the value of 15,670 dollars; 690 persons produced carriages and waggons to the value of 357,622 dollars, with a capital of 154,955 dollars; 189 flouring mills produced 466,708 barrels of flour, and, with other mills, employed 898 persons, producing articles to the value of 3,267,250 dollars, and employed a capital of 4,069,671 dollars; ships were built to the value of 279,771 dollars; 834 persons manufactured furniture to the value of 305,360 dollars, with a capital of 339,336 dollars; 389 brick or stone houses, and 592 wooden houses, were built, employing 2026 persons, and cost 1,078,770 dollars; forty-eight printing offices, and fifteen binderies, seven daily, seven semi-weekly, and twenty-eight weekly newspapers, and seven periodicals, employed 376 persons, and a capital of 159,100 dollars. The whole value of capital employed in manufactures in the state amounted to 6,450,284 dollars.—*Official Returns.*

Education.—Washington College, at Chestertown, was established in 1782; St. John's College, at Annapolis, in 1784. These two subsequently formed a university. St. Mary's College, at Baltimore, was founded in 1799, by the Catholics. The Baltimore Medical School was founded in 1807. In 1812, there were connected with it the faculties of general science, law, and divinity, and it received the name of the University of Maryland. Mount St. Mary's College was established near Emmetsburg, in 1830, by the Catholics. These institutions had, in 1840, about 400 students. Besides, there were 127 academies and grammar schools, with 4178 students; and 567 primary and common schools, with 16,982 scholars. There were 11,605 white persons, over twenty years of age, who could neither read nor write.—*U. S. Gaz.*

Religion.—The first settlers of this state were Roman Catholics, and they are still numerous. They have an archbishop, who is metropolitan of the United States, and sixty churches. The Episcopalians have seventy-seven ministers; the Presbyterians, twenty-five; the Baltimore Methodist Conference, which extends into some other states, has 172 travelling preachers; the Baptists have twenty ministers; the German Reformed, nine; and there are some Lutherans, Friends, Unitarians, &c.—*U. S. Gaz.*

Banks.—There were in this state, in 1840, thirteen banks, with an aggregate capital of 9,106,031 dollars, and a circulation of 2,328,525 dollars.

Public Works.—Two of the greatest works of internal improvement in the United States have been projected and commenced by Maryland. The first is the Chesapeake and Ohio canals commencing at Georgetown, District of Columbia, and to extend to Cumberland, on the Potomac, and thence by Wills creek and the Youghiogheny and Monongahela rivers to Pittsburg, a distance of 341¼ miles. It would require a tunnel through the Alleghany mountains four miles and eighty yards in length. The whole amount of lockage will be 3215 feet. The estimated cost is 9,347,408 dollars. The state of Maryland has subscribed 3,000,000 dollars, and the United States 1,000,000 dollars, towards the completion of the undertaking. A charter was granted by Virginia in 1824, and confirmed by Maryland and the congress of the United States in 1825, and the work was commenced in 1828. It has been nearly completed from Georgetown to Cumberland, 185 miles, and has been extended to Alexandria.—*U. S. Gaz.*

The second great work is the Baltimore and Ohio railroad, designed to extend from Baltimore to Wheeling, on the Ohio, 360 miles. It was incorporated by the legislature of Maryland, Virginia, and Pennsylvania, in 1827, and commenced July 4th, 1828. The state of Maryland has subscribed to the stock 3,000,000 dollars, and the city of Baltimore, 3,000,000 dollars. It is completed from Baltimore to Cumberland. The Washington branch extends thirty miles and a quarter from Potapsco river to Washington. The Baltimore and Port Deposite railroad extends thirty-six miles from Baltimore to Havre de

Grace. The Baltimore and Susquehanna railroad extends fifty-six miles from Baltimore to York, Pennsylvania. The Reistertown branch railroad commences six miles from Baltimore, and extends eight miles to Reistertown. The Wilmington and Susquehanna railroad extends from Havre de Grace thirty-two miles, to Wilmington, Delaware. The Annapolis and Elkridge railroad extends nineteen miles and three-quarters from Washington branch to Annapolis.—*U. S. Gaz.*

PRINCIPAL TOWNS OF MARYLAND.

ANNAPOLIS, city and port of entry, capital of Maryland, on the west side of the Severn, two miles from its mouth in Chesapeake bay, twenty-eight miles south-south-east of Baltimore, 39 deg. north latitude, 76 deg. 43 min. west longitude, and 31 min. east longitude from Washington. Population, 1830, 2623; 1840, 2792. "It has been the seat of government in Maryland, since 1699. The tonnage of the port, in 1840, was 4519. The state house is a fine building in the centre of the city, from which, and from the Episcopal church, the streets radiate as from two centres. There is an Episcopal and a Methodist church, a market house, bank, and theatre, and about 350 dwellings, stores, &c. The University of Maryland has one of its branches here, called St. John's college, chartered as a Roman Catholic institution in 1784; but as such became extinct; and has been resuscitated under different auspices. It has a president, four professors, or other instructors, 120 alumni, of whom six were ministers, twenty-seven students, and 4000 volumes in its libraries. Commencement 22nd of February. Aid is afforded to indigent students."—*U. S. Gaz.* In 1840, the city contained forty stores, capital 59,550 dollars; one tannery, two printing offices, two semi-weekly newspapers. Capital in manufactures, 12,150 dollars.—*Official Returns.*

FREDERICK, city, seventy-five miles west-north-west of Annapolis, the second place in importance in the state, being inferior only to Baltimore, is situated on Carroll's creek, a branch of Monococy creek, three miles west of the latter. It is regularly laid out, with wide streets, crossing each other at right angles, many of them paved; and contains public offices, twelve churches, several banks, literary and scientific institutions, about 800 dwelling houses, mostly of stone or brick, and 5182 inhabitants. The great road from Baltimore to Wheeling passes through the place; and a branch railroad, three miles long, connects it with the Baltimore and Ohio railroad, near the Monococy viaduct. The country around is exceedingly fertile, and the trade of this place is extensive.—*U. S. Gaz.* In 1840, it had three commission houses, and thirty-seven retail stores, capital 132,300 dollars; two lumber yards, capital 6000 dollars; three furnaces, one fulling mill, one woollen factory, ten tanneries, one brewery, one pottery, two rope factories, ten flouring mills, two grist mills, three saw mills, one oil mill, one paper factory, four printing offices, one bindery, one periodical, and four weekly newspapers. Capital in manufactures, 118,790 dollars.—*Official Returns.*

BALTIMORE, is situated on the north side of the Patapsco river, fourteen miles from its entrance into the Chesapeake bay, commanding elevations on the north and east. "As laid out it includes four miles square, and is built around a bay which sets up from the north side of the Patapsco. The streets are regular and spacious, and the houses are neat, most of them of brick, and some of them are splendid. The harbour, which is very fine, consists of three parts. The entrance to it, between Fort M'Henry and the Lazaretto, is about 600 yards wide, with twenty-two feet of water. This depth is continued, with an increased width, for a mile and a quarter, to near Fell's point. Opposite Fell's point, the width is contracted to one-fourth of a mile. This is the entrance to the second harbour, and is about twelve feet deep; but it widens above into an ellipsis, a mile long, half a mile broad, and fifteen feet deep. The third or inner harbour has a depth of ten feet, and penetrates to near the centre of the city. It is well defended by Fort M'Henry, at the entrance to the outer harbour, which was proved by a powerful attack that was made upon it and repulsed, in the last war with Great Britain. Jones's falls, a small stream from the north, divides the city into two parts, and over it are erected three elegant stone bridges and four wooden ones. Vessels of 500 or 600 tons can lie at the wharfs near Fell's point; but those of

200 tons can come up to the town in the inner harbour. The amount of the tonnage of this port, in 1840, was 76,022."—*U. S. Gaz.*

Among the public buildings, the city hall, on Holliday-street, occupied by the city council and several offices. The court house, corner of Monument-square and Lexington-street, appropriated to the city and county courts, with their appendant offices. There are six markets. The state penitentiary consists of three large buildings, besides work-shops and some other buildings, and occupies four acres, containing gardens and walks, surrounded by a stone wall twenty feet high. The prisoners work together by day, and are confined in separate cells at night. The county prison is near the Penitentiary. The house of refuge is well fitted for its purpose. But the most imposing public structure is the Washington monument, at the intersection of Charles and Monument streets. The Battle monument, corner of Calvert and Fayette streets, was erected in 1815, in commemoration of the successful defence of the city against an attack of the British, in September, 1814.—*U. S. Gaz.*

Baltimore is well supplied with pure and wholesome water. In several parts of the city are public springs or fountains, accessible to all the citizens. These fountains are enclosed by circular railings, and covered by small, neat, open temples, consisting of columns supporting a dome. There is a rather abundant supply of water from an elevated part of Jones's falls, conveyed by an aqueduct half a mile long, to a reservoir on Calvert-street, whence it is distributed in pipes through the city. The harbour of Baltimore is accessible through a great part of the year, though sometimes obstructed by ice.—*U. S. Gaz.*

It possesses most of the trade of Maryland, much of that of Western Pennsylvania and a portion of that of the Western States. In its shipping, it is the fifth city in the union. It is the greatest market for tobacco in the United States, and the principal flour market in the world. Its tonnage, in 1840, amounted to 76,022. Jones's falls, though a small stream, has a succession of falls which afford considerable water power. The Patapsco, though not a large river, has a fall of about 800 feet in a course of thirty miles; and it affords many valuable mill sites. There are within twenty miles of the city, sixty flouring mills, besides numerous cotton manufactories, and other manufactories of cloth, powder, paper, iron, copper, glass, steam-engines, chemicals, tobacco, &c. There were, in 1840, seventy commercial and 108 commission houses, with a capital of 4,404,500 dollars; 1254 retail stores, capital 6,708,611 dollars; twenty lumber yards, capital 267,500 dollars; machinery manufactured to the amount of 284,000 dollars; hardware and cutlery, 10,300 dollars; precious metals, 13,000 dollars; of various metals, 310,000 dollars; one woollen factory, capital 20,000 dollars; one cotton factory, 3600 spindles; one dyeing and printing establishment, total capital 16,200 dollars; tobacco, capital 118,900 dollars; thirteen tanneries, capital 132,800 dollars; three distilleries, three breweries, capital 87,000 dollars; one powder mill, capital 30,000 dollars; paints, drugs, &c., capital 79,000 dollars; one glass factory, capital 30,000 dollars; nine potteries, capital 22,300 dollars; six sugar refineries produced to the value of 176,000 dollars; three paper factories produced 59,000 dollars; eight rope walks, capital 66,550 dollars; one grist mill, two saw mills, capital 27,000 dollars; furniture to the value of 268,200 dollars; 213 brick and stone houses, and one wooden house, employed 845 persons, and cost 548,400 dollars; nineteen printing offices, ten binderies, six daily, seven weekly, five semi-weekly newspapers, and six periodicals, employed 279 persons, and a capital of 119,900 dollars. Total capital in manufactures, 2,729,983 dollars.—*Official Returns.*

The Baltimore and Port Deposite railroad extends thirty-six miles to Havre de Grace, and there connects with a chain of railroads to Philadelphia, making the whole distance ninety-five miles. The Washington branch of the Baltimore and Ohio railroad extends thirty-eight miles to Washington city. The Baltimore and Ohio railroad is completed for more than eighty miles to Harper's ferry, and is to be continued to Wheeling, on the Ohio. It already brings much trade into Baltimore, and when completed will form the most direct communication which exists between the Atlantic coast and the Mississippi valley. The Baltimore and Susquehanna railroad extends to York in Pennsylvania, and connects with a chain of railroads to Philadelphia and Baltimore. There are lines of steam packets to Philadelphia and to Norfolk, and other packets to New York and to various parts of the Atlantic coast.—*U. S. Gaz.*

There were, in 1840, nine banks, besides savings' institutions, with an aggregate capital of 6,500,000 dollars.

There are in the city forty-two churches, of which the Episcopalians have five, the Roman Catholics have six, one of which is a splendid cathedral; the Presbyterians have three, the Scotch Presbyterians two, the Baptists four, the Methodists have nine, and there are various others.

There are various benevolent institutions, among which are the hospital, the building of which cost 150,000 dollars; the almshouse, 375 feet long, with spacious grounds; several dispensaries, and several orphan asylums, and some others. There are two theatres, a circus, a museum, with some other places of amusement.

Baltimore was first laid out as a town in 1729, and in 1765, it contained but fifty houses. It received a charter as a city in 1797.—*U. S. Gaz.*

COMMERCIAL REGULATIONS OF THE PORT OF BALTIMORE.

Extracts from the Ordinances now in Force—"It is incumbent on the harbour-master to collect all tonnage daily, and whenever two days' tonnage is due, and the payments not secured to his satisfaction, he shall enforce the payment thereof in the same manner as other city dues are collected.

"The sum of two cents per ton shall be, and is hereby assessed and levied upon every vessel of sixty or more tons, arriving at the port of Baltimore, which, by the laws of the United States, is required to report and enter at the custom house, and the collector of the port shall be and is hereby authorised to collect the same.

"Also the sum of two cents per ton shall be, and is hereby assessed and levied upon every vessel of sixty tons or more, arriving at the port of Baltimore, which, by the laws of the United States, is not required to report and enter at the custom house, and that the harbour-masters shall be and they are hereby authorised to collect the same, provided, nevertheless, that the sum of money assessed and levied by this section shall be collected from each vessel but once a month, although she may arrive more frequently.

Dockage.—"All vessels, except those with firewood, lying at or in any manner making use of any wharf belonging to or rented by the state, shall pay dockage according to the following rates:—

Those occupying the	1st tier,	per ton,	per day,	1 cent.
"	2d	"	"	"	0⅔ "
All beyond the	2d	"	"	"	0½ "

Wharfage.—"From and after the passage of this ordinance, all goods, wares, or merchandise landed on the public wharfs from on board any vessel or vessels lying at said wharfs, or placed thereon for the purpose of shipment or exposure for sale, shall pay the following rates of wharfage for each and every day the same may remain thereon, or any less time, (excepting, however, firewood and lumber, the rates of which are to be accounted for the whole time allowed by ordinance for the same to remain on the wharfs,) to be paid by the owner or consignee, or in event of there being none, the master of the vessel; and all goods shipped from one vessel to another, one-half price to be paid by the shipper or owner.

		cents.
Anchors and chain cables	per ton weight	25
Anvils	each	01
Almonds, in sacks	do.	02
—— in bags	do.	00½
Ashes, oyster shells, &c.	per cart load	05
Bags of coffee, ginger, pepper, &c., in similar bags	each	01
—— sugar	do.	01
—— barrels, or sacks salt	do.	02
Bales of merchandise	do.	04
—— or bags feathers	do.	02
—— rags	do.	04
—— tobacco	do.	02
—— merchandise, cotton, &c.	do.	04
Boxes merchandise	do.	03
—— of Havanna sugars	do.	04
—— Brazil do.	per ton	25
Boxes lemons and oranges	each	02
—— oil, wine, and cider	do.	02
—— chocolate	do.	01
—— soap, tin, and candles	do.	01
—— tacks and pipes	do.	01
—— cheese	do.	00½
—— herrings	do.	00⅛
—— raisins	do.	00½
—— window glass	per 100 feet	00½
Half boxes do.	each	00¼
Boxes of shoes	do.	03
—— dry goods and sugars	do.	03
—— drugs and gums	do.	03
Barrels beef and pork	do.	03
—— flour, bread, and meal	do.	02
Half barrels ditto	do.	01

(continued)

		cents
Barrels, empty		free
—— containing liquids	each	03
Bundles leather	do.	02
Bricks	per 1000	12½
Bales of hay	each	06¼
Bags shot	do.	00½
Barrels fish	do.	02
Half and quarter barrels fish	do.	01
Cerooms of indigo	do.	06¼
Chalk	per ton	25
Cases merchandise	each	03
—— of indigo	do.	12½
—— muskets	do.	04
—— copper	do.	03
—— gin	do.	01
Coal	per 30 bushels	06¼
Cordage	per ton	25
Cambooses or stoves	each	00¼
Cannon	do.	12½
Chairs	do.	00½
Crates	do.	05
Casks of cheese	do.	02
—— nails	do.	01
Carboys	do.	02
Carriages	do.	25
Cart wheels	do.	02
Chests of tea	do.	04
Half ditto	do.	02
Quarter ditto	do.	01
Cork	per ton	10
Carts or waggons	each	25
Demijohns	do.	01
Dyewood	per ton	25
Drums of fish	each	05
—— raisins	do.	01
—— figs	do.	00¼
Fish, per quintal	do.	01
Firkins	do.	01
Firewood	per cord, for two days	06¼
Gunstocks	per 1000	30
Granite and other stone	per perch	10
Grindstones	per ton	25
Grain, foreign	per bushel	00½
Hogsheads of liquids	each	10
—— containing sugar, &c.	do.	10
—— empty	do.	02
—— hoops and poles	per 1000	20
Hemp	per ton	25
Hampers of bottles	each	03
Horns	per 1000	20
Horn tips	do.	06¼
Hides, ox or horse	each	00½
Hoop poles	per 1000	10
Horses and mules	each	05
Hops	per sack, do.	65
Horn cattle	each	00¼

		cents.
Hemp, wrought iron, or steel	per ton	25
Ivory	do.	50
Iron	do.	25
Jars of grapes, oil, olives	each	01
Kegs of lard and butter	do.	01
—— crackers	do.	00½
—— and boxes of tobacco	do.	02
Half kegs and half boxes tobacco	do.	01
Kegs shot, of 300 lbs., or 12 bags		03
—— nails, raisins, and other articles of equal capacity	each	01
Lead, in sheets and pigs	per ton	25
Lime, in casks	each	05
Log and other dyewoods	per ton	25
Laths	per 1000	03
Lumber	per 1000 feet, not exceeding five days	15
Leather	per 100 sides	15
Mahogany	per 500 feet	30
Mats of sugar	each	01
Mill-stones	do.	25
Mats of Cassia	per 100	10
Nests wooden ware	each	01
Onions	per bushel, or 20 bunches	00½
Oranges	per 1000	10
Oars	per 1000 feet	20
Oil, whale and sperm	per 150 gallons cask	12½
——	tierces, under 100 gallons	10
——	tierces, under 80 gallons	05
——	per barrel	03
Packages, small merchandise	each	02
Plaster	per ton	10
Paper, wrapping, per bundle	each	00½
Ploughs	do.	02
Potatoes	per bushel	00½
Pitch	per barrel	02
Rattans	per ton	25
Rosin	per barrel	02
Salt	hogsheads, each	05
—— loose	per bushel	00½
Slate	per ton	20
Steel, in bundles	do.	25
Shovels	per dozen	02
Staves, barrel	per 1000	12½
—— hogshead and pipe	do.	20
Stone ballast	per ton	06¼
Sheep and swine	each	02
Shingles	per 1000	03
Trunks of merchandise	each	03
Tar and turpentine	per barrel	02
Tierces dry merchandise	each	05
Half tierces ditto	do.	02½
Tea kettles	per dozen	01½
Timber	per 1000 feet	15
Tierces of rice, and similar goods	each	05
Wood and bark	per cord	06¼

"It is also enacted that it shall be the duty of the harbour-masters to make their returns to the register of all moneys collected by them, so as to designate that received from vessels for wharfage or tonnage, and that received from goods, distinctly, and the names of the vessels so collected from.

REGULATIONS ESTABLISHED BY THE BALTIMORE BOARD OF TRADE.

The following rates of commissions to be charged, if no agreement to the contrary exists :

DESCRIPTION.	Domestic.	Foreign.
	per cent.	per cent.
On sales of merchandise	2½	5
On sales of stocks	½	1½
On bills of exchange, if endorsed	2½	2½
On ditto ditto, not endorsed	½	½
On purchases of merchandise, in funds	2½	2½
On ditto ditto, in advance	2½	5
On purchases of stocks and bills of exchange	½	1
On accepting or endorsing, without funds	2½	
On collecting freights	2½	
On procuring freights	2½	
On disbursements of vessels	2½	

DESCRIPTION.	Domestic.	Foreign.
	per cent.	per cent.
On disbursements of vessels, without funds	2½	5
Effecting insurance, when the premium does not exceed 10 per cent.	¼	¼
Effecting insurance, if the premium is above 10 per cent on the amount of premium	5	5
Adjusting and collecting losses insured, if not disputed, or litigated	1½	2½
Adjusting delayed or litigated accounts	2½	5
Entering and forwarding goods, on the amount of duties and charges	2½	2½
Advancing money on letters of credit, or otherwise	2½	2½

"On consignments of merchandise withdrawn or reshipped, full commission to be charged on the amount of advances, or responsibilities incurred; and half commission on the residue of the value.

"The above commissions are exclusive of guarantee for sales on credit, auction duty and commissions, storage, brokerage, and every other expense actually incurred.

FREIGHT AND FREIGHTING.

"If a vessel is freighted by the ton, and no special agreement is made respecting the proportions at which each article shall be computed, the following shall be the standard of computation, and either parcel deemed equal to a ton, viz:—

2240 lbs. pig and bar iron, lead, copper, logwood, fustic, and other heavy dyewoods.
2000 lbs. Nicaragua and Brazilletto wood.
2240 „ nett, sugar and rice, in casks.
1830 „ „ coffee, in bags.
1600 „ „ ditto, in casks.
1300 „ „ cocoa, in bags or bulk.
1120 „ „ ditto in casks.
1110 „ „ pimento, in bags.
952 „ „ ditto, in casks.
800 „ „ ship bread, in bags.
700 „ „ ditto ditto, in casks.
1120 „ „ dried hides.
900 „ „ weight, green teas, and China raw silk.
1120 „ „ „ bohea, and other black tea.
1500 „ „ „ Virginia tobacco, in hogsheads.
1300 lbs. nett weight Kentucky ditto, in hogsheads
1000 „ „ „ Maryland ditto, in ditto.
8 barrels flour, of 196 lbs. nett.
6 „ beef, pork, and tallow.
7 „ naval stores and pickled fish.
200 gallons, wine measure, estimating the full contents of the cask of oil, wine, brandy, &c.
22 bushels grain, peas, beans, &c., in casks.
40 ditto ditto ditto, in bulk.
40 „ Liverpool blown salt, in bulk.
34 „ ditto ground salt.
31 „ St. Ubes, Cape Verd, &c., in bulk.
30 „ West India salt, in bulk.
30 „ sea coal, in bulk.
40 cubic feet of plank, boards, timber, bale goods, packages, and boxes.

"In estimating the contents in cubic feet of various packages and goods, the following shall be the standard:—

A flour barrel	5 feet
A tierce of rice	15 „
A hogshead of flaxseed	12 „
A hogshead of Virginia tobacco	45 „
A hogshead of Kentucky, Georgia, and Carolina do.	40 „
A hogshead of Maryland and Ohio do.	35 „
Five bushels of grain in bulk	5 „

"In computing boxes of candles and soap, kegs of butter and lard, hams and bacon, and generally all similar articles, 200 lbs. nett weight shall be considered equal to a barrel of five cubic feet.

"All goods brought to this port on freight must be delivered on a wharf, at the expense of the vessel bringing the same. A delivery, after due notice, on any good wharf at Fell's point, during business hours, is a delivery in the city and port of Baltimore. Hides and articles prohibited to be landed in the city at certain periods, may be landed where the public authorities may direct.

"In all cases when vessels are obliged (by the quarantine regulations, or city authorities,) to discharge their cargo in the stream, the expense of delivering the same *east* of Jones's falls, will be borne by the carrier only. But when requested by the consignee to be delivered *west* of Jones's falls, then the expense shall be equally borne by the carrier and consignee (each one half).

"If a vessel is chartered for a voyage out and home, each shipper shall be entitled to his fair proportion of the whole homeward freight, *pro rata*, of the bulk or space occupied by each shipper on the outward voyage.

"In all cases where a vessel is chartered or freighted for a voyage out and home, the freighter or charterer, is bound to furnish sufficient cargo to enable said vessel to return safely home, and the same from port to port, where the charter provides for more than one port. Provided, no agreement to the contrary is made by the parties.

STORAGE.	Per Month.	STORAGE.	Per Month.
	cents.		cents.
Hogsheads of sugar, tobacco, molasses, rum, oil, and pipes of wine, brandy, and gin	25	Bales of India piece, and other similar goods	10
—— of coffee, copperas, codfish, and tallow	20	Indigo, in ceroons, 4 cents; in cases	10
Tierces of sugar, rum, molasses, and half pipes	16	Tea, in chests, 3 cents; half ditto, 2 cents; boxes	01
—— rice, coffee, flaxseed, alum, &c.	12½	Kegs of butter, lard, tobacco, nails, raisins	03
Barrels of rum, whiskey, sugar, beef, pork, fish, cheese, oil, and quarter casks wine	06	Hides, dried	01
—— flour, coffee and other dry articles	03	Hemp, per ton	50
Boxes of Cuba sugar	08	Cordage, per ditto	30
—— fish, wine, oil, lemons, and oranges	03	Iron and lead, per ditto	20
—— soap, candles, cheese, tin, raisins, and drums of figs	01	Dyewood, per ditto	25
Bags of coffee, cocoa, pepper, and pimento	02	Hampers of bottles, &c.	10
Bales of cotton and hempen yarn, about 300 lbs.	12½	Crates of earthenware	20
		Grain, per bushel	00½
		Salt, per ditto	00¼

"The owners of goods to be at the expense of putting them in store, and delivering them. All goods stored to be subject to one month's storage, if in store ten days. If less than ten days, to half a month's storage. The risk of loss by fire, robbery, theft, and other unavoidable occurrences, is in all cases to be borne by the owner of the goods; provided usual care be taken for the security of the property.

WEIGHTS AND TARES.

"Sugar, copperas, alum, brimstone, shot, lead, iron, steel, hemp, dyewoods, and all other articles heretofore sold by the cwt. of 112 lbs., or ton of 2240 lbs., shall in future be sold by the decimal hundred of 100 lbs., or ton of 2000 lbs.

"Tares shall be allowed as follow:—

Sugar, in hhds. or tierces, 12 per cent; in Cuba boxes, 15 per cent; in flour bls. 22 lbs. each; ditto in linen bags, 3 per cent; and in all other packages the actual tare.

Coffee, in linen, single gunny, and grass bags; 2 per cent; in flour bls. 20 lbs. each; in all other packages the actual tare.

Cocoa, in bags, 2 per cent.

Pepper, in linen or single gunny bags, 2 per cent; in other packages the actual tare.

Pimento, in linen or single gunny bags, 3 per cent; in other packages the actual tare.

Rice, in tierces and half tierces, 10 per cent.

Copperas, 10 per cent, in hogsheads.

Teas, green, whole chests, 20 lbs.; half ditto, the Canton tare; ditto black ditto ditto, 22 lbs.; ditto three-quarter chests, 18 lbs.; other packages the actual tare.

Cassia, in mats, 9 per cent; boxes, and other packages the actual tare.

Indigo, in ceroons, in single hides, 11 per cent; in all other cases the actual tare.

Alum, brimstone, ginger, nutmegs, mace, cloves, almonds, figs, cheese, soap, candles, chocolate, currants, prunes, starch, and all other articles not before mentioned, the actual tare.

No charge shall be made for casks, barrels, boxes, or other packages whatever.

Drafts, as follow:—

On all weights, *even beam*, ¼ per cent to be allowed of draft.

	dolls.	cts.
Rates of Pilotage.—For every vessel, either drawing nine feet water or upwards, or measuring seventy-five tons, custom-house tonnage, coming from the sea to the city of Baltimore, per foot	3	50
For every vessel of like draft, from Baltimore to sea	2	50
For the months of December, January, February, and March, in addition to every foot such vessel draws	0	75

"Every master or owner of a merchant vessel going to sea, whether sailing under a coasting licence or registered, of the burden of 120 tons and upwards, shall be obliged to receive the first pilot who offers to conduct or pilot his vessel, and shall continue the same pilot to the capes, or shall pay to him half pilotage; provided the said pilot shall speak or board said vessel above Fort M'Henry, and shall be duly licensed to act as pilot; and provided further, that the pilot who shall have conducted any vessel from the capes into port shall be entitled to take charge of the same vessel as pilot to the capes on her next voyage.

"Any master or owner of a merchant vessel, sailing under a coasting licence or registered, of the burden of 100 tons and upwards, coming from sea, shall be obliged to take the first pilot who shall offer to conduct or pilot his vessel, and shall continue the same to the port of destination, or shall pay to him half pilotage; provided said pilot shall speak or board said vessel before Cape Henry lighthouse shall bear south; and provided also, the said pilot shall have a branch or licence to the destined port of said vessel.

"The owners of all vessels of the burden of seventy-five tons and upwards, not exceeding one hundred tons, before going to sea, shall apply to the board of pilots for a licence to navigate the Chesapeake bay, and shall pay to the said board, for such licence, at the rate of six cents per ton, and such licence shall be good for twelve months.

"The master of any vessel, for which a licence is made necessary by the preceding regulation, who shall navigate the same without such licence, shall subject himself to receive a pilot upon the same terms as is provided for in the first regulation."

COMMERCE OF BALTIMORE.

STATEMENT of Imports, Exports, Tonnage, &c., of the Port of Baltimore for the Year ending 30th of September, 1840.

IMPORTS.

	dollars.
Total value of imports 1839-40	4,835,617
" " 1838-39	6,952,618
Falling off of imports	2,117,001

EXPORTS.

Total amount of domestic produce	5 495,020
Total value of exports	5,756,870
" "	4,546,147
Increase of exports	1,210,725

TONNAGE.

	tons.
Registered tonnage	34,773
Enrolled licensed do.	54,216
Licensed (under 20 tons)	680
Steamboat tonnage	8,845
Total	98,514
" 1838-39	71,523

VESSELS ENTERED AND CLEARED.

	vessels.		tons.
Entered from foreign ports	309	American burden	53,097
" "	101	Foreign	23,903
Cleared for foreign ports	352	American	67,798
" "	109	Foreign	25,556

Entered at the Custom-house, from ports within the United States, 826 vessels. These are exclusive of coasters which are not obliged by law to enter.

The number of arrivals from sea, which is of course exclusive of bay and river craft, and vessels through canals, were ships 70, barks 60, brigs 375, schooners 875, and sloops 11.—Total, 1391 vessels. Of the foregoing there were—

American ships from foreign ports	40
" coastwise	9
Foreign ships from foreign ports	20
" coastwise	1
American barks from foreign ports	19
" coastwise	29
Foreign barks from foreign ports	12
American brigs from foreign ports	137
" coastwise	181
Foreign brigs from foreign ports	56
" coastwise	1
American schooners from foreign ports	118
" coastwise	744
Foreign schooners from foreign ports	13
American sloops coastwise	10
Foreign do. from foreign ports	1
Total	1391

There were built within the above period 3 ships, 1 bark, 11 brigs, 43 schooners, 1 sloop, and 1 steamboat—Total, 60 vessels; the aggregate burden of which is 8558 tons.

INSPECTIONS in, and Shipments from, the Port of Baltimore, of certain leading Articles for the Year, 1840.

Tobacco inspected, Maryland hhds.	31,225	
—— Ohio do.	8,436	
—— Other denominations do.	977	
Total hhds.	40,638	
Portion of previous stock	3,574	
Exported		44,212
Flour inspected, received from various places brls. 780,770 do.		624,815
Wheat, do. bshls.		435,783
Corn, do. do.		1,816,952
Oats and rye, do. do.		394,014
Fish: Herrings inspected (caught in Maryland waters) brls.		72,370

Fish: Shad inspected (small part from North Carolina)	10,937
—— oysters, amount sold in Baltimore estimated.	
Forwarded to different places by waggons, in the shell bshls.	170,000
—— ditto, forwarded after being opened and pickled	320,000
—— ditto, consumed in Baltimore	220,000
Total bshls.	710,000
Total number of vessels built in the state	129
Total amount of tonnage	116,204 22-95

	barrels.
Amount of tobacco remaining in the state warehouses in the city of Baltimore, on the 1st of January, 1842	7,866
Amount inspected during the year 1842	46,639
	54,505
Amount exported and consumed in 1842	44,846
Leaving on hand on the 31st of December, 1842	9,659

Exports from the Port of Baltimore to Foreign Ports for the Quarter and Year ending December 31, 1842.

ARTICLES.	Quantity.	VALUE.
TOBACCO.		dollars.
To the Netherlands ..... hhds.	3,719	165,996
„ Hanse Towns ..... do.	4,901	193,860
„ French ports on the Mediterranean ..... do.	473	24,752
To England ..... do.	293	12,042
Brazilian ports ..... do.	65	5,413
Venezuelan ports ..... do.	1	114
Chilian ports ..... do.	16	1,411
British West India islands ..... do.	12	874
Spanish West India islands (not Cuba) ..... do.	14	854
Africa ..... do	30	2,452
Total ..... do.	9,524	407,768
FLOUR.		
To Brazilian ports ..... brls.	29,581	136,015
British West India islands ..... do.	20,815	86,601
British North American colonies .. do.	1,729	6,976
Danish West India islands ..... do.	4,209	18,170
Spanish West India islands (not Cuba) ..... do.	1,144	4,848
Dutch West India islands ..... do.	650	2,646
Dutch East Indies ..... do.	500	2,250
Chilian ports ..... do.	100	413
Texas ..... do.	50	211
Gibraltar ..... do.	1,162	4,940
Madeira ..... do.	3,241	13,016
Cape Verd ..... do.	104	442
Africa ..... do.	77	336
Hayti ..... do.	1,364	5,906
Total ..... do.	64,726	287,618

ARTICLES.	Quantity.	VALUE.
MISCELLANEOUS.		dollars.
Fish, dried ..... quintals	3,345	8,070
„ pickled ..... barrels	1,385	5,072
Candles, sperm ..... lbs.	27,883	7,139
„ tallow ..... do.	32,173	7,821
Soap ..... do.	57,839	
Beef ..... barrels	572	6,397
Horned cattle ..... number	42	
Pork ..... barrels	1,030	27,428
Bacon and hams ..... lbs.	84,026	
Lard ..... do.	149,185	61,927
Hogs ..... number	361	
Butter ..... lbs.	168,266	12,581
Cheese ..... do.	29,932	
Wheat ..... bushels	32,505	26,259
Corn ..... do.	25,934	13,285
Rye, Oats, &c. ..... do.	..	3,412
Corn meal ..... barrels	4,069	11,501
Rye flour ..... do.	355	1,186
Biscuit ..... do.	4,549	14,719
Ditto ..... kegs	1,447	
Rice ..... tierces	488	9,151
Ginseng ..... lbs.	20,674	6,409
Tobacco, manufactured ..... do.	4,273	4,526
Cottons	..	47,634
Other articles (including over 60,000 dollars to Dutch East Indies)	..	117,283
Total miscellaneous articles		329,873

Add value of Tobacco	497,708
Ditto ditto Flour	287,618
Value of Domestic Productions	1,025,259
Ditto Foreign Merchandise in American vessels	62,394
Ditto ditto Foreign ditto	6,574
Total exports for quarter ending December 31, 1842	1,094 227
Exports previously, in 1842	3,353,229
Total exports for 1842	4,447,456
Ditto ditto Foreign merchandise	154,655
Ditto ditto Domestic productions	4,292,801
Ditto ditto ditto in 1841	4,629,963
Falling off	337,162
The export of Foreign merchandise, in 1841, was	331,252
Falling off	176,597

1842—Inspection of Beef cattle	number 14,224	.....	weight 13,326,348 lbs.
„ „ Hogs	„ 10,809	.....	„ 2,119,451 lbs.
„ „ Total	„ 25,033	.....	„ 15,445,799 lbs.

	barrels.	half brls.
Fish—Shad	11,030	567
„ Herrings	42,501	205
Total	53,537	772

	barrels.	half brls.
Flour.—Howard-street	326,994	6,566
„ City Mills	193,358	20,396
„ Susquehanna	24,449	
Total	544,801	26,962

Besides the above, there were inspected, during the year, 5436 barrels, and thirty-four half barrels of rye flour; and 715 hogsheads, 7772 barrels, and 437 half barrels of corn meal.

COMMERCE of Maryland, from 1790 to 1844.

YEARS.	EXPORTS. Domestic.	EXPORTS. Foreign.	EXPORTS. TOTAL.	IMPORTS.	Duties on Foreign Merchandise imported.	Drawbacks on Foreign Merchandise.	Registered Tonnage.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	tons.
1791.....	....	....	2,239,691	....	641,646	13,585	34,492 00
1792.....	....	....	2,623,808	....	481,534	24,039	42,998 00
1793.....	....	....	3,665,056	....	930,023	54,643	20,792 74
1794.....	....	....	5,686,191	....	1,226,139	407,669	38,007 77
1795.....	....	....	5,811,380	....	1,340,704	789,167	48,007 53
1796.....	....	....	9,201,315	....	1,633,081	842,803	46,314 82
1797.....	....	....	9,811,799	....	2,008,606	834,090	55,964 46
1798.....	....	....	12,746,190	....	2,392,489	1,483,322	63,480 92
1799.....	....	....	16,299,609	....	2,548,170	1,357,230	81,446 81
1800.....	....	....	12,264,331	....	1,924,431	1,263,406	81,508 36
1801.....	....	....	12,767,530	....	2,157,649	1,135,717	55,986 30
1802.....	....	...	7,914,225	....	1,404,547	754,479	43,295 72
1803.....	3,707,040	1,371,022	5,078,062	....	1,193,822	249,314	46,487 49
1804.....	3,938,840	5,213,099	9,151,939	....	2,174,169	638,062	53,842 13
1805.....	3,408,543	7,450,937	10,859,480	....	2,291,284	1,142,356	62,004 93
1806.....	3,661,131	10,919,774	14,580,905	....	2,904,165	1,442,461	71,819 92
1807.....	4,016,699	10,282,285	14,298,984	....	3,006,430	1,337,128	79,782 49
1808.....	764,922	1,956,184	2,721,106	....	1,063,643	449,852	74,699 43
1809.....	2,570,957	4,056,369	6,627,326	....	1,021,680	848,238	88,188 55
1810.....	3,275,004	3,213,114	6,489,018	....	1,396,942	450,617	90,045 16
1811.....	4,553,582	2,280,405	6,833,987	....	1,082,864	345,267	68,457 85
1812.....	3,956,093	1,929,886	5,885,979	....	2,196,147	404,692	80,203 33
1813.....	2,782,073	1,005,792	3,787,865	....	493,243	316,502	64,780 67
1814.....	238,235	10,199	248,434	....	3,950	3,626	64,149 09
1815.....	4,086,274	950,327	5,036,601	....	4,154,273	125,071	88,161 22
1816.....	4,834,490	2,504,277	7,338,767	....	3,372,070	565,051	83,123 67
1817.....	5,887,884	3,046,046	8,933,930	....	2,092,415	510,623	74,212 26
1818.....	4,945,322	3,625,412	8,570,734	....	2,386,815	404,243	44,731 67
1819.....	3,648,067	2,278,149	5,926,216	....	1,938,272	281,602	47,149 38
1820.....	4,681,598	1,927,766	6,609,364	....	1,062,065	485,150	44,850 01
1821.....	2,714,850	1,135,544	3,850,394	4,070,842	963,348	227,487	46,613 24
1822.....	3,496,993	1,039,803	4,536,796	4,792,486	1,334,098	136,941	50,429 52
1823.....	3,173,112	1,857,116	5,030,228	4,946,179	1,225,846	265,179	51,546 09
1824.....	3,549,957	1,313,276	4,863,233	4,551,442	1,174,188	252,078	33,412 80
1825.....	3,092,365	1,408,939	4,501,304	4,751,815	1,339,043	259,884	59,499 38
1826.....	2,947,352	1,063,396	4,010,748	4,928,569	1,294,054	196,319	62,127 28
1827.....	3,457,691	1,058,715	4,516,406	4,405,708	1,470,607	218,081	60,627 14
1828.....	3,107,819	1,226,603	4,334,422	5,629,694	1,549,883	224,168	66,640 49
1829.....	3,662,273	1,142,192	4,804,465	4,804,135	1,612,967	271,394	31,194 29
1830	3,075,985	715,497	3,791,482	4,523,866	1,312,231	225,175	24,430 24
1831.....	3,730,506	578,141	4,308,647	4,826,577	1,470,154	147,304	25,959 51
1832.....	3,015,873	1,484,045	4,499,918	4,629,303	1,069,064	194,443	27,401 44
1833.....	3,301,014	761,453	4,062,467	5,437,057	870,906	113,400	27,685 88
1834.....	3,012,708	1,155,537	4,168,245	4,647,483	673,141	82,041	33,811 72*
1835.....	3,176,866	748,368	3,925,234	5,647,153	960,240	30,454	33,806 54
1836..	3,028,916	646,559	3,675,475	7,131,867	1,487,947	41,679	33,245 51
1837.....	3,365,173	424,744	3,789,917	7,857,033	....	....	35,340 02*
1838.....	4,165,168	359,407	4,524,575	5,701,869	....	....	25,563 87
1839.....	4,313,189	263,372	4,576,561	6,995,285			
1840.....	5,495,020	273,748	5,768,768	4,910,746			
1841.....	4,789,160	158,006	4,947,166	6,101,313			
1842.....	4,635,507	269,259	4,904,766	4,417,078			
1843.....	4,820,214	195,342	5,015,556	2,479,132			
1844.....							

* Ending September 30.

TONNAGE of Maryland.

DISTRICTS.	Registered Tonnage.	Enrolled and Licensed Tonnage.	Total Tonnage of each District.
	tons.	tons and 95ths.	tons.
Baltimore.....	41,365 41	53,583 71	74,805 41
Oxford.....	....	9,631 59	9,631 59
Vienna.....	336 75	12,053 69	12,390 49
Snow Hill.....	....	6,511 17	6,511 17
St. Mary's.....	....	1,442 47	1,442 47
Town Creek.....	....	1,539 57	1,539 57
Annapolis.....	....	2,678 21	2,678 21
Alexandria.....	7,267 36	3,450 21	10,717 57

INSPECTION of various Articles for 1842.

	kegs.	barrels.	half brls.	firkins.		barrels.	half brls.	qr. brls.
Butter	13,989	6	20	10	Beef	4,488	1633	265
Lard	26,657	1314	484		Pork	9,343	217	
Total.....	40,646	1320	504	10	Total.....	13,831	1850	265

Sole leather and rough skirting..... 242,256 sides.

ACCOUNT of Wheat Flour inspected in the City of Baltimore, per the Inspector's Quarterly Returns, from 1798 to 1842 inclusive.

YEARS.	Barrels.	Half Brls.	YEARS.	Barrels.	Half Brls.	YEARS.	Barrels.	Half Brls.
1798.....	140,176	10,042	1812 } 1813 }	466,415	28,286	1827 } 1828 }	493,667	22,116
1798 } 1799 }	237,887	16,079	1813 } 1814 }	224,121	4,679	1828 } 1829 }	494,579	14,394
1799 } 1800 }	259,269	16,990	1814 } 1815 }	225,620	6,945	1829 } 1830 }	532,522	18,435
1800 } 1801 }	317,032	16,852	1815 } 1816 }	358,228	13,709	1830 } 1831 }	638,318	21,921
1801 } 1802 }	332,637	19,636	1816 } 1817 }	464,201	14,678	1831 } 1832 }	454,002	18,096
1802 } 1803 }	414,745	22,535	1817 } 1818 }	379,750	13,542	1832 } 1833 }	540,238	18,005
1803 } 1804 }	317,495	16,921	1818 } 1819 }	394,485	20,056	1833 } 1834 }	460,013	16,806
1804 } 1805 }	246,463	11,127	1819 } 1820 }	543,966	24,542	1834 } 1835 }	558,407	20,171
1805 } 1806 }	331,439	17,123	1820 } 1821 }	547,623	22,894	1835 } 1836 }	491,986	20,249
1806 } 1807 }	480,879	22,826	1821 } 1822 }	470,133	31,443	1836 } 1837 }	326,048	10,755
1807 } 1808 }	311,526	13,196	1822 } 1823 }	345,366	31,320	1837 } 1838 }	372,355	18,370
1808 } 1809 }	353,358	10,885	1823 } 1824 }	505,823	29,883	1838 } 1839 }	509,075	19,846
1809 } 1810 }	350,732	18,489	1824 } 1825 }	508,980	27,581	1839 } 1840 }	733,879	24,796
1810 } 1811 }	438,782	24,637	1825 } 1826 }	607,695	30,769	1840 } 1841 }	613,014	31,716
1811 } 1812 }	521,863	25,507	1826 } 1827 }	570,325	22,092	1841 } 1842 }	544,301	26,962

PUBLIC DEBT OF MARYLAND.

Maryland, like Pennsylvania, has fallen into fiscal discredit, and has consequently acquired the ignominy of being a repudiating state. The remarks which we have applied to Pennsylvania bear with equal force against Maryland; with the exception, that from the far greater proportion of the debt of the latter to the resources of the state, there is much less probability of an early resumption of the payment of the interest.

ABSTRACT OF THE OFFICIAL STATEMENT OF THE FINANCES FOR 1842 AND 1843.

In the annual message of the executive, December, 1842, it is stated, "That the debt of the state amounts to 15,211,393 dollars 94 cents; or, deducting bonds issued for the purchase of railroad stock, not *now* chargeable on the treasury, to about *ten millions*. To this should be added the debt of the city of Baltimore, incurred in the cause of public improvement, which amounts to 4,780,000 dollars. Six per cent interest on these two sums is 870,000 dollars, annually chargeable upon the whole property of the state, assessed at 196,751,149 dollars, requiring a permanent tax of seventy-one cents on the hundred dollars for the city of Baltimore, and thirty-one cents for the residue of the state. Besides this permanent debt, there is 859,656 dollars due to the state banks, to the Barings, and to the holders of state bonds on December 1, 1842, for interest in arrears. The income from sources other than the direct tax, is about equal to the ordinary expenses.

"In view of these facts, the legislature passed a bill providing for the sale of the state's interest in all the works of internal improvement, the state receiving its own bonds in payment. The interest of the state in the following corporations was offered at the following prices, payment to be made in bonds bearing not less than five per cent interest.

	dollars.
Baltimore and Ohio Railroad Company	4,200,000
Chesapeake and Ohio Canal Company	5,000,000
Tide Water Canal Company	1,000,000
Baltimore and Susquehanna Railroad Company	1,500,000
Total	11,700,000

"If this sale should be effected, the debt, exclusive of the Baltimore loans, would be reduced to about 4,000,000, from which must be deducted also the amount of the sinking fund, or 1,179,276 dollars.

THE following is the Official Statement of the Debt of the State of Maryland, as reported by Governor Thomas in his Message, in December, 1842.

		Annual Interest.
	dollars.	dollars.
Direct debt of the state	10,000,000	600,000
Baltimore improvement debt	4,830,000	270,000
Loan of state credit	5,211,293	312,683
	20,041,293	1,182,683
Floating Debt.		
Due banks	128,283	
Baring, Brothers, and Co.	104,864	
Bondholders' arrears of interest	626,589	
Total	20,901,029	

STATE of the Public Debt of Maryland, December, 1843.

	dollars.
Total amount of public indebtedness, January, 1841	15,214,761
Amount of Interest accrued from that date to November, 30, 1843.	1,171,873
Total amount of debt, November 30, 1843	16,386,634
Annual demands against the treasury, on account of the debt, over and above the receipts from internal improvement companies	626,821
Amount of debt, November, 1844	17,013,455
The current expenses of the state amount to	450,000
Annual interest	626,821
Total annual charge	1,076,821
Tax, twenty-five cents on 100 dollars, on a taxable property of 178,108,496 dollars	445,271
Deficit	631,550
Arrears of interest	650,000
To be raised by taxation	1,281,550

"The greatest difficulty under which the state labours is, apparently, the want of some uniform system of assessment, by which the burden will fall equally upon the community." —*Official Returns, published in Hunt's Magazine.*

II. DISTRICT OF COLUMBIA.

THE DISTRICT OF COLUMBIA is a tract of land ten miles square, situated on both sides of the Potomac river, about 120 miles from its mouth, and was suggested by Washington for the seat of the general government, and ceded to the United States by Virginia and Maryland, in 1790. It includes the cities of Washington, Alexandria, and Georgetown, and is under the immediate government of Congress.

Population.—In 1800, the population was 14,093; in 1810, 24,023; in 1820, 33,039; in 1830, 39,858; in 1840, 43,712, of which 30,657 were whites, 8361 were free coloured persons, and 4694 were slaves.

Employed in agriculture 384, in commerce 240, in manufactures and trades 2278, navigating the ocean 126, navigating canals and rivers 80, learned professions and engineers 203.

POPULATION of the Principal Towns.

TOWNS.	1800	1810	1820	1830	1840
Washington	3210	8208	13,247	18,827	23,364
Alexandria	4196	7227	8,218	8,263	8,459
Georgetown	....	4948	7,360	8,441	7,312

The surface of the District is gently undulating; the soil is naturally sterile, but it possesses a healthy climate.

Live Stock and Agricultural Products.—In 1840, there were 2145 horses and mules, 3274 neat cattle, 706 sheep, 4673 swine, poultry to the value of 3092 dollars. There were produced 12,147 bushels of wheat, 294 bushels of barley, 15,751 bushels of oats, 5081 bushels of rye, 272 bushels of buckwheat, 39,485 bushels of Indian corn, 707 pounds of wool, 12,035 bushels of potatoes, 1331 tons of hay, 55,550 pounds of tobacco, 651 pounds of silk cocoons. The products of the dairy were valued at 5566 dollars, and of the orchard at 3507 dollars.—*Official Returns.*

Trade.—This district has become the centre of a considerable trade, though it cannot compete with Baltimore. Vessels of the largest class come up to Alexandria, six miles below Washington, where the Potomac is a mile wide, and from thirty to fifty feet deep; and vessels of a large size come up to the United States' Navy yard, at the junction of the East branch with the Potomac, at Washington. A very considerable quantity of flour and other produce comes down the Potomac, and centres chiefly at Alexandria, and some at Georgetown. The chief business of Washington city has relation to the accommodation of the national legislature, and of the officers of the general government.— *U. S. Gaz.*

The exports, in 1840, were 753,923 dollars, and the imports were 119,852 dollars. The tonnage of the district, in 1843, was as follows: registered, 13,788 tons; enrolled, 12,529 tons—total, 26,047 tons. There were seven commercial and two commission houses in the district for trade, employing a capital of 310,000 dollars; 285 retail dry-goods and other stores, capital 2,701,890 dollars; forty-eight persons engaged in the lumber trade, with a capital of 140,000 dollars; 527 persons were employed in the fisheries, with a capital of 64,500 dollars.—*Official Returns.*

Manufactures.—There were produced home-made or family articles, to the value of 1500 dollars; one paper mill produced to the value of 1500 dollars; nine persons manufactured pottery to the value of 6200 dollars; hats and caps were manufactured to the value of 47,200 dollars, employing forty-eight persons, and a capital of 22,100 dollars; three rope factories employed thirty-one persons, and a capital of 24,925 dollars; nine tanneries employing seventy-two persons, and a capital of 80,400 dollars; seven other manufactories of leather, as saddleries, &c., manufactured articles to the value of 110,450 dollars, with a capital of 66,750 dollars; eleven persons manufactured confectionary to the value of 7500 dollars, with a capital of 2800 dollars; forty-two persons manufactured machinery to the value of 60,300 dollars; 189 persons produced bricks and lime to the

value of 151,500 dollars; ninety-seven persons manufactured carriages and waggons to the value of 59,535 dollars, with a capital of 38,550 dollars; four flouring mills manufactured 25,500 barrels of flour, and, with other mills, employed thirty persons, and produced to the amount of 183,370 dollars, with a capital of 98,500 dollars; ships were built to the value of 20,257 dollars; 190 persons manufactured furniture to the value of 125,872 dollars, employing a capital of 85,000 dollars; sixty brick and thirty-three wooden houses built, employed 142 persons, and cost 168,910 dollars; twelve printing offices, ten binderies, three daily, five weekly, six semi-weekly newspapers, and three periodicals, employed 276 persons, and a capital of 150,700 dollars. The whole value of manufactures produced, was 1,005,775 dollars.—*Official Returns.*

Education.—Georgetown college, a Catholic institution, was founded in 1799. The Columbian college, under the direction of the Baptists, was founded in 1821. In these institutions there were, in 1840, 224 students; there were in the district twenty-six academies and grammar schools, with 1389 students; twenty-nine common and primary schools, with 851 scholars; and 1033 white persons, over twenty years of age, who could neither read or write.—*U. S. Gaz.*

Religion.—In 1836, the Presbyterians had fourteen churches, nine ministers, and 1134 communicants; the Episcopalians had seven churches; the Baptists had five churches, four ministers, and 533 communicants; the Methodists had several ministers; the Roman Catholics, six ministers; the Friends, two meetings; and the Unitarians, one minister. At the close of 1840, the debt of the district amounted to 1,500,000 dollars.—*U. S. Gaz.*

A branch of the Chesapeake and Ohio canal terminates at Washington. The Alexandria canal is a continuation of the Chesapeake and Ohio canal, seven miles and a quarter to Alexandria.

The district is divided into two counties; the county of Washington is on the north side of the Potomac, and the county of Alexandria is on the south side. In the former, the laws of Maryland are continued in force; in the latter, those of Virginia. The district has never been represented in Congress, though Congress makes laws.—See Constitution of the United States, and of each State and District.—*Official Returns, U. S. Gaz.*

ALEXANDRIA, city, seaport, forty-three miles south-south-west of Baltimore, 115 miles north of Richmond, seven miles from Washington, 38 deg. 48 min. north latitude, 0 deg. 3 min. west longitude of Washington. It is beautifully situated on the west side of the Potomac, which has a depth of water at Alexandria sufficient for vessels of the largest class. The population, in 1800, was 4196; in 1810, 7227; in 1820, 8218; in 1830, 8263; in 1840, 8459. The city is considerably elevated, ascending gradually from the river; the streets cross each other at right angles. This port has considerable shipping, and exports wheat, Indian corn, and tobacco, to a considerable amount. The tonnage of the port, in 1840, was 14,470. The Chesapeake and Ohio canal extends to this place. It has two banks, with an aggregate capital of 1,000,000 dollars; and one fire, and one marine insurance company. It is governed by a mayor and a common council of sixteen members.—*U. S. Gaz. Official Returns.*

WASHINGTON CITY, the capital of the United States, is situated on the east side of the Potomac, 295 miles from the ocean, by the course of the river and bay. The population, in 1800, was 3210; in 1810, 8208; in 1820, 13,247; in 1830, 18,827; in 1840, 23,364. Employed in commerce, 103; in manufactures and trades, 886; navigating the ocean, forty-five; navigating rivers and canals, twenty-six; learned professions, eighty-three.

The following description from the "United States Gazeteer," for 1844, we extract at full:—

"The city stands on a point of land between the Potomac and the Anacostia or Eastern branch. The city contains a little over eight square miles, and upwards of 5000 acres. The ground is in general about forty feet above the level of the river, and there are some moderate elevations, on two of which stands the Capitol and the President's house. The city is regularly laid out in streets running north and south, and crossed by others at right angles, running east and west. But the different parts of the city are connected by broad avenues, which traverse the rectangular divisions, diagonally. Where the intersection of these avenues with each other and with the streets would form many acute angles, considerable rectangular or circular open grounds are left, which, when the city

shall be built up, will give it an open appearance. The avenues and streets leading to public places are from 120 to 160 feet wide, and the other streets are from 70 to 110 feet wide. The avenues are named after the states of the union, and the other streets, beginning at the Capitol, are denoted by the letters of the alphabet, as A. north and A. south, B. north and B. south, &c.; and east and west, they are designated by numbers, as 1st east, 1st west, &c. Pennsylvania avenue, between the Capitol and the President's house, contains the most dense population, and is much the finest street in the city. Five of the avenues radiate from the Capitol, and five others from the President's house, giving these prominent places the most ready communication with all parts of the city. The buildings of Washington consist of scattered clusters; nor is it probable that the magnificent plan of the city will soon be built up. Three things are requisite to sustain a large city, one of which, it is to be hoped, will never be found in the United States. There must be extensive commerce, or manufactures, or an expensive and luxurious court, with the multitudes which a luxurious court draws around it, to expend their money. This last constitutes a great item in the support of some European cities. Washington cannot be expected to become a very great commercial or manufacturing place; and though the chief men of the government, and the national legislature, and the multitudes whom they draw around them, do much toward the prosperity of Washington, the money thus expended is too small in amount to constitute a main reliance of a large city. Baltimore, in the vicinity, will be likely to surpass Washington in commerce and manufactures, for a long time to come. The growth of Washington, however, has been considerably extensive, and it is continually increasing; and probably the bustle of a large city would not much improve it as a seat for the national congress. It enjoys the two important requisites for health, pure air and good water, and there is much elegant and refined society, rendering it a pleasant place of residence.

"The public buildings of Washington have a splendour becoming a great nation. The Capitol is probably the finest senate house in the world, and it is fit that the most august legislative assembly on earth should be thus accommodated. The ground on which the Capitol stands is elevated seventy-three feet above the level of the tide, and affords a commanding view of the different parts of the city, and of the surrounding country. The building, which is of freestone, covers an area of more than an acre and a half; the length of the front is 352 feet, including the wings; the depth of the wings is 121 feet. The centre building is surmounted by a lofty dome; and there are two less elevated domes, one toward each end. A projection on the east or main front, including the steps, is sixty-five feet wide; and another on the west front, with the steps, is eighty-three feet wide. In the projection on the east front, there is a noble portico of twenty-two lofty Corinthian columns; and in the west front there is a portico of ten Corinthian columns. The height of the building to the top of the dome is 120 feet. Under the dome in the middle of the building is the Rotunda, a circular room ninety-five feet in diameter, and of the same height, adorned with sculptures representing in relief Smith delivered by Pocahontas, the Pilgrims landing at Plymouth, Penn treating with the natives, and a fight of Boone with the Indians; and four magnificent paintings by Trumbull, with figures as large as life, representing the presentation to congress of the Declaration of Independence, the capture of Burgoyne, the surrender of Cornwallis, and Washington resigning his commission to congress. Another painting, the baptism of Pocahontas, by Chapman, has recently been added. The Rotunda has recently received a splendid additional ornament in Greenough's statue of Washington, a colossal figure in a sitting posture, twice as large as life. On the west of the Rotunda is the library-room of congress, ninety-two feet by thirty-four, and is thirty-six feet in height, containing, in arched alcoves, 20,000 volumes. In the second story of the south wing of the Capitol is the Hall of the House of Representatives, of a semi-circular form, ninety-six feet long and sixty high, with a dome supported by twenty-four beautiful columns of variegated marble from the Potomac, with capitals of Italian marble, of the Corinthian order. The circular wall is surrounded by a gallery for men, and the chord of the arc, back of the speaker's chair, has a gallery for the ladies. The room is ornamented with some fine statuary and paintings, and the whole furniture of it is elegant. The Senate Chamber is in the second story of the north wing of the Capitol, and is semi-circular like that of the Representatives, but smaller, being seventy-five feet

long and forty-five feet high. The vice-president's chair is canopied by a rich crimson drapery, held by the talons of a hovering eagle. A gallery of light bronze running round the arc in front of the vice-president's chair, is mainly appropriated to ladies. There is another gallery above and behind the chair, supported by fine Ionic columns of variegated marble. A magnificent chandelier hangs in the centre of the room, and the whole appearance and furniture of the room are splendid. Below the Senate Chamber, and of nearly the same form and dimensions, but much less elegant, is the room of the Supreme Court of the United States; and there are in the building seventy rooms for the accommodation of committees and officers of Congress. The grounds round the Capitol are spacious, containing twenty-two acres, highly ornamented with gravelled walks, shrubbery, and trees, a naval monument ornamented with statuary, and fountains, and the whole is enclosed by a handsome iron railing. The whole cost of the building has exceeded 2,000,000 dollars.

"The President's house, a mile and a half north-west from the Capitol, is an elegant edifice of freestone, two stories high, with a lofty basement, and is 170 feet long, and eighty-six wide, the north front of which is ornamented with a fine portico of four lofty Ionic columns, projecting with three columns. The outer intercolumniation is for carriages to drive under, to place company under shelter. It stands in the centre of a plat of ground of twenty acres, beautifully laid out, and highly ornamented. It is elevated forty-four feet above tide-water, and the southern front presents a grand and beautiful prospect. The apartments within are admirably fitted to their purpose, and splendidly furnished. On the east side of the President's house are two large buildings, and, on the west side, two large buildings for the departments of state, of the treasury, of war, and of the navy. The general post-office and the patent-office are also extensive buildings. These, with the new treasury building, have been recently erected, to supply the place of those which were burned a few years since. The new treasury building contains 150 rooms, and, when completed, will contain 250. It has a splendid colonnade, 457 feet in length. The general post-office contains about eighty rooms, and is of the Corinthian order, with columns and pilasters, on a rustic base. The patent-office, in addition to other spacious apartments, has one room in the upper story 275 feet by sixty-five, and, when completed by wings, according to the original design, will be upwards of 400 feet in length. It is considered one of the most splendid rooms in America, and is devoted to the grand and increasing collections of the National Institution. The portico of this building is of the same extent as that of the Parthenon, at Athens, consisting of sixteen columns, in double rows, fifty feet high. In the war-office was formerly kept the fine collection of Indian portraits, painted from the original heads by King. These valuable pictures are now in the custody, and adorn the collections of the National Institution, in the patent-office.

"The Navy yard is on the Eastern branch, about three-fourths of a mile south-east of the Capitol, and contains twenty-seven acres. It has houses for the officers, and shops and warehouses, and two large ship houses, a neat armoury, and every kind of naval stores. Several ships of war, some of which were of the largest class, have been built at this yard. There are also in the city an arsenal, a city hall, an hospital, a penitentiary a theatre, &c.

"Washington is separated from Georgetown by Rock creek, over which are two bridges. A substantial pile bridge, over a mile in length, crosses the Potomac, and leads to Alexandria. There is a bridge, also, over the Anacostia, or Eastern branch. This river has water of sufficient depth for frigates to ascend to the Navy yard, without being lightened. Vessels requiring fourteen feet of water can come up to the Potomac bridge. By means of the Chesapeake and Ohio canal, a communication is opened with a rich back country; and it may be expected that the commerce of Washington will increase. The Washington canal is a continuation of this canal through the city. It extends from the Chesapeake and Ohio canal, at 17th-street west, to which it is connected by a lock at that street, to the Eastern branch. The canal and all the basins are walled with stone on both sides. From 17th to 14th-street, is a spacious basin, 500 feet wide; from 14th to 6th-street, where there is another ample basin, its width is 150 feet; and from 6th-street to its termination in the Eastern branch, its width varies from forty-five to eighty feet; and its depth is four feet below tide throughout. At its eastern termination is another spacious basin and wharf,

which extends to the channel. This canal has been greatly neglected, and is much out of repair. The expense of this canal has been over 230,000 dollars.

"There were in the city, in 1840, 106 stores, capital 926,040 dollars; six lumber yards, capital 57,000 dollars; precious metals manufactured to the value of 13,000 dollars; various other metals 17,300 dollars; two tanneries, capital 2000 dollars; one brewery, capital 63,000 dollars; two potteries, capital 3250 dollars; one rope walk, one grist mill, eleven printing offices, nine binderies, three daily, five weekly, five semi-weekly newspapers, and three periodicals, capital 149,500 dollars; thirty brick and stone, and twenty-three wooden houses built, cost 86,910 dollars. Total capital in manufactures, 336,275 dollars.

"The Columbian college was incorporated, by an act of Congress, in 1821. It is delightfully situated on elevated ground, north of the President's house, about two miles and a half from the Capitol. The buildings are a college edifice, five stories high, including the basement and the attic, having forty-eight rooms for students, with two dormitories attached to each, two dwelling-houses for professors, and a philosophical hall, all of brick. It has a medical department attached. The Medical college is situated at the corner of 10th and E-streets, at equal distances from the Capitol and the President's house. In the several departments are a president, ten professors, and, in the college proper, about twenty-five students. There are about 4200 books in its libraries. The commencement is on the first Wednesday of October. The whole number of alumni is ninety-seven. It is under the direction of the Baptists.

"There were in the city, in 1840, twelve academies, with 609 students, nine primary and common schools, with 380 scholars.

"The National Institution for the Promotion of Science was organised in May, 1840. The President of the United States is patron; the heads of departments constitute six directors on the part of the government, and six literary and scientific gentlemen are directors on the part of the institution. Its stated monthly meetings are held in the patent-office building. Its collections are deposited in the grand hall of this building, 275 feet long, and sixty-five feet wide, and constitute a rapily increasing scientific museum. The United States' exploring expedition has added largely to its curiosities. The Historical Society and the Columbian Institute have united with it, with their libraries and collections. They have a valuable mineralogical cabinet. It is proposed to bring out regularly volumes of transactions. If properly fostered, it may become an honour to the nation. The Union Literary Society has been in existence for many years, and holds a weekly discussion in the lecture-room of the Medical college, and is well attended. Sectarian religion and party politics are excluded from its discussions. The City library contains about 6000 volumes.

"The city contains twenty-one places of worship, of which the Presbyterians have four, the Episcopalians three, the Baptists three, the Methodists three, Protestant Methodists one, Roman Catholics three, the Africans two, and the Unitarians and Friends one each.

"There are two orphan asylums. There are three banks, with an aggregate capital of 1,500,000 dollars; and two insurance companies, with an aggregate capital of 450,000 dollars.

"The congressional burying ground is in the eastern section of Washington, about a mile and a half from the Capitol, and contains about ten acres of ground, near the Eastern branch. The grounds are tastefully laid out, and neatly kept. It has already received a number of distinguished men, and has some fine monuments, and a vault in which bodies are placed that are awaiting a removal.

"This city was fixed on as the future seat of the government, in accordance with the suggestion of the great man whose name it bears, and the ground on which it stands was ceded to the United States in December, 1788. The owners of the land gave one-half of it, after deducting streets and public squares, to the United States, to defray the expenses of the public buildings. Such grounds as should be wanted by the United States were to be paid for at the rate of 66 dollars 66 cents per acre. It was laid out by three commissioners, in 1791, and surveyed under the direction of Andrew Ellicot. The seat of the federal government was removed to this place in 1800. The north wing of the Capitol was commenced in 1793, and finished in 1800, at an expense of 480,202 dollars. The south wing was commenced in 1803, and finished in 1808, at an expense of 308,808 dollars. The centre

building was commenced in 1818, and finished in 1827, at an expense of 957,647 dollars. In August, 1814, Washington was captured by the British, under General Ross, who set fire to the Capitol, the President's house, and the public offices, with the exception of the patent-office, which was saved by the solicitation of its superintendent. The library of Congress was burned, and was afterwards replaced by the purchase of that of Mr. Jefferson, consisting of 7000 volumes, for 23,000 dollars, in 1815."

III. VIRGINIA.

VIRGINIA is bounded north by Pennsylvania and Maryland, from which it is separated by the Potomac; east by the Atlantic; south by North Carolina and Tennessee; west by Kentucky; and north-west by Ohio. It lies between 36 deg. 33 min. and 40 deg. 43 min. north latitude, and between 75 deg. 25 min. and 83 deg. 40 min. west longitude; and between 60 deg. 34 min. west, and 1 deg. 20 min. east longitude from Washington. It is 370 miles long, and 200 miles broad at its greatest width, comprising an area of 64,000 English square miles, or 40,960,000 English statute acres. The population, in 1790, was 747,610; in 1800, 886,149; in 1810, 974,622; in 1820, 1,065,366; in 1830, 1,211,272; in 1840, 1,239,797; of which 448,987 were slaves. Of the free white population, 371,223 were white males; 369,745 were white females; 23,814 were coloured males; 26,020 were coloured females. Of the population, in 1840, there were employed in agriculture, 318,771; in commerce, 6361; in manufactures and trades, 54,147; navigating the ocean, 582; navigating the canals, rivers, and lakes, 2952; learned professions, &c., 3866.—*Official Returns.*

This state is divided into 119 counties, and two districts, Eastern and Western. The following are the counties of the *Eastern District*, with their population in 1840, and their capitals:—Accomac, 17,096, C. Accomac; Albemarle, 22,924, C. Charlottesville; Amelia, 10,320, C. Amelia; Amherst, 12,576, C. Amherst; Bedford, 20,203, C. Liberty; Brunswick, 14,346, C. Lawrenceville; Buckingham, 18,786, C. Buckingham; Campbell, 21,030, C. Campbell; Caroline, 17,813, C. Bowling Green; Charles City, 4774, C. Charles City; Charlotte, 14,595, C. Charlotte; Chesterfield, 17,148, C. Chesterfield; Culpepper, 11,393, C. Culpepper; Cumberland, 10,399, C. Cumberland; Dinwiddie, 22,558, C. Dinwiddie; Elizabeth City, 3706, C. Hampton; Essex, 11,309, C. Tappahannock; Fairfax, 9370, C. Fairfax; Fauquier, 21,897, C. Warrenton; Fluvanna, 8812, C. Palmyra; Franklin, 15,832, C. Rocky Mount; Gloucester, 10,715, C. Gloucester; Goochland, 9760, C. Goochland; Greensville, 6366, C. Hicksford; Greene, 4232, C. Stannardsville; Halifax, 25,936, C. Halifax; Hanover, 14,968, C. Hanover; Henrico, 33,076, C. Richmond; Henry, 7335, C. Martinsville; Isle of Wight, 9972, C. Smithfield; James City, 3779, C. Williamsburg; King George, 5927, C. King George; King William, 9258, C. King William; King and Queen, 10,862, C. King and Queen; Lancaster, 4628, C. Lancaster; Loudoun, 20,431, C. Leesburg; Louisa, 15,433, C. Louisa; Lunenburg, 11,055, C. Lunenburg; Madison, 8107, C. Madison; Matthews, 7442, C. Matthews; Mecklenburg, 20,724, C. Boydton; Middlesex, 4392, C. Urbanna; Nansemond, 10,795, C. Suffolk; Nelson, 12,287, C. Livingston; New Kent, 6230, C. New Kent; Norfolk, 27,569, C. Norfolk; Northampton, 7715, C. Eastville; Northumberland, 7924, C. Northumberland; Nottoway, 9719, C. Nottoway; Orange, 9125, C. Orange; Patrick, 8032, C. Patrick; Pittsylvania, 26,398, C. Pittsylvania; Powhatan, 7924, C. Scottsville; Princess Anne, 7285, C. Princess Anne; Prince Edward, 14,069, C. Prince Edward; Prince George, 7175, C. City Point; Prince William, 8144, C. Brentsville; Rappahannock, 9257, C. Washington; Richmond, 5965, C. Richmond; Southampton, 14,525, C. Jerusalem; Spotsylvania, 15,161, C. Spotsylvania; Stafford, 8454, C. Falmouth; Surry, 6480, C. Surry; Sussex, 11,229, C. Sussex; Warwick, 1456, C. Warwick; Westmoreland, 8019, C. Westmoreland; York, 4720, C. Yorktown:—369,398 whites, 42,294 free coloured, 395,250 slaves. Total, 806,942. *Western District*—Alleghany, 2749, C. Covington; Augusta, 19,628, C. Staunton; Bath, 4300, C. Bath; Berkley, 10,972, C. Martinsburg; Botetourt, 11,679, C. Fincastle; Braxton, 2575, C.

Braxton; Brooke, 7948, C. Wellsburg; Cabell, 8163, C. Cabell; Clarke, 6353, C. Berryville; Fayette, 3924, C. Fayetteville; Floyd, 4453, C. Floyd; Frederick, 14,242, C. Winchester; Giles, 5307, C. Giles; Grayson, 9087, C. Greensville; Greenbrier, 8695, C. Lewisburg; Hampshire, 12,295, C. Romney; Hardy, 7622, C. Moorefield; Harrison, 17,669, C. Clarksburg; Jackson, 4890, C. Ripley; Jefferson, 14,082, C. Charlestown; Kanawha, 13,567, C. Charleston; Lee, 8441, C. Jonesville; Lewis, 8151, C. Weston; Logan, 4309, C. Logan; Marshall, 6937, C. Elizabethtown; Mason, 6777, C. Point Pleasant; Mercer, 2233, C. Princeton; Monongalia, 17,368, C. Morgantown; Monroe, 8422, C. Union; Montgomery, 7405, C. Christiansburg; Morgan, 4253, C. Berkley Springs; Nicholas, 2515, C. Summersville; Ohio, 13,357, C. Wheeling; Page, 6194, C. Surry; Pendleton, 6940, C. Franklin; Pocahontas, 2922, C. Huntersville; Preston, 6866, C. Kingwood; Pulaski, 3739, C. Newbern; Randolph, 6208, C. Beverly; Roanoke, 5499, C. Salem; Rockbridge, 14,284, C. Lexington; Rockingham, 17,344, C. Harrisonburg; Russell, 7878, C. Lebanon; Scott, 7303, C. Estiuville; Shenandoah, 11,618, C. Woodstock; Smythe, 6522, C. Marion; Tazewell, 6290, C. Jeffersonville; Tyler, 6954, C. Middlebourne; Warren, 5627, C. Front Royal; Washington, 13,001, C. Abingdon; Wood, 7923, C. Parkersburg; Wythe, 9375, C. Wytheville. Western District, whites 371,570, free coloured 7548, slaves 53,737. Total, 432,855.—*Official Returns.*

Soil and Configuration.—The extensive section of Virginia, which extends from the Atlantic to the lower falls of the rivers, for about 110 to 130 miles from the Atlantic, is low and flat, in some places marshy, naturally sterile and sandy, and generally covered with pitch pine trees. On the margin, near the banks of the rivers, the soil is usually fertile. The low country is unhealthy from August to October. The lands which extend from the rivers at the head of tidewater and Blue Ridge, are undulated and hilly; especially near the mountain ranges. The soil of this region is generally sandy and poor; part of it is fertile, particularly the margins of the rivers. Towards the mountains the country is stony and rough, with the soil rich. The mountains of Virginia rise generally about 150 miles from the ocean. Beyond which the country is generally mountainous, traversed by successive ridges of the Alleghany, which occupies a greater breadth of country in Virginia than in any other state. Between the various ridges, however, there are long valleys or table land, parallel with them, often of considerable breadth, and containing some of the best soil in the state. The farms among the mountains are smaller than in any other parts of the state, better cultivated, and there are fewer slaves. The climate in this region is very healthy

The soil of the districts near the sea coast is generally poor, producing Indian corn, oats, and peas. Wheat is raised in some parts of it, and a little rice in the swamps in its southern part. Between the sea coast region, tidewater, and the mountains, is the tobacco country; but in the northern upland counties wheat has extensively superseded tobacco; and south of James river, sufficient cotton is raised for home consumption. The south-eastern counties produce apples and peaches in great abundance. Among the mountains, the farmers raise large numbers of horned cattle and hogs. Indian corn is cultivated throughout the state. The country west of the mountains towards the Ohio, is rough and wild; sometimes, but not generally, fertile; but very rich as a mineral region.—*Various accounts. U. S. Gaz.*

Live Stock and Agricultural Products.—There were in this state, in 1840, 326,438 horses and mules; 1,024,148 neat cattle; 1,293,772 sheep; 1,992,155 swine; poultry to the value of 754,698 dollars. There were produced 10,109,716 bushels of wheat; 87,430 bushels of barley; 13,451,062 bushels of oats; 1,482,799 bushels of rye; 243,822 bushels of buckwheat; 34,577,591 bushels of Indian corn; 2,538,374 lbs. of wool; 10,597 lbs. of hops; 65,020 lbs. of wax; 2,944,660 bushels of potatoes; 364,708 tons of hay; 25,594 tons of hemp and flax; 75,347,106 lbs. of tobacco; 2956 lbs. of rice; 3,494,483 lbs. of cotton; 3191 lbs. of silk cocoons; 1,541,833 lbs. of sugar. The products of the dairy were valued at 1,480,488 dollars; of the orchard, 705,765 dollars; value of lumber produced, 538,092 dollars; 13,911 gallons of wine were made.—*Official Returns. U. S. Gaz.*

Minerals.—Gold, copper, lead, iron, coal, salt, limestone, and marble, are found. In 1840, 2000 persons were employed in mining. The long, narrow district in which gold is

found, extends through Spotsylvania county and the adjacent country, in a south-west direction, passing into North and South Carolina, Georgia, and Alabama. The gold ore is not, however, sufficiently rich to render its mining or working, excepting in very few places. The coal fields are very extensive, and afford both the bituminous and the anthracite. Large quantities have been mined and exported from the vicinity of Richmond. Salt springs have been found in various places, and salt has been extensively manufactured on the Great Kanawha river, near Charleston. The warm springs, at Bath, the hot springs, a few miles distant, the sulphur springs, in Greenbrier and Montgomery counties, and the sweet springs of Botetourt county, are much resorted to.—*U. S. Gaz.*—(See also Mineral Productions of United States hereafter.)

Rivers.—The Potomac separates this state from Maryland. James river is the largest which flows through the state. It is 500 miles in length, and flows from the mountains in the interior behind the Blue Ridge, through which it passes. It is navigable for sloops 120 miles, and for boats much farther, and falls into Chesapeake bay. The Appomattox is 130 miles long, and enters James river 100 miles above Hampton roads, and is navigable twelve miles, to Petersburg. The Rappahannock rises in the Blue Ridge, is 130 miles ong, is navigable 110 miles for sloops, and falls into the Chesapeake. York river enters the Chesapeake thirty miles below the Rappahannock, and is navigable forty miles for ships. The Shenandoah enters the Potomac just before its passage through the Blue Ridge. Of the rivers west of the mountains, the Great Kanawha rises in North Carolina, passes through this state and enters the Ohio. The Little Kanawha also falls into the Ohio. The Monongahela rises in this state, though it runs chiefly in Pennsylvania.

The lower part of Chesapeake bay lies wholly in this state, is fifteen miles wide at its mouth, and enters the Atlantic between Cape Charles and Cape Henry. Norfolk, eight miles from Hampton roads, has a fine harbour, much the best in the state; it is spacious, safe, and well defended; and it is the most commercial place in Virginia; but Richmond and Petersburg are more populous, and have an extensive trade. Besides these, Wheeling, Lynchburg, Fredericksburg, and Winchester, are principal places.—*U. S. Gaz.*

Trades.—There were thirty-one commercial and sixty-four commission houses engaged in foreign trade, with a capital of 4,299,500 dollars; 2736 retail dry-goods and other stores, with a capital of 16,684,413 dollars; 1454 persons employed in the lumber trade, with a capital of 113,210 dollars; 931 persons engaged in internal transportation, who, with 103 butchers, packers, &c., employed a capital of 100,680 dollars; 556 persons employed in the fisheries, with a capital of 28,383 dollars.—*Official Returns.*

Manufactures.—In 1840, there were domestic or family manufactures to the value of 2,441,672 dollars; forty-one woollen manufactories and forty-seven fulling mills, employing 222 persons, producing articles to the value of 147,792 dollars, with a capital of 112,350 dollars; twenty-two cotton manufactories, with 42,262 spindles, employing 1816 persons, producing articles to the value of 446,063 dollars, with a capital of 1,299,020 dollars; forty-two furnaces, producing 18,810 tons of cast-iron, and fifty two forges, &c., producing 5886 tons of bar-iron, the whole employing 1742 persons, and a capital of 1,246,650 dollars; eleven smelting houses employed 131 persons, and produced gold to the value of 51,758 dollars, employing a capital of 103,650 dollars; five smelting houses employed seventy-three persons, and produced 878,648 pounds of lead, employing a capital of 21,500 dollars; twelve paper manufactories, producing articles to the value of 216,245 dollars, and other paper manufactories producing 1260 dollars, the whole employing 181 persons, and a capital of 287,750 dollars; 3342 persons manufactured tobacco to the value of 2,406,671 dollars, employing a capital of 1,526,080 dollars; hats and caps were manufactured to the value of 155,778 dollars, and straw bonnets to the value of 14,700 dollars, the whole employing 340 persons, and a capital of 85,640 dollars; 660 tanneries employed 1422 persons, and a capital of 838,141 dollars; 982 other leather manufactories, as saddleries, &c., produced articles to the value of 826,597 dollars, and employed a capital of 341,957 dollars; four glass-houses, and two glass-cutting establishments, employed 164 persons, producing articles to the value of 146,500 dollars, with a capital of 132,000 dollars; thirty-three potteries employed sixty-four persons, producing articles to the value of 31,380 dollars, with a capital of 10,225 dollars; thirty-six persons produced drugs, paints, &c., to the value of 66,633 dollars, with a capital of 61,727 dollars; 445 persons produced machinery to the

value of 429,858 dollars; 150 persons produced hardware and cutlery to the value of 50,504 dollars; 262 persons manufactured 9330 small arms; forty persons manufactured granite and marble to the value of 16,652 dollars; 1004 persons produced bricks and lime to the value of 393,253 dollars; carriages and waggons were manufactured to the value of 647,815 dollars, employing 1592 persons, and a capital of 311,625 dollars; 1454 distilleries produced 865,725 gallons, and five breweries produced 32,960 gallons, employing 1631 persons, and a capital of 187,212 dollars; 764 flouring mills produced 1,041,526 barrels of flour, and with other mills employed 3964 persons, producing articles to the value of 7,855,499 dollars, with a capital of 5,184,669 dollars; ships were built to the value of 136,807 dollars; 675 persons manufactured furniture to the value of 289,391 dollars; 402 brick or stone, and 2604 wooden houses were built, employing 4694 persons, and cost 1,367,393 dollars; fifty printing offices and thirteen binderies, four daily, twelve semi-weekly, and thirty-five weekly newspapers, and five periodicals, employed 310 persons, and a capital of 168,850 dollars. The whole amount of capital employed in manufactures in the state was 11,360,861 dollars.—*Official Returns.*

Education.—William and Mary college, at Williamsburg, is the oldest in the state, and one of the oldest in the country, and was founded in 1691. Hampden Sydney college, in Prince Edward county, was founded in 1783, and is flourishing. Washington college, at Lexington, was founded in 1812. Randolph Macon college, was founded at Boydton, in 1832. There are theological schools at Richmond, in Prince Edward county, and in Fairfax county. But the most important literary institution in the state, is the university of Virginia, at Charlottesville, founded in 1819. Its plan is extensive, its endowment has been munificent, and it is a prosperous institution. In all these, with a few smaller institutions, there were, in 1840, 1097 students; there were in the state, also, 382 academies, with 11,083 students; 1561 common and primary schools, with 35,331 scholars; and 58,787 white persons over twenty years of age, who could neither read nor write.

Religion.—The Baptists, the most numerous religious denomination, have about 437 churches; the Presbyterians 120; the Episcopalians, sixty-five ministers; the Methodists 170. There are also a few Lutherans, Catholics, Unitarians, Friends, and Jews.

Banks.—In January, 1840, there were in this state eight banks and branches, with a capital of 3,637,400 dollars, and a circulation of 2,513,412 dollars. At the close of the same year the public debt amounted to 6,857,161 dollars.

Public Works.—Virginia has undertaken several important works of internal improvement, by chartering private companies, several of which have been liberally aided by the state. The Dismal Swamp canal connects Chesapeake bay with Albemarle sound, extending from Deep creek to Joyce's creek, twenty-three miles, at a cost of 879,864 dollars. It has branches of eleven miles. The Alexandria canal extends seven miles and a quarter from Georgetown to Alexandria. The James river and Kanawha canal extends 175 miles, from Richmond to Buchanan. The Richmond, Fredericksburg, and Potomac railroad extends seventy-five miles, to Aquia creek. Louisa branch, twenty-five miles from Richmond, proceeds forty-nine miles, to Gordonsville. Richmond and Petersburg railroad, from Richmond, extends twenty-three miles, to Petersburg. Petersburg and Roanoke railroad extends from Petersburg, fifty-nine miles, to Weldon. Greensville railroad extends from near Hicks, for eighteen miles, to Gaston, North Carolina. City Point railroad extends from Petersburg, twelve miles, to City Point. Chesterfield railroad extends from Coal Mines, thirteen miles and a half, to Richmond. Portsmouth and Roanoke railroad extends from Portsmouth, eight miles, to Weldon, North Carolina. Winchester and Potomac railroad extends from Harper's Ferry, thirty-two miles, to Winchester.—*Official Returns. U. S. Gaz.*

PRINCIPAL SEAPORTS AND TOWNS.

VIRGINIA, although the earliest settled, has very few, and no very large, towns.

CHARLOTTESVILLE is situated on Moore's creek, two miles from its entrance into the Rivana river. The plan is irregular, but it is well-built, chiefly with brick. It contains about 230 buildings of every kind, and about 1000 inhabitants. It has twenty-two stores, two book-stores, and a printing-office, from which a weekly newspaper is issued. There are

several flouring mills in the vicinity. It derives its chief importance from the university of Virginia, of which it is the seat. This institution was planned by Mr. Jefferson. It was designed to be more on the plan of European universities than most American colleges. The university buildings are various in their architecture, and arranged on three sides of a grassy parallelogram, at the upper end of which stands a large rotunda, containing lecture rooms and the library. The philosophical and chemical apparatus, and the mineralogical cabinet, and anatomical and general museum, are extensive. It has a fine astronomical observatory on the apex of a hill in the vicinity. It was founded in 1819, has a president and eight professors, or other instructors, has had 200 alumni, has 290 students, and 16,000 volumes in its libraries. The commencement is on the 4th of July. It is munificently endowed by the state.

Fredericksburg is situated on the south-west side of Rappahannock river, 110 miles above the Chesapeake, in 34 deg. 44 min. north latitude, and 77 deg. 38 min. west longitude, 66 miles east of North Richmond. Population, in 1830, 3307; 1840, 3974. The city is regularly laid out, and presents a beautiful appearance from the heights by which it is surrounded. It is supplied with excellent water from the Rappahannock, in pipes laid by a joint-stock company. The falls of the Rappahannock, in the vicinity, afford good water-power. It has a flourishing trade, exporting grain, flour, tobacco, Indian corn, &c. Its exports have been computed at above 4,000,000 dollars annually. It was named in honour of Prince Frederick, father of George III. There were, in 1840, seventy-three stores, capital 367,961 dollars; two tanneries, paints, drugs, &c., capital 37,000 dollars; one grist mill, two printing-offices, four semi-weekly newspapers. Capital in manufactures, 141,200 dollars. Five academies, 256 students, seven schools, 156 scholars.

Harper's Ferry, 173 miles north of Richmond. Situated at the junction of the Shenandoah river, with the Potomac river, at the passage of the united stream through the Blue Ridge, so well described by Mr. Jefferson. There is, probably, not a more picturesque spot in the United States. It contains twelve stores, one of the largest flouring mills in the union, one iron furnace, 810 dwellings, and a national armoury, where 8850 small-arms are annually manufactured, employing 240 hands. In the armoury, 80,000 or 90,000 stand of arms are usually kept, and as they are sent away replaced by others from the factories. The Chesapeake and Ohio Canal passes along the north bank of the Potomac. The Baltimore and Ohio railroad passes through this place. The Potomac is here crossed by a bridge, 750 feet long between the abutments, connecting the village with the Maryland side.—*U. S. Gaz.*

Norfolk is a port of entry on the north-east bank of the Elizabeth river, just below the confluence of its two branches, eight miles above its entrance into Hampton roads, and thirty-two miles from the ocean, 110 by water, below City point, 106 east-south-east from Richmond, 230 from Washington, 36 deg. 50 min. 50 sec. north latitude, and 76 deg. 18 min. 47 sec. west longitude. The situation is low, the streets are crooked and irregular, and most of the houses are not remarkable for elegance. It has two banks, two insurance offices, an academy, an orphan asylum, an athenæum, with a respectable library, and, in the vicinity, a marine hospital, and a United States navy-yard. At the latter is a dry dock, constructed of hewn granite, which cost 974,536 dollars. The harbour is spacious and safe, having eighteen feet depth of water. The entrance to it, above a mile wide, is defended by forts Monroe and Calhoun. It has more foreign trade than any other place in the state. The tonnage, in 1840, was 19,079. The Dismal Swamp canal connects Chesapeake bay with Albemarle sound, and opens an extensive water communication from Norfolk to the south. There were in this place, in 1840, eight foreign commercial and eight commission houses, capital 202,000 dollars; thirty-five retail stores, capital 1,590,500 dollars; two printing-offices, one bindery, two daily, and one semi-weekly newspapers. Capital in manufactures, 178,300 dollars. Eighteen academies, 515 students, seventeen schools, 604 scholars. Population, in 1830, 9816; in 1840, 10,920.—*Official Returns, U. S. Gaz.*—(See Trade of Virginia hereafter.)

Petersburg, port of entry, on the south bank of the Appomattox river, twelve miles above its entrance into James river, at the City point, in 37 deg. 13 min. 54 sec. north latitude, and 77 deg. 20 min. west longitude twenty-three miles south by east of Richmond. Population, in 1830, 8322; in 1840, 11,136. The river is navigable to this place for vessels of

100 tons, and the falls immediately above it afford extensive water power. A canal is cut round these falls for the purpose of navigation. The borough contains, besides Petersburg, the village of Blandford, in Prince George county, and of Pocahontas in Chesterfield county. The great southern chain of railroads passes through it and adds to its importance. It is one of the handsomest and most leading towns in the state, and exports tobacco and flour. The tonnage, in 1840, was 3098. There were six commercial and eight commission houses engaged in foreign trade, capital 875,000 dollars; 121 retail stores, capital 1,026,250 dollars; two lumber yards, capital 6000 dollars; one furnace, six forges, one woollen factory, two cotton factories, 7520 spindles, one pottery, two rope-walks, two flouring mills, one grist mill, two saw mills, two printing-offices, one semi-weekly newspaper. Capital in manufactures, 726,555 dollars. In July, 1815, a disastrous fire destroyed 400 buildings, and property estimated at 2,000,000 dollars. It has been rebuilt on an improved plan.

Richmond, city and port of entry, is situated on James river, at the lower falls, at the head of tidewater, and is in 37 deg. 30 min. north latitude, and 77 deg. 31 min. west longitude from Greenwich, and 0 deg. 27 min. west longitude from Washington. It is twenty-three miles north from Petersburg, and 117 miles south-by-west from Washington. The population, in 1800, was 5737; in 1810, 9785; in 1820, 12,067; in 1830, 16,060; in 1840, 20,153. It is situated directly opposite to Manchester, to which it is connected by two bridges. The situation is healthy and highly picturesque. The deaths do not exceed one in eighty-five of the population annually. Shockoe and Richmond hills stand opposite to each other, and Shockoe creek, a rapid stream, passes between them; and the city is spread over these hills, and along the margin of the creek. The elevations present many picturesque views of the city, of James river, and of the surrounding country. The city contains about 1400 houses, a large proportion of which are of brick, with slated roofs. It is regularly laid out, the streets generally crossing each other at right angles. And in the western division of the city, on an elevated plain, denominated Shockoe hill, stands the Capitol. It has a very commanding situation, in the centre of a beautiful public square, of an oblong form, containing about eight acres, ornamented with grass plats and gravelled walks. In the centre of a spacious hall, in the middle of the building, stands a marble statue of Washington, executed in Paris. Near it is a marble bust of Lafayette. In one angle of Capitol-square stands the City hall, decorated at each end by a fine Doric portico of four columns. On the eastern part of Capitol-square is a house erected for the residence of the governor of the state. In another angle of the same square is the county court house. In the western suburbs of the city is the state penitentiary, a large building, in the form of a hollow square, 300 feet long and 110 feet broad, with several acres of ground connected with it. In the suburbs of the city, on the north, is the almshouse, a spacious building surrounded by extensive grounds. The other public buildings are a county and a city goal, an orphan asylum, a theatre, a museum, two markets, an armoury 320 by 280 feet, an academy, and a masonic hall. The city is supplied by water, which is elevated by water power, and two forcing pumps, into three large reservoirs, containing 1,000,000 gallons each, from which it is distributed over the city, and forms a great resource in case of fire, as well as a supply for the inhabitants —*U. S. Gaz.*

Richmond is well situated for trade. Vessels drawing ten feet of water come to Rockets, about a mile below the centre of the city; and those drawing fifteen feet to Warwick, three miles below the city. The falls in James river are obviated by the canal, and above them it is navigable for boats 220 miles. Regular lines of packets ply to and from New York and other places, and it communicates by steamboats to Norfolk. The principal articles of exportation are wheat, flour, and tobacco. The exports amount to about 3,000,000 dollars annually. The tonnage of this port, in 1840, was 6911.

The manufactures of Richmond are also extensive. The falls of the James river afford a water power of unlimited extent. There were, in 1840, seventeen foreign commercial and twenty-nine commission houses, capital 3,062,000 dollars; 256 retail stores, capital 1,646,450 dollars; three lumber yards, capital 24,000 dollars; four furnaces and eight forges, &c., capital 317,900 dollars; machinery produced amounted to 128,000 dollars; one cotton factory, 5810 spindles, capital 175,000 dollars; tobacco manufactories, capital 492,250 dollars; one paper factory, capital 75,000 dollars; twenty-one flouring mills, two grist mills, three saw mills, total capital 61,000 dollors; eight printing-offices, one bindery,

one daily, six weekly, and two semi-weekly newspapers, and one periodical, capital 48,700 dollars. Total capital in manufactures, 1,372,950 dollars.—*Official Returns. U. S. Gaz.* —(See Trade of Virginia hereafter.)

FINANCES.

According to the last report of the finance committee, "The state debt, including what was created for subscription to banks, and the war debt, and diminished by the amount of the sinking fund, and by the state stock held by the Board of Public Works, amounts to 7,409,166 dollars. The annual interest on this debt is 433,960 dollars. The ordinary expenses of government, as estimated for 1843, amount to 457,000 dollars; making the whole annual charge 890,960 dollars. The income of the state for the year is estimated at 872,030 dollars, of which 652,500 is produced by taxes and ordinary sources, 49,242 dollars by the bonus on bank capital, and 153,160 dollars by the income of bank stock owned by the state. In addition to the amount of indebtedness above-mentioned, the state is liable through its guarantee of the James river and Kenawha company bonds, the old James river company dividends, and to the Baltimore and Ohio railroad, for 2,872,520 dollars; making the total debts and liabilities of the commonwealth, 10,281,686 dollars.

TAXES FOR 1842.

	dollars.		dollars.
On Lots	63,353.38	On 2682 pianos	4,649.00
„ lands	234,660.88	„ plate tax	1,219.03
„ 250,113 slaves	100,045.20	„ insurance offices	2,190.81
„ 332,929 horses	41,616,07	„ pedlars	6,665.16
„ 9,200 coaches	23,427.13	„ ordinary keepers	18,826.45
„ 91 stages	325.31	„ keepers of houses of private entertainment	3,721.89
„ 2417 carryalls	2,563.65	„ venders of lottery tickets	8,405.96
„ 5722 gigs	3,902.33	„ exhibitors of shows	1,310.00
„ licences to merchants	90,260.98	„ owners of stud horses	8,002.00
„ 7810 gold watches	7,810.00		
„ 17,335 silver watches	4,333.75		
„ 11,629 clocks	5,814.50	Total	633,103.49

State Debt.—Amount of state debt as reported by the governor in his message at the last meeting of the legislature, 7,650,000 dollars, which is held as follows:

	dollars.	dollars.
By individuals	2,600,000	
„ banks	770,000	
„ state and state institutions	1,400,000	
„ citizens of other states	610,000	
The remainder by subjects of Great Britain, France, Germany, and Scotland, say	2,270,000	
		7,650,000
The property of the state is invested in bank and other stocks, and amounts to		12,500,000

TRADE AND NAVIGATION OF VIRGINIA.

The principal articles of *export* are tobacco, cotton, wheat, flour, maze, or Indian corn, Indian corn meal, blackeye peas, naval stores, staves, shingles, and lumber of various kinds.

Of Import.—Dry goods, iron, copper, and other metals; glass, coal, hardware, earthenware, salt, rum, sugar, molasses, coffee, and all other West India produce; hides, dyewoods, wines, gin, brandy, and other liquors; chiefly furnished by Great Britain, France, Spain, Holland, Russia, the Mediterranean ports, different colonies, and South America.

The *foreign* trade of this state has not increased, but has rather declined for several years past; nor does there, at present, appear much prospect of improvement.

This decline may be attributed to several causes. In regard to the exports, it is to be remarked, that a very large portion of the two principal, and most valuable commodities, tobacco and cotton, formerly shipped from this direct to England, France, Holland, and other parts of Europe, is now sent coastwise to New York, and the other large cities of this country, where it either finds a market and ready sale, enabling the owner at once to realise his funds, and invest them in return articles suitable to the demand in this quarter; or their tobacco and cotton are reshipped to the foreign market at a lower freight, and upon more moderate terms, than has been done from Virginia—the immense capital and tonnage concentrated, especially at New York, affording facilities and advantages over those of the middle and southern states. It is further to be observed, that there is now a much larger quantity of both the named articles used at the American manufactories, and, in that way, much more retained in the country than formerly.

The foregoing remarks have more especial reference to the trade with the different parts of Europe. That with the West Indies and other British colonies, previously carried on to an immense extent, has, since the emancipation of the negroes, decreased in a still greater ratio than the other, and the quantity of lumber and coarser descriptions of provisions, furnished from this state for that market, is now hardly more than one-half of what it was five years ago. The number of vessels in that trade (especially British) have diminished in proportion. This does not apply, however, to flour, of which the quantity now admitted to the West Indies is greater than before, it appearing that the same class of persons are not disposed to put up with the coarse food with which they were supplied as slaves.

Port Charges.—The port charges (custom-house) are generally moderate, but depend entirely upon the number and nature of the documents that may be required; they amount, inward and outward together, to about from four to eight dollars upon a vessel.

As hospital money, seamen of all American vessels are subject to the payment of twenty cents per month, deducted from their wages, and paid by the master at the custom-house, on entering or clearing; but no such charge attaches to seamen of foreign vessels.

There are no "warehousing ports," so denominated, in the United States; but all the larger districts, this included, have public stores, where foreign merchandise may be deposited for exportation, and without the exaction of any duty.

Pilotage.—The pilotage regulations are regulated by the state legislature. The following are abstracts from the existing laws:—

AN ACT to amend the several Acts, concerning Pilots, passed March 23, 1836.

Be it enacted by the General Assembly, that every registered vessel owned by a citizen or citizens of the United States, or by citizens or subjects of any foreign state, whose vessels are, by treaty with the government of the United States, placed on the same footing as vessels of the United States, shall pay the following rates of pilotage in lieu of those now established by law; to wit: from sea to Hampton roads, if the vessel be boarded by such pilot twenty miles to the east of Cape Henry, one dollar and fifty cents per foot; if forty or more miles to the east of Cape Henry, twenty-five cents per foot, in addition to the above rates; if less than twenty miles to the east of the Capes, one dollar and twenty-five cents per foot; from Hampton roads to sea, one dollar per foot; from Hampton roads to Norfolk and Portsmouth, eighty-eight cents per foot; from Hampton roads to Sleepy hole or Look Out, one dollar and three cents per foot; from Hampton roads to Pagan creek, eighty-eight cents per foot; from Hampton roads to James town, or any place between Pagan creek and James town, one dollar and ninety-four cents per foot; from Hampton roads to City point or Bermuda hundred, or any place between James town and City point or Bermuda hundred, two dollars and eighty-seven cents per foot; from Hampton roads to Turkey island, three dollars and forty-eight cents per foot; from Hampton roads to Warwick, or any place between Turkey island and Warwick, four dollars and thirty-four cents per foot; from Hampton roads to Richmond or any place between Richmond and Warwick, four dollars and sixty-three cents per foot.

Be it further enacted, that the same rates of pilotage shall be demanded for conducting a vessel from each of the places mentioned in the foregoing section, to Hampton roads, as are demandable for conducting such vessel from Hampton roads to the said places respectively.

Be it further enacted, that all foreign vessels, not placed by treaty with the government of the United States on the same footing as vessels of the United States, shall pay one-fourth in addition to the rates of piloting therein prescribed.

Be it further enacted, that every master of a vessel, sailing under a coasting licence, and of the burden of seventy tons, shall be compelled to take the first pilot who offers to the east of Cape Henry, to conduct his vessel, and in case of refusal on the part of the said master to take such pilot, he shall be compelled to pay half pilotage to the first port to which such vessel is bound.

Be it further enacted, that any master of a vessel who shall give a pilot notice to attend his vessel, and the pilot shall attend accordingly, such pilot shall receive one dollar and seventy-five cents for every day he shall be detained.

Be it further enacted, that pilots may appoint an agent in the city of Richmond and borough of Norfolk, state their accounts and prove the same before any justice of the peace, or alderman of said city or borough; and lodge the same with such agent for collection, who is hereby authorised to collect and receive the money on the same, for which he shall account to such pilot or pilots, as in other cases for money had and received, for the use of the party claiming the same.

Be it further enacted, that the eleventh section of the act, entitled an act reducing into one the several acts concerning pilots and regulating their fees, passed the 10th day of February, 1819, shall be, and the same is hereby repealed.

Be it further enacted, that the rates of pilotage for vessels of war shall be as follows:—to wit, from sea to Hampton roads, two dollars and seventy-five cents per foot; from Hampton roads to sea, two dollars and seventy-five cents per foot; from Hampton roads to Norfolk or Portsmouth, one dollar and twenty-five cents per foot, and from Norfolk or Portsmouth to Hampton roads, one dollar and twenty-five cents per foot; and for every day a pilot shall be detained on board a vessel of war, three dollars.

Be it further enacted, that no master of a vessel shall be required to take the pilot who may have conducted his vessel from sea; to conduct his vessel from her port of entry or other place of departure to sea.

Be it further enacted, that if any person, although he may have received a branch according to the provisions of the act, entitled an act reducing into one, the several acts concerning pilots and regulating their fees, passed the 10th day of February, 1819, shall

undertake to conduct any vessel required by law to take a pilot, from sea to any of the places mentioned in the first section of this act, or thence to sea, unless he shall be attached to some lawful pilot boat, and shall actually cruise therein, he shall forfeit and pay the sum of 150 dollars for every such offence, which may be recovered by action of debt, in any court of record in this commonwealth, by any person who shall sue for the same, in which action, the person so offending may be held to bail; and if any person who shall not have obtained such branch shall undertake to conduct any vessel, required by law to take a pilot from sea to any of the places mentioned in the first section of the act, as aforesaid, or thence to sea, he shall forfeit and pay the sum of 200 dollars for every such offence, which may be recovered by action of debt as aforesaid, in which action bail may be demanded. Provided, that nothing herein contained shall be so construed as to prevent any person from assisting a vessel in distress, if he shall deliver up such vessel to any lawful pilot who may offer to conduct her; for which assistance so rendered, the person so assisting, shall and may demand and receive from the said pilot, half the fees allowed for pilotage by this act.

Be it further enacted, that if any pilot shall apprehend and confine in gaol any runaway slave found on board of any vessel departing or about to depart from any part of this commonwealth, he shall be entitled to a reward of twenty dollars; which sum may be recovered by action of debt in any court of record, from the owner or owners of such slave, or from the executors, administrators, or committee of the estate to which such slave may belong. And, moreover, the master, shipper, or owner of the vessel in which such slave may be found and apprehended as aforesaid, shall forfeit and pay the sum of 500 dollars, in addition to the penalties now prescribed by law, which sum may be recovered by action of debt in any court of record as aforesaid, by such pilot, his executors or administrators, in which action bail may be demanded.

Be it further enacted, that all acts and parts of acts coming within the purview of this act, and contrary hereto, shall be, and the same are hereby repealed.

This act shall be in force from and after the 1st day of May next.

AN ACT concerning Pilots. Passed March 29, 1837.

Be it enacted by the General Assembly, that every vessel sailing under a coasting licence of the burden of seventy tons or more, bound up James river, shall be compelled to take the first pilot that may offer his services (Cape Henry bearing west of south), to conduct such vessel to her port of destination. It shall be lawful for the captain of such vessel to discharge such pilot in Hampton roads by paying the pilot that conducted him to said roads two dollars per foot; if the captain of such vessel should take the pilot to his port of destination he shall then pay the fees imposed upon registered vessels by the act passed the 23rd day of March, 1836; but if in case such captain should refuse to take a pilot when spoken, he shall pay to such pilot or his agent the sum of ten dollars; and it shall be lawful for the pilots to appoint an agent in the city of Richmond to collect their fees and pilotage.

And be it further enacted, if any captain or master shall refuse or fail to pay to the agent, within three days after demand made, the amount which may be due to any pilot, he shall be bound to pay the further sum of five dollars; which sums may be recovered by warrant before a magistrate of any county or corporation, in which the defendant may be found; and if the captain or master of any vessel shall conceal or obscure the name thereof, and shall refuse to disclose the same when spoken by a pilot, he shall forfeit and pay to the pilot the further sum of five dollars to be recovered as above stated.

This act shall be in force from its passage.

The foregoing is a true copy from the original.

April 1, 1837. GEORGE W. MUNFORD, C. H. D.

Gross Return of British and Foreign Trade at the Principal Ports within the Consulate of Virginia, during the Year ending the 31st of December, 1840.

PORT OF NORFOLK.

NATION.	ARRIVED. Vessels.	Tonnage.	Crews.	Invoice Value.	DEPARTED. Vessels.	Tonnage.	Crews.	Invoice Value.
				£ s.				£ s.
British	34	5,481	344	12,612 5	33	5,271	318	29,615 5
American	90	13,846	695	45,690 10	122	17,066	842	96,544 10
French	1	162	10	720 0	1	162	10	910 15
Total	125	19,489	1049	59,022 15	156	22,499	1170	127,070 10

	Vessels.	Tonnage.	Value.
			£ s.
Of these 34 British vessels that arrived at Norfolk, there were from Great Britain with salt	2	716	1,653 0
Coals and do.	1	398	520 0
Hardware and do.	1	166	1,360 0
Coals and earthenware	1	306	1,132 5
	5	1587	4,665 5
St. Thomas.—Ballast and specie	2	128	1,912 10
Jamaica.—Pimento fruits, &c.	1	206	753 15
„ Ballast and specie	1	90	1,125 0
„ Pimento and logwood	1	55	731 5
„ Hides	1	245	45 0
„ Specie	1	254	956 5
„ Ballast	2	332	
Demerara.—Do.	1	88	
Bermuda.—Specie	2	138	860 0
Antigua.—Old copper and lead.	1	154	25 5
„ Ballast	1	84	
Turk's Island.—Salt	1	242	202 10
Bahamas.—Do. and specie	1	53	92 5
„ Fruit and turtle	1	49	270 15
„ Do. and mahogany	1	49	342 10
Yarmouth (N. S.)—Ballast	1	185	
Newfoundland.—Do.	1	186	
Trinidad.—Do.	2	792	
Grenada.—Do.	2	155	
„ Salt and old copper	1	136	135 0
Dominica.—Ballast	2	117	
Wilmington (N. C.).—Naval stores	1	74	
West Indies.—Ballast	1	80	
Total	34	5481	12,117 5

	Vessels.	Tonnage.	Value.
			£ s.
Of these 33 British vessels that departed, there were for Great Britain with flour	1	212	3,037 10
Halifax (N. S.).—Put in distress and sailed	1	92	
„ Provisions	1	52	855 0
„ Lumber and do.	1	84	1,242 0
West Indies.—Do.	1	80	1,023 15
„ Flour, pease, &c.	1	53	695 5
Jamaica.—Lumber and provisions	4	796	4,670 0
„ Do. and naval stores	1	166	387 0
Demerara.—Do. and provisions	2	163	2,250 0
Grenada.—Do. do.	3	210	1,825 0
„ Do. and tobacco	1	77	236 5
Antigua.—Do. and provisions	2	320	2,677 10
St. John (N.B.).—Timber, do. &c.	1	398	2,002 10
Bermuda.—Lumber, do.	1	61	551 5
Bahamas.—Do. do.	2	102	735 15
„ Flour and tar	1	49	472 10
Richmond.—Ballast	2	491	
„ Salt	1	500	1,300 0
Newfoundland.—Provisions, &c.	1	186	1,473 15
Baltimore.—Ballast	1	396	
Yarmouth (N.S.).—Naval stores	1	71	
Brazil.—Flour	1	216	3,105 0
Trinidad.—Lumber	1	396	562 18
Barbadoes.—Do. and provisions	1	65	517 10
Total	33	5271	29,615 13

PORT OF RICHMOND.

NATIONS.	ARRIVED. Vessels.	Tonnage.	Crews.	Invoice Value.	DEPARTED. Vessels.	Tonnage.	Crews.	Invoice Value.
				£ s.				£ s.
British	5	1,772	73	1,300 0	5	1,772	73	43,294 10
American	27	7,960	335	19 712 5	81	26,650	1084	883,690 10
French	2	531	24	....	2	531	24	20,070 5
Bremen	3	650	33	....	3	650	33	6 738 15
Sardinian	1	190	13	....	1	190	13	1,991 5
Total	38	11,103	478	21,012 5	92	29,793	1227	955,785 5

	Vessels.	Tonnage.	Value.
			£
Of the 5 British vessels that arrived, there were from Great Britain	none		
From Norfolk, in ballast	2	491	
„ „ salt	1	500	1300
From New York, in ballast	2	781	
	5	1772	1300

	Vessels.	Tonnage.	Value.
			£ s.
Of the 5 British vessels that departed, there were for Great Britain, with tobacco	3	1087	34,485 15
Rotterdam ditto	1	185	2,475 0
Marseilles ditto and rum	1	500	6,333 15
	5	1772	43,294 10

Commerce of Virginia, from 1789 to 1843.

YEARS.	EXPORTS.			IMPORTS.	Duties on Foreign Merchandise Imported.	Drawbacks paid on Foreign Merchandise Exported.	Registered Tonnage.
	Domestic.	Foreign.	TOTAL.				
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	tons.
1791	....	....	3,130,865	....	805,887	905	33,239 —
1792	....	....	3,552,825	....	461,753	1,736	32,545 —
1793	....	....	2,987,098	....	392,458	2,857	23,997 72
1794	....	....	3,321,636	....	423,520	23,076	26,130 13
1795	....	....	3,490,041	....	455,936	49,281	31,767 28
1796	....	....	5,268,655	....	653,209	43,707	36,278 26
1797	....	....	4,908,713	....	692,537	70,252	40,936 41
1798	....	....	6,113,451	....	677,278	25,838	43,657 58
1799	....	....	6,292,986	....	1,012,205	89,500	46,858 68
1800	....	....	4,430,689	....	759,776	90 705	41,838 47
1801	....	....	5,655,574	....	822,153	59,139	41,850 92
1802	....	....	3,978,363	....	726,564	29,884	31 913 87
1803	5,949,267	151,441	6,100,708	....	749,181	25,553	37 832 24
1804	5,394,903	395,098	5,790,001	....	938,929	33,723	33,614 11
1805	4,945,635	660,985	5,606,620	....	954,747	135,108	37,674 19
1806	4,626,687	428,709	5,055,396	....	762,815	109,876	34,015 29
1807	4,393,521	367,713	4,761,234	....	617,526	104,494	33,503 05
1808	508,124	18,349	526,473	....	132,649	6 259	29,485 28
1809	2,786,161	107,964	2,894,125	....	306,648	38,151	36,699 29
1810	4,632,829	189,782	4,822,611	....	510,124	46,543	45,339 78
1811	4,798,612	23,695	4,822,307	....	214,305	9,012	28,744 71
1812	2,983,493	17,619	3,001,112	....	707,372	6,962	32,720 86
1813	1,819,414	308	1,819,722	....	137,123	14,392	25,938 68
1814	17,581	....	17,581	....	23,801	5,283	22,514 47
1815	6,632,579	44 397	6,676,976	....	1,202,739	4,597	31,152 40
1816	8,115,890	96,970	8,212,860	....	1,268,336	32 080	26,059 66
1817	5,561,238	60,204	5,621,442	....	791,522	37,903	27,569 23
1818	6,941,414	74 832	7,016,246	....	891,887	16,983	23,534 03
1819	4,358,784	33 537	4,392,321	....	496,794	16,485	16,117 54
1820	4,549,137	8,820	4,557,957	....	336,510	8,093	16,797 58
1821	3,026,169	53,040	3,079,209	1,078,490	248,593	3,740	12,216 06
1822	3,209,852	7,537	3,217,389	864,162	263,424	1,572	8,960 93
1823	4,000,914	5,874	4,006,788	681,810	259,748	8,665	11,139 86
1824	3,276,478	1,086	3,277,564	639,787	219,319	6,605	10,759 39
1825	4,122,340	7,180	4 129,520	553,562	192,269	5,602	10,572 80
1826	4,596,077	655	4,596,732	635,438	221,472	6 112	13,724 29
1827	4,646,737	11,201	4,657,938	431 765	172,889	10,162	14,239 58
1828	3,324,616	15,569	3,340,185	375,238	142,308	5,992	15,627 08
1829	3,783,493	3,938	3,787,431	395,352	197,717	1,079	14,505 79
1830	4,788,804	2,480	4,791,284	405,739	189,850	9 314	10,061 43
1831	4,149,986	1,489	4,151,475	488,522	219,128	2,950	12,400 13
1832	4,493,916	16,734	4,510,650	553,639	191,945	9,738	13,784 79
1833	4,459,534	8,053	4,467,587	690,391	199,469	2,475	17,038 30
1834	5,469,240	13,858	5,483,098	837,325	163,887	393	18,966 70
1835	6,054,445	9,618	6,064,063	691,255	217,025	344	19,737 62
1836	6,044,028	148,012	6,192,040	1,106,814	300,762	6,223	16,501 37
1837	3,699,110	3,604	3,702,714	813,823	....	....	8,299 61
1838	3,977,895	8,333	3,986,228	577,142	....	....	7,405 82
1839							
1840							
1841							
1842	3,745,227	5,159	3,750,386	316,705			
1843*	1,954,510	2,655	1,957,165	187,062			

* For the nine months ending the 30th of June only.

PORT OF PETERSBURG.

NATIONS.	ARRIVED.				DEPARTED.			
	Vessels.	Tonnage.	Crews.	Invoice Value.	Vessels.	Tonnage.	Crews.	Invoice Value.
				£ s.				£ s.
British.....	1	274	10	337 10	1	274	10	4,050 0
American	15	6621	243	5985 0	22	8180	312	220,178 5
Total	16	6895	253	6322 10	23	8454	322	224,228 5

This British vessel arrived from Great Britain with salt and coals, value 337*l.* 10*s.*; and departed for Great Britain, with flour, value 4050*l.*

IV. NORTH CAROLINA.

NORTH CAROLINA is bounded north by Virginia; east by the Atlantic; south by South Carolina; and west by Tennessee. It is situated between 33 deg. 50 min. and 36 deg. 30 min. north latitude, and between 75 deg. 45 min. and 84 deg. west longitude; and between 6 deg. 20 min. west, and 1 deg. 33 min. east from Washington. It is 430 miles long, and 180 broad, and comprises an area of 48,000 English square miles, or 30,720,000 English statute acres.

The population, in 1790, was 393,754; in 1800, 478,103; in 1810, 555,500; in 1820, 638,829; in 1830, 738,470; in 1840, 753,419, of which 245,817 were slaves. Of the free population, 240,047 were white males; 244,823 were white females; 11,226 were coloured males; 11,505 were coloured females. In 1840, there were employed in agriculture, 217,095; in commerce, 1734; in manufactures and trades, 14,322; navigating the ocean, 327; navigating canals, rivers, &c., 379; learned professions, 1086.—*Official Returns.*

This state is divided into sixty-eight counties, which, with their population in 1840, and their capitals, are as follow:—Anson, 15,077, C. Wadesborough; Ashe, 7467, C. Jeffersonton; Beaufort, 12,225, C. Washington; Bertie, 12,175, C. Windsor; Bladen, 8022, C. Elizabeth; Brunswick, 5265, C. Smithville; Buncombe, 10,084, C. Ashville; Burke, 15,799, C. Morganton; Cabarrus, 9259, C. Concord; Camden, 5663, C. Jonesborough; Carteret, 6591, C. Beaufort; Caswell, 14,693, C. Yanceyville; Chatham, 16,242, C. Pittsborough; Cherokee, 3427, C. Murphy; Chowan, 6693, C. Edenton; Columbus, 3941, C. Whitesville; Craven, 13,438, C. Newbern; Cumberland, 15,284, C. Fayetteville; Currituck, 6703, C. Currituck; Davidson, 14,606, C. Lexington; Davie, 7574, C. Mocksville; Duplin, 11,182, C. Kenansville; Edgecombe, 15,708, C. Tarborough; Franklin, 10,980, C. Louisburg; Gates, 8161, C. Gatesville; Granville, 18,817, C. Oxford; Grenne, 6595, C. Snow Hill; Guilford, 19,175, C. Greensborough; Halifax, 16,865, C. Halifax; Haywood, 4975, C. Waynesville; Henderson, 5129, C. Hendersonville; Hertford, 7484, C. Winton; Hyde, 6458, C. Lake Landing; Iredell, 15,685, C. Statesville; Johnston, 10,599, C. Smithfield; Jones, 4945, C. Trenton; Lenoir, 7605, C. Kingston; Lincoln, 25,160, C. Lincolnton; Macan, 4869, C. Franklin; Martin, 7637, C. Williamston; Mecklenburg, 18,273, C. Charlotte; Montgomery, 10,780, C. Lawrenceville; Moore, 7988, C. Carthage; Nash, 9047, C. Nashville; New Hanover, 13,312, C. Wilmington; Northampton, 13,369, C. Jackson; Onslow, 7527, C. Onslow; Orange, 24,356, C. Hillsborough; Pasquotank, 8514, C. Elizabeth City; Perquimans, 7346, C. Hertford; Person, 9790, C. Roxborough; Pitt, 11,806, C. Greenville; Randolph, 12,875, C. Ashborough; Richmond, 8909, C. Rockingham; Robeson, 10,370, C. Lumberton; Rockingham, 13,422, C. Wentworth; Rowan, 12,109, C. Salisbury; Rutherford, 19,202, C. Rutherfordton; Sampson, 12,157, C. Clinton; Stokes, 16,265, C. Germanton; Surry, 15,079, C. Rockford; Tyrrel, 4657, C. Columbia; Wake, 21,118, C. Raleigh; Warren, 12,919, C. Warrenton; Washington, 4525, C. Plymouth; Wayne, 10,891, C. Waynesborough; Wilkes, 12,577, C. Wilkesborough; Yancey, 5962, C. Burnsville.

Raleigh, situated near the centre of the state, six miles west of the Neuse river, is the seat of government.

Soil and Configuration.—Sandy downs extend along the whole coast of North Carolina. This ridge of sea sand is separated from the main land in some places by narrow, and, in other places, by broad sounds and bays. The inlets are shallow and dangerous, with shallow bars at their entrances, and Ocracoke inlet is the only one through which vessels pass. Off capes Hatteras and Lookout, shoals extend far into the sea, which render those land promontories the most dangerous navigation on the coast of the United States. The country, for sixty or eighty miles from the shore, is tame and flat, abounding with swamps and marshes, and the streams are thick and sluggish. The soil is sandy and poor, excepting on the margins of the rivers, where it is frequently rich. The natural wood of this region is pitch pine, which is much larger than the same kind of tree in the northern

states. This wood affords tar, pitch, turpentine, and lumber, which constitute an important export from the state. In the swamps rice of an excellent quality is raised. Behind the flat country, and extending to the lower falls of the rivers, there is a belt of about forty miles wide, of a moderate uneven surface, a sandy soil, and of which the pitch pine is the prevailing natural growth. Above the falls the country is undulated, the streams more rapid, the country more fertile, and produces wheat, rye, barley, oats, and flax. The western part of the state is an elevated table land, about 1800 feet above the level of the sea, with some high ranges, and elevated summits. Black mountain, in Yancey county, is 6476 feet high, the highest land in the United States east of the Rocky mountains. Roan mountain is 6038 feet, and Grandfather mountain is 5556 feet high. The soil of this region is generally good, but west of the mountains it is still more fertile. Throughout the state Indian corn is raised, and, in some parts, cotton. In the low country, grapes, plums, blackberries, and strawberries grow spontaneously ; and, on the intervals, canes grow luxuriantly ; and, their leaves continuing green through the winter, furnish food for cattle. The low country is unhealthy, but in the elevated parts the air is pure and salubrious. In the hilly and mountain country, oak, walnut, lime, and cherry trees, of a large growth, abound. In the northern part of this state, and in Virginia, is the great Dismal swamp, which is thirty miles long, and ten broad, and covers a surface of 150,000 acres. In the centre of it, and within the state of Virginia, is Lake Drummond, fifteen miles in circuit. A canal passes through this swamp, with a feeder five miles long from Lake Drummond. This swamp is thickly wooded with pine, juniper, cypress, and, in its drier parts, with white and red oak. In some parts, the thickness of the growth renders it impervious. South of this, between Albemarle and Pamlico sounds, is Alligator swamp, which has a lake in the centre. It is computed that 2,500,000 acres of swamp in this state might be easily drained, and afford a rich soil for the growth of cotton, tobacco, rice, and Indian corn.

Live Stock, and Agricultural Products.—In 1840, there were in the state 166,608 horses and mules ; 617,371 neat cattle ; 538,279 sheep; 1,649,716 swine; poultry to the value of 544,125 dollars. There were produced 1,960,885 bushels of wheat ; 3574 bushels of barley; 3,193,941 bushels of oats; 213,971 bushels of rye ; 15,391 bushels of buckwheat ; 23,893,763 bushels of Indian corn ; 625,044lbs. of wool ; 10631bs. of hops ; 118,923lbs. of wax ; 2,609,239 bushels of potatoes; 101,369 tons of hay ; 9879 tons of hemp and flax; 16,772,359lbs. of tobacco ; 2,820,388lbs. of rice ; 51,926,190lbs. of cotton ; 30141bs. of silk cocoons ; 71631bs. of sugar ; the products of the dairy were valued at 674,349 dollars ; of the orchard at 386,006 dollars; of lumber at 506,766 dollars. There were made 28,752 gallons of wine.—*Official Returns.*

Minerals—The principal minerals of North Carolina are gold and iron. The gold region lies on both sides of the Blue Ridge, and extends east of the Yadkin. It exists in grains, and in small masses and lumps, some of them worth from 100 to 7000 or 8000 dollars, and in veins. A considerable amount is sent annually to the mint of the United States.—(See account of the Minerals generally of the United States hereafter.)

Rivers.—The principal rivers are the Chowan, 400 miles long, navigable for small vessels thirty miles; Roanoke; Pamlico, navigable for thirty miles; Neuse; Cape Fear, the largest river in the state, 280 miles long with eleven feet of water to Wilmington; the Yadkin, which forms a part of the Great Pedee in South Carolina; and the Catawba, which also passes into South Carolina. The sluggishness of the rivers as they approach the sea, and the sandy character of the coast, cause them to be extensively obstructed by bars at their mouths. As this state has few good harbours, much of its commerce is carried on through Virginia, South Carolina, Georgia, and Tennessee. Wilmington, on Cape Fear river, forty miles from the sea, is the most commercial place in the state. Newbern, on the Neuse, thirty miles from Pamlico sound, has some commerce. Fayetteville, at the head of boat navigation on Cape Fear river, has considerable trade.—*U. S. Gaz.*

Trade.—The exports of the state, in1840, amounted in value to 387,484 dollars; and the imports to 252,532 dollars. There were four commercial houses and forty-six commission houses engaged in foreign trade, with a capital of 151,300 dollars; 1068 retail dry goods and other stores, with a capital of 5,082,835 dollars; 432 persons employed in the lumber trade, with a capital of 46,000 dollars; 213 persons employed in internal transportation,

who, with twenty-four butchers, packers, &c., employed a capital of 9000 dollars; 1784 persons employed in the fisheries, with a capital of 213,502 dollars.—*Official Returns.* In 1842 the exports amounted in value to 334,650 dollars; the imports to 187,404 dollars.

Manufactures.—In 1840, the value of home-made or family manufactures was 1,413,242 dollars; there were three woollen manufactories and one fulling mill, producing articles to the value of 3900 dollars, with a capital of 9800 dollars; twenty-five cotton manufactories, with 47,934 spindles, employing 1219 persons, producing articles to the value of 438,900 dollars, with a capital of 995,300 dollars; there were eight furnaces, producing 968 tons of cast iron, and forty-three forges, &c., producing 963 tons of bar iron, employing 468 persons, and a capital of 94,961 dollars; two smelting houses, employing thirty persons, and produced 10,000 pounds of lead; ten smelting houses employed 389 persons, and produced gold to the value of 255,618 dollars, with a capital of 9832 dollars; two paper-mills, producing articles to the value of 8785 dollars, with a capital of 5000 dollars; hats and caps were manufactured to the value of 38,167 dollars, and straw bonnets to the value of 1700 dollars, employing 142 persons, and a capital of 13,141 dollars; 353 tanneries employed 645 persons, with a capital of 271,979 dollars; 238 other leather manufactories, as saddleries, &c., produced articles to the value of 185,387 dollars, with a capital of 76,163 dollars; sixteen potteries employed twenty-one persons, producing articles to the value of 6260 dollars; with a capital of 1531 dollars; eighty-nine persons manufactured machinery to the value of 43,285 dollars; forty-three persons manufactured hardware and cutlery to the value of 1200 dollars; 698 persons manufactured carriages and waggons to the value of 301,601 dollars, with a capital of 173,318 dollars; 323 flouring mills produced 87,641 barrels of flour, and with other mills employed 1830 persons, producing articles to the value of 1,552,096 dollars, employing a capital of 1,670,228 dollars; vessels were built to the value of 62,800 dollars; 223 persons manufactured furniture to the value of 35,002 dollars, with a capital of 57,980 dollars; forty persons manufactured 1085 small arms; fifteen persons manufactured granite and marble to the value of 1083 dollars; 276 persons produced bricks and lime to the value of 58,336 dollars; 367 persons manufactured 1,612,825 lbs. of soap, 148,546 lbs. of tallow-candles, 335 lbs. of spermaceti and wax candles, with a capital of 4754 dollars; 2802 distilleries produced 1,051,979 gallons, and with breweries, which produced 17,431 gallons, employed 1422 persons, and a capital of 180,200 dollars; thirty-eight brick or stone, and 1822 wooden houses, employed 1707 persons, at a cost of 410,264 dollars; twenty-six printing offices, four binderies, twenty-six weekly, and one semi-weekly newspapers, and two periodicals, employed 103 persons, and a capital of 55,400 dollars. The whole amount of capital employed in manufactures was 3,838,900 dollars.—*Official Returns for* 1840.

Education.—The university of North Carolina, at Chapel hill, twenty-seven miles west-north-west from Raleigh, was founded in 1791. Davidson college, in Mecklenburg county, was founded in 1837. In these institutions there were, in 1840, 158 students. There were in the state 141 academies, with 4398 students, 632 common and primary schools, with 14,937 scholars; and 56,609 white persons over twenty years of age, who could neither read nor write.—*U. S. Gaz.*

In the low country the Methodists and Baptists are the most numerous religious denominations. In the elevated country west are many Presbyterians. The Methodists and Baptists have each about 20,000 communicants; the Presbyterians about 11,000. The Episcopalians have a bishop and twenty ministers; the Lutherans have eighteen ministers, thirty-eight congregations, and 1886 communicants. Besides these, there are some Moravians, Roman Catholics, Friends, &c.

Banks.—There were in October, 1839, in this state, six banks and branches, with a capital of 1,500,000 dollars, and a circulation of 1,165,857 dollars.—(See Banks generally of United States hereafter.)

Public Works.—The Wilmington and Raleigh railroad extends from Wilmington 161 miles and a half to Weldon, on the Roanoke, and connects with the Portsmouth and Roanoke railroad. It was commenced in 1836, and completed in 1840. The Raleigh and Gaston railroad extends from Raleigh eighty-five miles to Gaston, on the Roanoke, where it unites with the Petersburg, Grenville, and Roanoke railroads. Northwest canal connects Northwest river, six miles, with the Dismal Swamp canal. Weldon canal extends twelve

miles round the falls of the Roanoke. Clubfoot and Harlow canal extends from the head waters of the Clubfoot, one mile and a half, to those of Harlow creek, near Beaufort.—*U. S. Gaz.* (Various accounts.)

The receipts of the railways for 1843 amounted to 122,108 dollars; expenses, 70,176 dollars; receipts by steamboats, 104,066 dollars; profits on both, 78,006 dollars.

Principal Towns and Seaports.—There are no large towns, nor any good seaports in North Carolina.

Wilmington, situated on the east side of Cape Fear river, about thirty miles from the sea. Vessels of 300 tons can enter the river, and ascend to the town, but the entrance is dangerous. Population, in 1840, 4744. Shipping, 18,232 tons.

Fayetteville, situated about a mile from the west bank of Cape Fear river, at the head of uninterrupted boat navigation, in 35 deg. 3 min. north latitude, 79 deg. 58 min. west longitude. Population, in 1820, 3532; in 1830, 3868; in 1840, 4285. It is regularly laid out, with streets 100 feet wide. It has three churches, a court house, two banks, and a United States arsenal of construction. Its trade is in grain, flour, tobacco, and naval stores, and is considerable. In 1831, a most disastrous fire destroyed a considerable portion of the place, which so excited the sympathies of the people throughout the United States, that they contributed about 92,000 dollars for the relief of the sufferers. The place has in a great measure recovered from the disaster. There were, in 1840, fifty-two stores, capital 372,400 dollars; seven cotton factories, 13,234 spindles, one flouring mill, four grist mills, two saw mills, two oil mills, two printing offices, two weekly newspapers. Capital in manufactures, 384,000 dollars.—*U. S. Gaz.*

Newbern, situated on the south-west bank of the Neuse river, thirty miles above Pamlico sound. In 1840, it contained 3690 inhabitants, and fifty-three stores. Capital in manufactures, 151,650 dollars. It exports rum, pork, timber, tar, pitch, &c. A steamboat plies to and from Elizabeth city.

Beaufort has a tolerably good harbour, admitting vessels drawing about fourteen feet of water, and has considerable trade, though the population, in 1840, consisted only of 1100 inhabitants, and the tonnage of the port to 1974.

Raleigh, the capital of the state, within a few miles of the Neuse river, 123 miles from Newbern, and thirty miles from the most navigable part of the river. It stands in a healthy elevated situation; and contained, in 1840, only 2240 inhabitants. The state house is a superb granite edifice, 166 feet long, ninety feet wide, and surrounded by massive granite columns. There were, in 1840, forty-three stores, capital 191,200 dollars; four printing offices, two binderies, five weekly and one semi-weekly newspapers. Capital in manufactures, 36,800 dollars. The former state house, containing a marble statue of Washington, by Canova, was burnt in 1831.

Finances.—This state owes no public debt.

State Revenue.

	dollars.
Amount on hand, Nov. 1, 1842	29,002
Distribution of United States' land fund	25,983
Direct taxes	77,788
Bank tax	5,201
Miscellaneous	788
Total	138,762

State Expenditure.

	dollars.
General assembly	42,893
Judiciary	27,482
Executive officers and expenses	6,573
Interest on railroad bonds	42,884
Public printing	3,372
Contingencies	2,325
Total	127,529

Literary Fund Income.

	dollars.	cts.
Amount on hand, Nov. 1, 1842	57,998	30
Loans, &c., repaid	34,511	57
United States' land fund	23,147	14
Bank dividends	63,269	75
Miscellaneous	14,524	99
Total	193,451	75

Literary Fund Expenditure.

	dollars.	cts.
Experimental farm	17,020	93
Common schools	57,847	07
Wilmington railroad bonds	50,000	00
Purchase of bank stock	2,700	00
Expenses of literary board	954	30
Miscellaneous	1,885	46
Total	130,407	76

The receipts of the Internal Improvement Fund, during the year, amounted to 28,833 dollars 97 cents; the disbursements to 1748 dollars 3 cents; leaving a balance on hand, November 1, 1843, of 27,049 dollars 60 cents.

FOREIGN Commerce of North Carolina from 1791 to 1844.

YEARS.	EXPORTS.			IMPORTS.	Duties on Foreign Merchandise imported.	Drawbacks paid on Foreign Merchandise exported.	Registered Tonnage.
	Domestic.	Foreign.	TOTAL.				
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	tons.
1791.....	....	....	524,548	....	106,694	20	23,245 00
1792.....	....	....	527,900	....	75,582	161	26,844 00
1793.....	....	....	365,414	....	63,377	81	10,107 49
1794.....	....	....	321,587	....	83,657	....	14,438 76
1795.....	....	....	492,161	....	106,015	1,032	12,601 19
1796.....	....	....	671,487	....	85,682	10,421	15,515 04
1797.....	....	....	540,901	....	114,713	1,254	19,645 61
1798.....	....	....	537,810	....	135,417	5,804	18,603 33
1799.....	....	....	485,921	....	138,578	2,525	19,214 52
1800.....	....	....	769,799	....	151,087	4,555	20,949 47
1801.....	....	....	874,884	....	141,781	1,508	21,812 63
1802.....	....	....	659,390	....	274,386	2,742	21,399 71
1803.....	926,318	26,296	952,614	....	182,565	1,786	21,063 13
1804.....	919,545	9,142	928,687	....	204,759	3,755	18,904 82
1805.....	767,434	12,469	779,903	....	190,722	10,647	22,576 69
1806.....	786,029	3,576	789,605	....	221,509	2,011	22,180 70
1807.....	740,933	4,229	745,162	....	209,035	5,922	21,894 58
1808.....	117,129	....	117,129	....	46,835	2,390	16,623 24
1809.....	322,856	160	322,994	....	82,646	....	23,161 64
1810.....	401,443	2,484	403,949	....	75,170	4,185	26,472 47
1811.....	793,975	4,001	797,976	....	63,053	588	17,114 85
1812.....	489,219	....	489,219	....	59,835	881	15,243 49
1813.....	795,510	1,848	797,358	....	440,135	497	14,807 65
1814.....	362,446	....	362,446	....	356,963	480	17,840 84
1815.....	1,012,967	975	1,013,942	....	339,905	3,861	25,826 61
1816.....	1,328,271	464	1,328,735	....	262,242	4,866	20,267 43
1817.....	955,211	1,369	956,580	....	170,621	4,340	20,617 67
1818.....	948,253	....	948,253	....	161,194	2,269	10,520 52
1819.....	646,703	1,033	647,736	....	142,350	591	14,228 51
1820.....	807,944	375	808,319	....	185,425	4,261	20,138 29
1821.....	400,944	....	400,944	200,673	110,637	3,289	13,376 89
1822.....	585,951	....	385,951	258,761	127,855	4,225	14,226 03
1823.....	482,417	....	482,417	183,958	150,347	6,213	13,968 92
1824.....	588,733	....	588,733	465,836	158,866	5,066	17,077 07
1825.....	553,390	....	553,390	311,308	141,213	855	18,041 10
1826.....	581,740	....	581,740	367,545	147,024	66	21,018 36
1827.....	447,086	2,151	449,237	276,791	101,109		
1828.....	522,498	1,249	523,747	368,615	119,116	259	30,445 03
1829.....	564,506	....	564,506	283,347	176,020	7,078	23,382 46
1830.....	398,550	783	399,333	221,992	104,426	2,305	15,277 02
1831.....	340,973	167	341,140	196,356	84,358	54	16,277 49
1832.....	338,246	3,795	342,041	215,184	58,277	187	18,423 04
1833.....	432,986	49	433,035	198,758	54,774	429	22,012 91
1834.....	471,406	....	471,406	222,472	49,376	113	23,887 57
1835.....	319,327	....	319,327	241,981	46,754	....	24,697 37
1836.....	428,415	1,436	429,851	197,116	41,706	63	25,417 04
1837.....	548,876	2,919	551,795	271,623	....	....	13,012 20
1838.....	544,952	271	545,223	290,405	....	....	15,666 55
1839.....	426,934	992	427,926	229,233			
1840.....	387,484	....	387,484	252,532			
1841.....	383,056	....	383,056	220,360			
1842.....	344,650	....	334,650	187,404			
1843*.....	171,099	....	171,099	110,976			
1844.....							

* For nine months, ending 20th of June.

The direct foreign trade of this state has been rapidly declining; nor is it likely to increase.—(See General and Detailed Account of the Navigation, Tonnage, and Trade of the United States hereafter.)

V. SOUTH CAROLINA.

SOUTH CAROLINA is bounded north by North Carolina; south-east by the Atlantic; and south-west from Georgia, from which it is separated by the Savannah river. It is between 32 deg. 2 min. and 35 deg. 10 min. north latitude, and between 78 deg. 24 min. and 83 deg. 30 min. west longitude, and between 1 deg. 45 min. and 6 deg. 15 min. west from Washington. It is about 200 miles long and 125 miles broad. Its area comprises

about 25,000 square miles, or 16,000,000 square acres. The population, in 1790, was 240,000; in 1800, 345,591; in 1810, 415,115; in 1820, 502,741; in 1830, 581,458; in 1840, 594,398, including 327,038 slaves. Of the free population, in 1840, 130,496 were white males, 128,588 white females; 3864 were coloured males, 4412 coloured females. Employed in agriculture, 198,363; in commerce, 1958; manufactures and trades, 10,325; navigating the ocean, 381; navigating canals, rivers, &c., 348; learned professions, &c., 1481.

This state is divided into twenty-nine districts, which, with their population, in 1840, and their capitals, were as follows: Abbeville, 29,351, C. Abbeville; Anderson, 18,493, C. Anderson; Barnwell, 21,471, C. Barnwell; Beaufort, 35,794, C. Coosawhatchie; Charleston, 82,661, C. Charleston; Chester, 17,747, C. Chester; Chesterfield, 8574, C. Chesterfieldville; Colleton, 25,548, C. Walterborough; Darlington, 14,822, C. Darlington; Edgefield, 32,852, C. Edgefield; Fairfield, 20,165, C. Winnsborough; Georgetown, 18,274, C. Georgetown; Greenville, 17,839, C. Greenville; Horry, 5755, C. Conwaysborough; Kershaw, 12,281, C. Camden; Lancaster, 9907, C. Lancaster; Laurens, 21,584, C. Laurensville; Lexington, 12,111, C. Lexington; Marion, 13,932, C. Marion; Marlborough, 8408, C. Bennettsville; Newberry, 18,350, C. Newberry; Orangeburg, 18,519, C. Orangeburg; Pickens, 14,356, C. Pickens; Richland, 16,397, C. Columbia; Spartanburg, 23,699 C. Spartanburg; Sumter, 27,892, C. Sumterville; Union, 18,936, C. Unionville; Williamsburg, 10,327, C. Kingstree; York, 18,383, C. Yorkville.

Configuration and Soil.—The sea-coast is bordered with a chain of islands, between which and the shore there are navigable passages with inlets from the sea, affording great commerce for coasting vessels. The mainland is naturally divided into the Lower and Upper country. The low country extends from eighty to 100 miles from the sea-coast, and is covered with forests of pitch pine, called pine-barrens, the soil being unfit for agriculture: these low lands are interspersed with marshes and swamps. The banks of the large rivers, and on the creeks, are bordered with excellent land, producing cotton and Indian corn in abundance. The marshes and swamps, when drained and cleared of the canes, reeds, cypress, and other woods and shrubs, are formed into productive rice plantations. The salt marshes on the sea-coast are susceptible of being transformed into good arable lands; but they have been greatly neglected. Among the pine-barrens, are the *Savannas*, which naturally produce nothing but grass; and which afford tolerable pasturage.

Between the Low country and the interior region, there occurs a succession of little sand-hills. This district, sometimes denominated the Middle country, continues for fifty or sixty miles to the *Ridge*, or Upper country, the ascent to which is sudden, and in some places abrupt. The lower falls of the rivers occur along this ridge. The low grounds between the sand-hills and this region are suitable for agriculture and pasturage; but with these exceptions, the country below the ridge is barren, and scarcely fit for cultivation. Beyond the ridge a beautiful and healthy region of hills and dales, and streams of pure water, extends west to the mountains. This whole region may be regarded as an elevated table land, and is generally fertile. At the distance of 220 miles north-west from Charleston, the land is 800 feet above the level of the sea. From this the country rises gradually to the mountainous region to the west, where the great Alleghany range passes through the state, in several ridges, some of which have high peaks. Table mountain, one of the most conspicuous of these, is 4000 feet above the level of the sea. The staple productions of the state are cotton and rice, great quantities of which are exported. Rice was first introduced in 1693, and is raised only in the Low country, where the land can be irrigated by the tide, or the overflowing of the rivers. Indigo was formerly produced in large quantities, but it has given place to the more profitable crop of cotton. The sea-island cotton, produced in the islands along the shore, is of a superior quality, and is in great demand. The highlands in the north-western parts of the state, known by the name of Hickory and Oaklands, are described as fertile.—*U. S. Gaz.*

Live Stock and Agricultural Products.—In 1840, there were in this state 129,921 horses and mules; 572,608 neat cattle; 232,981 sheep; 878,532 swine; poultry to the value of 396,364 dollars. There were produced 968,354 bushels of wheat; 3967 bushels of barley; 1,486,208 bushels of oats; 44,738 bushels of rye; 14,722,805 bushels of Indian

corn; 299,170 lbs. of wool; 15,857 lbs. of wax; 2,698,313 bushels of potatoes; 24,618 tons of hay; 51,519 lbs. of tobacco; 60,590,860 lbs. of rice; 61,710,274 lbs. of cotton; 2080 lbs. of silk cocoons; 30,000 lbs. of sugar. The products of the dairy were valued at 577,810 dollars; of the orchard, 52,275 dollars; of lumber, 537,684 dollars.—*Official Returns.*

Minerals.—The minerals in this state are gold, iron, various ochres, marble, limestone, and some lead, potter's clay, fuller's earth, useful fossils, &c.

Rivers.—The great Pedee river, 450 miles long, rises in North Carolina, and runs through the eastern part of the state. It is navigable for sloops for 130 miles. The Santee, formed by the junction of the Wateree and the Congaree, rises in North Carolina, and has a sloop navigation for about 130 miles. The Saluda is a branch of the Congaree. The Edisto is navigable for large boats for 100 miles. The Savannah washes the whole south-west border of the state, and is a noble stream. There are several smaller rivers, among which are Cooper, Ashley, and Combahee.—*U. S. Gaz.*

Education.—The most important literary institution in this state is the College of South Carolina, at Columbia, founded in 1804. There is a theological seminary connected with the institution. It had, in 1840, 168 students. Charleston college was founded in 1785, and has about sixty-five students. There were in this state, in 1840, 117 academies, or grammar schools, with 4326 students; and 566 common and primary schools. There were 20,615 free white persons, over twenty years of age, who could neither read nor write. —*U. S. Gaz.*

Religion.—The Methodists, Baptists, and Presbyterians, are the most numerous religious denominations. At the commencement of 1836, the Methodists had 37,503 communicants; the Baptists had 314 churches, 226 ministers, and 36,276 communicants; the Presbyterians had ninety churches, seventy ministers; the Episcopalians had fifty churches, one bishop, and forty-three ministers. The Lutherans had, in 1840, twenty-four ministers, thirty-four congregations, and 1667 communicants. There are a few congregations of Roman Catholics, Unitarians, Friends, Universalists, and Jews.

Banks.—At the commencement of 1840, there were fourteen banks and branches in this state, with an aggregate capital of 11,584,355 dollars, and a circulation of 4,439,404 dollars. The state debt at the close of 1840, amounted to 3,764,734 dollars.

Trades.—There were forty-one commercial and forty-one commission houses engaged in foreign trade, with a capital of 3,668,050 dollars; 1253 retail dry goods and other stores, with a capital of 6,648,736 dollars; 1057 persons employed in the lumber trade, with a capital of 100,000 dollars; 125 persons employed in internal transportation, who, with forty-six butchers, packers, &c., employed a capital of 112,900 dollars; fifty-three persons employed in the fisheries, with a capital of 1617 dollars.

Manufactures.—The value of home-made or family manufactures amounted to 930,703 dollars; there were three woollen manufactories, employing six persons, producing articles to the value of 1000 dollars, with a capital of 4300 dollars; fifteen cotton manufactories, with 16,355 spindles, employing 570 persons, producing articles to the value of 359,000 dollars, employing a capital of 617,450 dollars; four furnaces, producing 1250 tons of cast iron, and nine forges producing 1165 tons of bar iron, employing 248 persons, and a capital of 113,300 dollars; five smelting houses, employing sixty-nine persons, producing gold to the value of 37,418 dollars, with a capital of 40,000 dollars; one paper manufactory, employing thirty persons, producing articles to the value of 20,800 dollars, with a capital of 30,000 dollars; twenty persons produced hats and caps to the value of 3750 dollars; ninety-seven tanneries, employing 281 persons, and a capital of 212,020 dollars; 243 other leather manufactories, as saddleries, &c., producing articles to the value of 109,472 dollars, employing a capital of 45,662 dollars; eight potteries, employing forty-nine persons, producing articles to the value of 19,300 dollars, with a capital of 12,950 dollars; 127 persons produced machinery to the value of 65,561 dollars; twenty-six persons produced hardware and cutlery to the value of 13,465 dollars; 420 persons produced carriages and waggons to the value of 180,270 dollars, with a capital of 132,690 dollars; 164 flouring mills produced 58,458 barrels of flour, which, with other mills, employed 2122 persons, producing articles to the value of 1,201,678 dollars, and employing a capital of

1,668,804 dollars; 1281 persons manufactured bricks and lime to the value of 193,408 dollars, with a capital of 72,445 dollars; 168 persons manufactured 586,327 lbs. of soap, and 68,011 lbs. of tallow candles; 251 distilleries produced 102,288 gallons, employing 219 persons, and a capital of 14,342 dollars; ships and vessels were constructed to the value of 60,000 dollars; 241 persons manufactured furniture to the value of 28,155 dollars, with a capital of 133,600 dollars; 111 brick or stone houses, and 1594 wooden houses were erected, employing 2398 persons, at a cost of 1,527,576 dollars; sixteen printing offices, and seven binderies, three daily, twelve weekly, and two semi-weekly newspapers, and four periodicals, employed 164 persons, and a capital of 131,300 dollars. The amount of capital employed in manufactures, was 3,216,970 dollars.—*Official Returns.*

Public Works.—South Carolina has some important works of internal improvement. The Santee canal extends twenty-two miles from Charleston harbour to the Santee river, and was finished in 1802, at a cost of 650,667 dollars. Through this canal and the improvement of the Santee and Congaree rivers, a boatable communication has been opened from Charleston to Columbia. Winyaw canal extends seven miles and a half from Winyaw bay to Kinlock creek, a branch of the Santee river. The navigation of the Catawba river has been improved by five short canals, with an aggregate length of about eleven miles and a half. Saluda canal extends from the head of Saluda shoals to Granby ferry, six miles and a quarter. Besides these, there are three other short canals, to avoid the obstructions of falls or shoals in rivers.

The South Carolina railroad commences at Charleston, and extends 135 miles and three-quarters to Hamburg. This road was commenced in 1830 and completed in 1834, at a cost of 1,750,000 dollars. It has since been sold to the Louisville, Cincinnatti, and Charleston Railroad Company, for 2,400,000 dollars, paid for in the stock of the latter company. The entire length of this road from Charleston to Cincinnatti will be 718 miles. The Branchville and Columbia railroad extends from Branchville, on the South Carolina railroad, sixty-six miles to Columbia. This is to form a part of the Charleston, Louisville, and Cincinnatti railroad.—*U. S. Gaz.*

FINANCES.

STATEMENT of the Public Debt, 1844.

DATES.	Amount Outstanding.		Rate per Cent.	When reimbursable.	Object of the Loans.
	dollars.	cents.			
1794-1795.....	193,501	85	3	At will.	Payment of revolutionary claims.
1824.....	250,000	00	5	1845	Internal Improvements.
1826.....	300,000	00	5	1846	ditto ditto.
1826.....	10,000	00	6	1850	Benefit of Mrs. Randolph.
1828.....	141,662	50	5	1858	Sub. to S. Western R. R. Bank.
1828.....	1,035,555	55	5	1860	Rebuilding city of Charleston.
1828.....	964,444	44	6	1870	ditto ditto.
1839.....	200,000	00	6	1848	Loan and Sub. to L. C. and C. R. R. Co.
1839.....	200,000	00	6	1850	ditto ditto ditto.
1839	200,000	00	6	1852	ditto ditto ditto.
	3,495,164	35			

Amount of surplus revenue deposited with the state, 1,051,422 dollars.

Amount of loan to the Louisville, Cincinnatti, and Charleston railroad, guaranteed by the state, 2,000,000 dollars.

"It is highly probable," says Governor Hammond, "the state will never be called on to refund the surplus revenue, though her liability for it should never be forgotten, in an estimate of her debt. It is to be hoped that her guarantee of the railroad bonds is only nominal, and that in due season they will be discharged by the railroad company. I therefore deduct these items, in stating the public debt, for which certain and early provision must be made, at 3,500,000 dollars."

The receipts into the state treasury, in 1843, were 299,196 dollars 16 cents, and the

expenditures, 277,833 dollars 77 cents. The balance in the treasury, including an unexpended balance of previous appropriations, was about 57,000 dollars.

Exclusive of domestic productions of minor consideration, but which if included in the estimate, would swell the export of South Carolina, to at least 13,000,000 dollars,

Savannah exported the last year :—

199,842	foreign	bales of short cotton.
76,299	coastwise	
10,537	from Darien.	

286,678	total at 30 dollars the bale	8,600,340 dollars.
8,108	Sea islands, at 75 dollars the bale	608,000 „
50,000	casks of rice, estimated at 20 dollars	1,000,000 „
		10,208,340 „

The exports, therefore, of South Carolina and Georgia, nearly the whole of which pass through the ports of Charleston and Savannah, amount in the aggregate, to 23,208,340 dollars.

PRINCIPAL SEAPORTS AND TOWNS.

Columbia, the capital of the state, is but a small town, or rather village. It is situated on the Congaree river, 120 miles north-north-west of Charleston. Large boats ascend the river to the place, during high floods, and there is a railroad from Charleston to this place. The population of the whole township, in 1840, only amounted to 3500 inhabitants.

George Town is a port of entry on the west side of Winawa bay, with about 2800 inhabitants, and a harbour which admits vessels drawing eleven feet depth of water. It has rather an active trade. In 1840, the tonnage of the port was 4415.

Charleston is the largest city in the Atlantic states south of the Potomac, and the ninth in population in the United States, and is situated on a tongue of land formed by the junction of Ashley and Cooper rivers. It is in 32 deg. 47 min. north latitude, and 79 deg. 64 min. west longitude from Greenwich ; and 3 deg. west longitude from Washington. It is 124 miles south-south-east from Columbia ; 118 miles north-east from Savannah ; 590 miles south-south-west from Baltimore ; 780 miles south south-west from New York ; 540 miles south-south-west from Washington. The population, in 1790, was 16,359 ; in 1800, 18,711 ; in 1810, 24,711; in 1820, 24,780 ; in 1830, 30,289 ; in 1840, 29,261 ; of which 14,673 were slaves ; employed in commerce, 676; in manufactures and trades, 1025; in navigating the ocean, 292; learned professions, 226. Academies and grammar schools fourteen, with 861 students ; thirteen common and primary schools, with 574 scholars, of which 568 were at the public charge. Five white persons over twenty could neither read nor write.—*Official Returns.*

"The bay formed at the junction of Ashley and Cooper rivers is two miles wide, and extends south of east seven miles to its entrance into the Atlantic, below Sullivan's island. Ashley is 2100 yards wide opposite the town, and Cooper is 1400; and both are deep and navigable for large vessels. A sand bar extends across the mouth of the harbour, but has four entrances, the deepest of which, passing very near Sullivan's island, has seventeen feet of water at high-tide. It is defended by Fort Moultrie, Fort Pinkney, on an island two miles below the city, and by Fort Johnson four miles below. The harbour is open to easterly winds, and storms from that quarter are often troublesome to the shipping at the wharfs. The ground on which Charleston is built is raised but about seven feet above high-tide, so that parts of the city have been overflowed, when the wind and tide have combined to raise the waters, though it has not often occurred. The streets, which are from thirty-five to seventy feet in width, extend from east to west, from the Cooper to the Ashley river, and are intersected by others at nearly right angles, running from north to south. Many of the houses are of brick, while others are of wood, many of them painted white, which, with the profusion of foliage, by which they are commonly surrounded, gives them a beautiful appearance. The houses are generally elegant, and they are often furnished with piazzas which extend to the roof, and are ornamented with vines. The gardens are adorned with

orange, peach, and other trees, and a variety of shrubbery; while the streets are often lined with the pride of India, and other beautiful trees. Refinement and hospitality characterise the society of Charleston; the city is considered more healthy during the summer months than the surrounding country. It contains twenty-four churches:—five Episcopal, four Presbyterian, four Methodist, three Roman Catholic, two Baptist, two German Lutheran, one French Protestant, one Jews' synagogue, and one Bethel.

"Among the public buildings are the city hall, the exchange, a court house, gaol, two arsenals, a theatre, two college halls, an almshouse, and an orphan asylum. The orphan asylum accommodates 150 destitute children. The literary and philosophical society has a fine collection of objects in natural history, and the academy of fine arts possesses some valuable paintings. The city library contains about 15,000 volumes.

"St. Philips parish, or the neck, virtually a part of the city, contains a population of 11,000; it is adorned with plantations in a high state of cultivation. Moultrieville, on Sullivan's island, at the mouth of the harbour, is a small but pleasant town, and the refreshing breezes from the ocean cause it to be much resorted to from the city during the summer and autumnal months."—*U. S Gaz.*

Trade.—The commerce of Charleston is extensive, comprising that of nearly the whole of the state. Its tonnage in 1840 was 29,250.

There were, in 1840, twenty-seven foreign commercial and thirty-four commission houses, with a capital of 3,563,750 dollars; 428 retail stores, capital 3,317,450 dollars; seven lumber yards, capital 50,000 dollars; three grist mills, four saw mills, with a total capital of 334,000 dollars; eight printing-offices, five binderies, three daily, three weekly, and two semi-weekly newspapers, and four periodicals, with a capital of 120,000 dollars; eighty-four brick and stone houses, and twenty-six wooden, built at the cost of 927,700 dollars. Total capital in manufactures 770,500 dollars.—*Official Returns.*

"There are three lines of packets which ply between this city and New York. One line has six ships, one of which sails from each place every five days. Another consists of eight brigs, one of which sails every fourth day. There is another line consisting of six brigs. A canal of twenty-two miles in length, connects the harbour with the Santee river. A railroad extends 136 miles to Hamburg, on the Savannah.

"The College of Charleston has, in its scientific department, sixty students, and a library of 3000 volumes. There are in the city twenty churches, of which the Episcopalians have four, the Presbyterians three, the Methodists three, the Congregationalists two, the Roman Catholics two, and various others. There are six newspapers published here, three of which are issued daily, one semi-weekly, and two weekly. The city is divided into four wards."—*U. S. Gaz.*

Charleston exported during the year 1839:—

228,191	foreign	bales of short cotton.
60,178	coastwise	
288,369		
13,200	from Georgetown.	
301,569	total, at 30 dollars the bale	9,047,070 dollars.
19,310	bales Sea islands at 75 dollars	1,458,250 „
100,000	tierces of rice, at 20 dollars	2,000,000 „
	Total value	12,505,320 „

In 1842, the number of bales of cotton to foreign parts was 198,824, and coastwise 70,782 bales. George Town exported 12,617. Total exports, 282,224 bales.

TARIFF of Commissions and Charges, and other Regulations of Trade, adopted by the Chamber of Commerce of Charleston, South Carolina.

Commissions—Maximum Rates.

	per. ct.
On the purchase and shipment of produce on foreign account	2½
On drawing bills for the same	2½
On the purchase and shipment of produce on domestic account	2½
On drawing bills for the same	1
On the purchase and shipment of produce, either on foreign or domestic account, with funds in hand	2½
On sales of foreign consignments	5
On guarantee of the same	2½
On sales of domestic consignments	5
On guarantee of the same	2½
On remitting the proceeds of sales in produce	2½
Ditto ditto in bills, with guarantee	2½
Ditto ditto in bills, without do.	1
On procuring freights	5
On collecting do.	2½
On ship's disbursements, with funds in hand	2½
Ditto ditto drawing bills	5
For endorsing bills of exchange (domestic)	2½
Ditto ditto ditto (foreign)	2½
On goods consigned to, or lodged with merchants for sale, and afterwards ordered to be reshipped, or delivered up on the amount of invoice	2½
For forwarding goods, 25 cents per package	
On effecting insurance, on amount insured	½
On recovering losses, if litigated	5
Ditto ditto without litigation, if under acceptance	2½
Ditto ditto ditto if not under acceptance	1
On collecting money by power of attorney, if litigated	5
Ditto ditto without litigation	2½
On cargoes of vessels in distress, where the goods are bonded, lodged in the custom-house, or stored, and afterwards reshipped—on amount of invoice, (except on jewelry and specie)	2½
On jewelry and specie	⅜
On collecting bills of exchange	½
On remitting for the same in bills, without guarantee	½

Revised, October, 1843.

The shipping charges on cotton are—

Brokerage	12½	cents per bale.
Marking	2	"
Mending	4	"
" furnishing bagging and twine	10	"
Drayage	6¼	"
Wharfage	4	"

The shipping charges on rice are—

Brokerage, whole casks	12½	cents each.
" half "	6¼	"
Marking casks, half casks, and bags	2	"
Drayage, whole casks	6¼ to 12½	"
" half "	4½ to 8½	"
" bags	1¼ to 2½	"
Cooperage, casks and half casks	14	"
" " filling up, and extra hooping	20	"
Starting into half casks	dlr. 1 00	per cask.
" bags and sewing	1 00	"
Wharfage, whole and half casks	4	each.
" bags	1	"

And storage, while awaiting shipment, of 8 cents per week on bales, and whole and half casks, for the first and last weeks, and 4 cents for the intermediate weeks.

On all other goods, the charges actually paid in each particular case.—*Adopted, October*, 1843.

Standard of Freights.

When vessels are freighted by the ton, and no special agreement is made respecting the proportion of tonnage, the following standard shall regulate, viz: that the articles, the bulk of which shall compose a ton, to equal a ton of heavy materials, shall be in weight as follows:—Coffee, in casks, 1508 lbs. nett; in bags, 1830 lbs. nett. Cocoa, in casks, 1120 lbs. nett; in bags, 1307 lbs. nett. Pimento, in casks, 952 lbs. nett; in bags, 1100 lbs. nett. All heavy goods, as bar, pig, and rod iron, 2240 lbs. nett. All heavy dye-woods, rice, sugar, and all other heavy goods, 2240 lbs. nett. Flour of 1¾ cwt., 8 barrels. Beef, pork, fish, (pickled) tallow, 6 barrels. Pitch, tar, and turpentine, of the capacity of 32 gallons each, 6 barrels. Oil, wine, brandy, and other liquors, reckoning the full contents of casks, 200 gallons. Grain, in casks, 22 bushels. Salt (in casks), fine, 36, bushels, coarse, 31 bushels. Sea coal, 29 bushels. Mahogany, square timber, plank, boards, bale goods, and dry goods, in casks, boxes, and trunks, 40 cubic feet. Dried hides, 1120 lbs. nett. Raw silk, 896 lbs. nett. Tobacco, ton, 1600 lbs. nett. Tobacco, in hhds., 1200 lbs. nett.—*Adopted, March*, 1843.

Measurement of Goods.

Goods of measurement on freight from other ports, delivered here, if deemed incorrectly measured, may be remeasured here by the port-wardens, or other proper persons agreed on for that purpose, whose measurement shall be final and conclusive; and the charge incurred by measuring shall be paid by him who is found in error.

Adopted, March, 1823.

Losses on Goods by Fire, &c., and by Bad Debts.

Loss of goods arising from fire, robbery, theft, or accident, shall, in all cases, be borne by the owner thereof, unless a breach of orders to insure has been made, or negligence and inattention practised by the consignee or his agents.

Losses by bad debts, in the sale of goods, shall always be borne by the owners, unless sold contrary to written orders, or there be an express agreement to guarantee.—*Adopted, March*, 1843.

Goods sold by Weight and by the Thousand.

Goods sold by the weight, to be sold by the 100 lbs., instead of 112 lbs.; or by the ton of 2000 lbs., instead of 2240 lbs.—*Adopted, March*, 1825.

Staves, hoops, &c., by the short thousand.—*Adopted, May*, 1839.

Custom as to the Staple Productions of South Carolina.

RICE.—The standard weight of a barrel is 600 lbs. nett. When the wharfinger weighs a barrel, the turn of the scale is allowed, and a draft of 4 lbs. per barrel. The tare is ascertained by weighing three barrels of a small parcel, and five of a large parcel, if required. The purchaser pays 50 cents for each barrel, and for any re-cooperage after having been once coopered, unless a special agreement is made to the contrary.

COTTON.—In bags and square bales, turn of the scale, and 1 per cent draft, but no tare for all necessary baling and roping, except for wooden hoops, the actual tare of which is allowed.—*Adopted, March*, 1825.

What shall be a Delivery of Goods by the Master of a Vessel.

In the absence of any express law on the subject, the Chamber recommends that the following regulations be adopted by all interested:—

That a notification in all the daily newspapers of the city, or other proper notice, be given by consignees or agents of vessels, at what time a vessel will be ready to discharge, and at what wharf; stating, also, that if goods shall be landed, and not taken in charge by the consignee or his agent, the master or agent of the vessel shall, at sunset, put such goods into the charge and possession of the wharfinger; who shall then store the same, at the expense and risk of the respective owners and claimants; and such delivery shall be sufficient to discharge the master from all future responsibility, and entitle him to his freight-money.

That in order more effectually to prevent disputes in regard to the proper delivery of goods from alongside the discharging vessel, it be recommended to ships' agents to have respectively, a clerk to deliver the goods, and to record the same in a book to be kept for that purpose. When goods are to be delivered to a drayman, an order shall be written by the consignee for such delivery, in which shall be inserted the name of the drayman, and the number of his licence.—*Adopted, 8th of February*, 1839.

Drafts and Tares to be allowed to the Purchasers of Imported Articles for internal consumption.

Sugars, in hhds., one-half per cent draft, and twelve per cent tare.

Sugars, in boxes, one-half per cent draft, and fifteen per cent tare.

Sugars, in flour barrels, one-half per cent draft, and 20 lbs. each, tare.

Sugars, in flour barrels, one-half per cent draft, and (if filled in Charleston), 18 lbs. each tare.

Sugars, in bags of grass, one-half per cent draft, and two per cent tare.

Sugars, in mats or bales, one-half per cent draft, and two per cent tare.

Coffee, in hhds., one-half per cent draft, and twelve per cent tare.

Coffee, in flour barrels, one-half per cent draft, and 18 lbs. per barrel, tare.

Coffee, in bags of grass, one-half per cent draft, and two per cent tare.

Coffee, in bags of linen, two per cent tare.

Coffee, in mats or bales, one-half per cent draft, and three per cent tare.

Cocoa, in casks, custom-house draft, and ten per cent tare.

Cocoa, in bags of linen, two per cent tare.

Pimento, in bags of linen, two per cent tare.

Pimento, in casks, custom-house draft, and sixteen per cent tare.

Pepper, in bags of linen, two per cent tare.

Teas, custom-house draft and tare.

Indigo, of foreign growth, custom-house draft; tare, in casks, fifteen per cent; in barrels, twelve per cent; in ceroons, ten per cent; in bags, three per cent.

Cotton, of foreign growth, covered with linen, custom-house draft, two per cent tare.

All other articles, custom-house draft and tare.

Cheese, candles, chocolate, soap, and all small articles sold by weight, the actual tare.

Liquors are guaged by Gunter's scale, agreeably to the act of congress.—*Revised, May*, 1844.

Custom-House Drafts and Duties.

Drafts.—The following allowances are made by law for drafts on articles subject to duty by weight:—

				lbs.
Of any quantity of 1 cwt.				1
„ above	1 cwt. and not exceeding		2 cwt.	2
„	2 cwt.	„	3 cwt.	3
„	3 cwt.	„	10 cwt.	4
„	10 cwt.	„	18 cwt.	7
„	18 cwt.			9

[*Act of 2nd March*, 1799, *Section* 58.

Note.—When the draft established by law exceeds one-half per cent, then the custom-house allows only one-half per cent.

When the draft established by law is less than one-half per cent, then the custom-house allows only the draft according to the table.

The principle observed is always to allow the lowest rate, whether it be ascertained by the per centage or by the table.

Tares allowed by Law.

	pr. ct.
On sugar in casks, except loaf	12
On sugar in boxes	15
On sugar in bags or mats	5
On cheese in hampers or baskets	10
On cheese in boxes	20
On candles in boxes	8
On chocolate in boxes	10
On cotton in bales	2
On cotton in ceroons	6
On Glauber salts in casks	8
On nails in casks	8
On sugar-candy in boxes	10
On soap in boxes	10
On shot in casks	3
On twine in casks	12
On twine in bales	3

On all other goods, paying a specific duty, according to the invoice thereof, or actual weight.

On any of the preceding articles, the importer may have the invoice tare allowed, if he makes his election at the time of making his entry, and obtains the consent of the collector and naval officer thereto.—[*Act of 2nd of March*, 1799, *Section* 58.

Presentation of Drafts Drawn at Sight.

Resolved,—That it has always been the practice of the merchants of Charleston to pay, on presentation, drafts drawn at sight.

Resolved,—That, in the opinion of this chamber, this practice establishes the legal right of the presenter of a sight draft to demand payment on presentation.—*Adopted, May* 27, 1844.

Regulations for the Public Assayer for the State of South Carolina.

I. The assayer shall accurately assay all gold and silver brought to him for that purpose, including coins, genuine and counterfeit.

II. He shall keep a book, and in it require persons bringing metals for examination to enter their names, their residence, and such other particulars as the assayer may deem advisable, and as may, from time to time, be required by the appointing powers.

III. He shall, if the parties desire it, make the gold or silver assayed into bars or ingots, on each of which shall be stamped—1st. Its regular number, beginning at No. 1. 2. The gross weight of the assayed bar or ingot. 3rd. The value per pennyweight of that bar or ingot, according to the mint standard. 4th. The amount in pennyweights of pure gold or silver in said bar or ingot. 5th. The date of the assay; and, 6th. The name of the owner.

IV. He shall keep a book, in which shall be entered, as specified above, the gross or specific weights of each bar or ingot, the amount of precious metals contained in it, the name of the person owning, and that of the person bringing it, the day it was entered in his book, and the number of the bar or ingot. A report of these particulars shall be lodged regularly in the bank of the state, where it shall be recorded for public inspection and reference.

V. In assaying the gold, the silver it contains is to be estimated and reckoned in fixing the value of the bar or ingot, under the second and third specifications of the third regulation above.

The charges shall not exceed the following rates:—

For Gold.—Ingots under 100 pennyweights, one dollar.

Ingots between 100 and 400 pennyweights, per pennyweight, one cent.

Ingots between 400 and 1000, ditto, one cent for the first 400, and one-quarter of a cent additional for each pennyweight over 400.

Ingots over 1000 pennyweights, the same charge as the last, with one-eighth of a cent additional for all over 1000 pennyweights.

For Silver.—Sums under 100 dollars, one dollar.

Sums between 100 dollars and 500 dollars, two dollars.

Sums between 500 dollars and 1000 dollars, three dollars.

Sums of 1000 dollars and upwards, four dollars.

If the gold should be in the form of grains, it is to be run into ingots or bars, at the expense of the assayer, provided it does not exceed 1000 pennyweights; and if it exceeds that weight, he has the privilege of charging three cents an ounce for the excess. The same is applicable to bars or ingots that it may be necessary to recast.

Charge for Examining Coins.—If it be simply to make such examination as to decide upon the genuine or counterfeit character of the coin, not to exceed fifty cents. If the coin should be counterfeit, and the exact composition be required, not to exceed two dollars.

FOREIGN Commerce of South Carolina, from 1791 to 1844.

YEARS.	EXPORTS.			IMPORTS.	Duties on Foreign Merchandise Imported.	Drawbacks on Foreign Merchandise.	Registered Tonnage.
	Domestic.	Foreign.	TOTAL.				
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	tons.
1791	....	....	2,693,268	....	525,845	3,685	23,856 00
1792	....	....	2,428,250	....	364,128	3,360	21,338 00
1793	....	....	3,191,867	....	398,571	35,413	12,998 15
1794	....	....	3,867,908	....	718,431	56,037	21,369 35
1795	....	....	5,998,492	....	783,297	60,650	25,483 75
1796	....	....	7,620,049	....	413,322	346,448	29.994 17
1797	....	....	6,505,118	....	1,282,229	564,203	31,360 57
1798	....	....	6,994,179	....	634,495	360,420	33,753 22
1799	....	....	8,729,015	....	2,000,306	1,091,963	38,567 42
1800	....	....	10,663,510	....	2,203,812	1,006,784	43,731 70
1801	....	....	14,304,045	....	2,257,100	1,221,253	51,192 21
1802	....	....	10,639,365	....	1,206,350	863,399	31,353 75
1803	6,863,343	947,765	7,811,108	....	867,126	217,329	30,993 34
1804	5,142,100	2,309,516	7,451,616	....	1,061,806	335,841	41,868 75
1805	5,957,646	3,108,979	9,066,625	....	1,303,842	448,813	35,107 60
1806	6,797,064	2,946,718	9,743,782	....	1,334,518	449,380	40,158 61
1807	7,129,365	3,783,199	10,912,564	....	1,352,778	594,386	45,222 85
1808	1,404,043	260,402	1,664,445	....	452,279	171,592	41,628 11
1809	2,861,369	385,972	3,247,341	....	537,043	137,600	42,675 74
1810	4,881,840	408,774	5,290,614	....	697,255	138,855	43,354 77
1811	4,650,984	210,295	4,861,279	....	386,355	32,444	19,390 23
1812	2,024,834	11,361	2,036,195	....	457,288	14,081	14 959 72
1813	2,915,035	53,449	2,968,484	....	272,705	20,530	17,476 22
1814	736,471	1,428	737,899	....	149,353	1,450	21,596 76
1815	6,574,783	100,346	6,675,129	....	1,400,887	16,058	24,501 39
1816	10,446,213	403,196	10,849,409	....	1,174,474	106,489	23,880 84
1817	9,944,343	428,270	10,372,613	....	1,145,678	88,876	24,390 83
1818	11,184,298	256,664	11,440,962	....	1,308,104	29,950	14,584 94
1819	8,014,598	236,192	8,250,790	....	813,829	31,601	15,591 29
1820	8,690,539	192,401	8,882,940	....	613,698	25,993	15,177 25
1821	6,867,515	332,996	7,200,511	3,007,113	595,318	48,286	16 249 32
1822	7,136,366	123,954	7.260,320	2,283,586	794,004	25,513	12,842 65
1823	6,671,998	226,816	6,898,814	2,419,101	765,899	42,608	12,275 68
1824	7,833,713	200,369	8,034,082	2,166,185	732,077	50,524	12,176 51
1825	10,876,475	180,267	11.056,742	1,892,297	661,328	53,292	10,712 07
1826	7,468,966	85,070	7,554,036	1,534,483	573,707	55,066	12,066 50
1827	8,189,496	133,065	8,322,561	1,434,106	592,026	24,160	12,694 82
1828	6,508,570	42,142	6,550,712	1,242,048	450,967	17,978	12,871 44
1829	8,134,676	40,910	8,175,586	1,139,618	490,750	18,348	7,842 03
1830	7,580,821	46,210	7,627,031	1,054,619	497,397	21,586	7,043 48
1831	6,528,605	46 596	6,575,201	1,238,163	505,050	16,299	5,802 88
1832	7,685,433	66,898	7,752,731	1,213,725	523,031	34,384	5,837 21
1833	8,337,512	96,813	8,434,325	1,517,705	401,634	12,888	6,038 19
1834	11,119,565	88,213	11,207,778	1,787,267	459,935	7,535	6,200 37
1835	11,224,298	113,718	11,338,016	1,891,805	453,391	3,652	9,314 12*
1836	13,482,757	201,619	13,684,376	2,801,361	682,383	12,831	9,200 32*
1837	11,138,992	81,169	11,220,161	2,510,860	....	....	8,413 53*
1838	11,017,391	24,679	11,042,070	2,318,791	....	....	11,848 24
1839	10,318,822	68,604	10,387,426	3,086.077			
1840	9,881,016	55,753	9,936,767	2,058,870			
1841	8,011,392	31,892	8,043,284	1,557,431			
1842	7,508,399	17,324	7,525,723	1,359,465			
1843*	7,754,152	6,657	7,760,809	1,294,709			
1844							

For nine months ending the 30th of June.

VI. GEORGIA.

GEORGIA is bounded north by Tennessee and North Carolina; north-east by South Carolina; east by the Atlantic; south by Florida; and west by Alabama. It is between 30 deg. 30 min. and 35 deg. north latitude, and between 80 deg. 50 min. and 86 deg. 6 min. west longitude, and between 3 deg. 52 min. and 8 deg. 47 min. west from Washington. It is 300 miles long from north to south, and 240 miles broad from east to west. The area of this state comprises about 58,000 square miles, or 37,120,000 British statute acres. The population, in 1790, was 82,584; in 1800, 162,686; in 1810, 252,433; in 1820, 348,989; in 1830, 516,567; in 1840, 691,392, of which 280,944 were slaves. There were, in 1840, employed in agriculture, 209,283; in commerce, 2428; in manufactures and trades, 7984; mining, 574; navigating the ocean, 262; navigating, canals, rivers, &c., 352; learned professions, 1250.

This state is divided into ninety-three counties, which, with their population, in 1840, and their capitals, were as follows :—Appling, 2052, C. Holmesville; Baker, 4226, C. Newton; Baldwin, 7250, C. Milledgeville; Bibb, 9802, C. Macon; Bryan, 3182, C. Bryan; Bullock, 3102, C. Statesborough; Burke, 13,176, C. Waynesborough; Butts, 5308, C. Jackson; Camden, 6075, C. Jeffersonton; Campbell, 5370, C. Campbellton; Carroll, 5252, C. Carrollton; Cass, 9390, C. Casville; Chatham, 18,801, C. Savannah; Chattooga, 3438, C. Summerville; Cherokee, 5895, C. Canton; Clarke, 10,522, C. Athens; Cobb, 7539, C. Marietta; Columbia, 11,356, C. Applington; Coweta, 10,364, C. Newnan; Dade, 1364, C. Trenton; Decatur, 5872, C. Bainbridge; De Kalb, 10,467, C. Decatur; Dooly, 4427, C. Vienna; Early, 5444, C. Blakeley; Effingham, 3075, C. Springfield; Elbert, 11,125, C. Elberton; Emanuel, 3129, C. Swainsborough; Fayette, 6191, C. Fayetteville; Floyd, 4441, C. Rome; Forsyth, 5619, C. Cumming; Franklin, 9886, C. Carnesville; Gilmer, 2536, C. Ellejay; Glynn, 5302, C. Brunswick; Greene, 11,690, C. Greensborough; Gwinnett, 10,804, C. Lawrenceville; Habersham, 7961, C. Clarksville; Hall, 7875, C. Gainesville; Hancock, 9659, C. Sparta; Harris, 13,933, C. Hamilton; Heard, 5329, C. Franklin; Henry, 11,756, M'Donough; Houston, 9711, C. Perry; Irwin, 2038, C. Irwinville; Jackson, 8522, C. Jefferson; Jasper, 11,111, C. Monticello; Jefferson, 7254, C. Louisville; Jones, 10,065, C. Clinton; Laurens, 5585, C. Dublin; Lee, 4520, C. Starkeville; Liberty, 7241, C. Hinesville; Lincoln, 5895, C. Lincolnton; Lowndes, 5574, C. Troupsville; Lumpkin, 5671, C. Dahlonega; Macon, 5045, C. Lanier; Madison, 4510, C. Danielsville; Marion, 4812, C. Tazewell; M'Intosh, 5360, C. Darien; Meriwether, 14,132, C. Greeneville; Monroe, 16,275, C. Forsyth; Montgomery, 1616, C. Mount Vernon; Morgan, 9121, C. Madison; Murray, 4695, C. Spring Place; Muscogee, 11,699, C. Columbus; Newton, 11,628, C. Covington; Oglethorpe, 10,868, C. Lexington; Paulding, 2556, C. Van Wart; Pike, 9176, C. Zebulon; Pulaski, 5389, C. Hawkinsville; Putnam, 10,260, C. Eatonton; Rabun, 1912, C. Clayton; Randolph, 8276, C. Cuthbert; Richmond, 11,932, C. Augusta; Scriven, 4794, C. Jacksonboro; Stewart, 12,933, C. Lumpkin; Sumpter, 5759, C. Americus; Talbot, 15,627, C. Talbotton; Talliaferro, 5190, C. Crawfordsville; Tatnall, 2724, C. Reidsville; Telfair, 2763, C. Jacksonville; Thomas, 6766, C. Thomasville; Troup, 15,733, C. Lagrange; Twiggs, 8422, C. Marion; Union, 3152, C. Blairsville; Upson, 9408, C. Thomaston; Walker, 6572, C. Lafayette; Walton, 10,209, C. Monroe; Ware, 2323, C. Waresborough; Warren, 9789, C. Warrenton; Washington, 10,565, C. Sandersville; Wayne, 1258, C. Wayne; Wilkes, 10,148, C. Washington; Wilkinson, 6842, C. Irwinton.

Soil and Agriculture.—For an average of about seven miles distance from the main land the sea islands, intersected by inlets, communicating with each other, form a well sheltered inland navigation for vessels of 100 tons burden, along the whole coast. These islands consist of salt marsh, and land of a gray rich soil, which produces the well-known sea-island cotton. The natural growth of this soil is pine, hickory, and live oak. The principal islands are Tybee, Ossabaw, St. Catharines, Sapelo, St. Simons, and Cumberland. The soil on the main land, for four or five miles from the coast, consists of salt marsh. Beyond which there is a narrow margin of land, nearly resembling that of the islands; and further back the pine-barrens commence, interspersed with numerous inland swamps, on the verge of the creeks and rivers. These are partially or wholly overflowed at the return of the tide, and constitute the rice plantations. The pine-barrens extend from sixty to ninety miles from the coast. "Beyond this commences the region of sand hills, thirty or forty miles wide, interspersed with fertile tracts, and extending to the lower falls of the rivers. The part of the state, above the falls of the rivers, is called the Upper country, and has generally a strong and fertile soil, often inclining to a red colour, and further back, mixed with a deep black mould, producing cotton, tobacco, Indian corn, wheat, and other kinds of grain. Black walnut and mulberry trees grow abundantly in this soil. The forests also produce oak, pine, hickory, and cedar. The fruits are, melons, figs, oranges, pomegranates, olives, lemons, limes, citrons, pears, and peaches. The pine-barrens produce grapes of a large size and excellent flavour. The country on the north, near the boundary of Tennessee, becomes mountainous."—*U. S. Gaz.*

Live Stock and Agricultural Products.—In this state there were, in 1840, 157,540 horses and mules; 884,414 neat cattle; 267,107 sheep; 1,457,755 swine; poultry to the

value of 449,623 dollars. There were produced 1,801,830 bushels of wheat; 12,979 bushels of barley; 1,610,030 bushels of oats; 60,693 bushels of rye; 20,905,122 bushels of Indian corn; 371,303 lbs. of wool; 19,799 lbs. of wax; 1,211,366 lbs. of potatoes; 16,969 tons of hay; ten tons of flax and hemp; 162,894 lbs. of tobacco; 12,384,732 lbs. of rice; 163,392,396 lbs. of cotton; 2992 lbs. of silk cocoons; 329,744 lbs. of sugar. The products of the dairy were valued at 605,172 dollars; and of the orchard, 156,122 dollars; of lumber, 114,050 dollars. There were made, 8647 gallons of wine. The staple commodities are cotton and rice, of which great quantities are exported.—*Official Returns.*

Minerals.—Copper and iron have been found in this state, and there are several valuable mineral springs, but much the most valuable mineral production is gold, which is found in the north part of the state, in considerable quantities.—*U. S. Gaz.*

Trades.—In 1840, there were four commercial and eighty-two commission houses engaged in foreign trade, with a capital of 1,543,500 dollars; 1716 retail dry-goods and other stores, with a capital of 7,361,838 dollars; 442 persons were employed in the lumber trade, with a capital of 75,730 dollars; 194 persons were employed in internal transportation, who, with seventeen butchers, packers, &c., employed a capital of 12,885 dollars.

Manufactures.—In 1840, the value of home-made or family goods was 1,467,630 dollars. There was one woollen manufactory employing ten persons, producing articles to the value of 3000 dollars, with a capital of 2000 dollars; nineteen cotton factories, with 42,589 spindles, employing 779 persons, producing articles to the value of 304,342 dollars, employing a capital of 573,835 dollars; fourteen furnaces, producing 494 tons of cast iron, employing forty-one persons, and a capital of 24,000 dollars; 130 smelting houses employed 405 persons, and produced gold to the value of 121,881 dollars, with a capital of 79,343 dollars; fifty-five persons manufactured hats and caps to the value of 22,761 dollars, with a capital of 7950 dollars; 132 tanneries employed 437 persons, and a capital of 127,739 dollars; 102 other leather manufactories, as saddleries, &c., produced articles to the value of 123,701 dollars, with a capital of 60,932 dollars; six potteries, employing twelve persons, produced articles to the value of 2050 dollars, with a capital of 790 dollars; 184 persons produced machinery to the value of 131,238 dollars; nineteen persons produced hardware and cutlery to the value of 7866 dollars; 555 persons produced bricks and lime to the value of 148,655 dollars; 2633 persons made 764,528 lbs. of soap, and 111,066 lbs. of tallow candles, with a capital of 27,126 dollars; 393 distilleries produced 126,746 gallons, which, with twenty-two breweries, employed 218 persons, and a capital of 28,606 dollars; 461 persons manufactured carriages and waggons to the value of 249,065 dollars, with a capital of 93,820 dollars; 114 flouring mills produced 55,158 barrels of flour, and, with other mills, employed 1581 persons, producing articles to the value of 1,268,715 dollars, with a capital of 1,491,973 dollars; ninety-five persons manufactured furniture to the value of 49,780 dollars, with a capital of 29,090 dollars; thirty-eight brick or stone houses, and 2591 wooden houses, were built by 2274 persons, at a cost of 693,116 dollars; twenty-four printing offices, and five binderies, five daily, five semi-weekly, and twenty-four weekly newspapers, and six periodicals, employed 157 persons, and a capital of 134,400 dollars. The whole value of capital employed in manufactures was 2,899,565 dollars.—*Official Returns.*

Climate.—The climate of Georgia is generally mild. In the low country it is unhealthy during the months of July, August, and September, excepting portions of the islands; but the Upper country is salubrious and healthy. Snow is seldom seen, and cattle subsist with very little food but what they obtain from the woods and savannas.—*U. S. Gaz.*

Rivers.—The rivers are—the Savannah, 600 miles long, bounding the state on the north-east, navigable for ships seventeen miles to Savannah, and, a part of the year, for steamboats, 250 miles to Augusta; the Altamaha, which is navigable for large vessels, twelve miles, to Darien, is formed by the junction of the Oconee and the Ocmulgee; and is navigable for sloops of thirty tons, by the former, to Dublin, 300 miles from the ocean; the Ogeche, 200 miles long, and navigable for sloops for forty miles; Flint river, which rises in the north-west part of the state, and, after a course of more than 200 miles, joins the Chattahoochee, forming the Appalachiocola; the Chattahoochee, on the west border of the state, which is navigable 300 miles by steamboat to Columbus; the St. Mary's river, in the south-west part of the state, rises in Okefinokee swamp, and is navigable, seventy

miles, for vessels drawing fourteen feet of water. Okefinokee swamp is about 180 miles in circumference, and has within it several fertile islands.—*U. S. Gaz.*

Education.—The University of Georgia is located at Athens, and is designed to have an academic branch in each county. A few only of these have been opened. It was founded in 1788, and has been well endowed. In this institution and its branches, there were, in 1840, 622 students. There were in the state, 176 academies or grammar schools, with 7878 students; and 601 common or primary schools, with 15,561 scholars. There were 30,717 free white persons, over twenty years of age, who could neither read nor write.

Religion.—The Baptists, Methodists, and Presbyterians, are the most numerous religious denominations. In 1835, the Baptists had 583 churches, 298 ministers, and 41,810 communicants; the Methodists, eighty travelling preachers, and 25,005 white, and 8436 coloured communicants; the Presbyterians, seventy-five churches, forty-five ministers, and 4882 communicants; the Episcopalians, four ministers; the Protestant Methodists, twenty congregations, and fifteen ministers. Besides these there were a number of Christians, Roman Catholics, Lutherans, Scotch Presbyterians, Friends, and Jews.

Banks.—In 1840, this state had thirty-seven banks and branches, with an aggregate capital of 15,119,219 dollars, and a circulation of 3,017,348 dollars. At the close of 1840, the state debt amounted to 500,000 dollars.—(See Banks of the United States hereafter.)

Public Works.—This state has several important works of internal improvement. The Savannah and Ogeechee canal extends sixteen miles, from Savannah to Ogeechee river, completed, in 1829, at an expense of 165,000 dollars. The Brunswick canal extends from tide water on the Altamaha, twelve miles to Brunswick, at a cost of 500,000 dollars. —*U. S. Gaz.*

The Georgia railroad extends from Augusta, 165 miles, to De Kalb county. The Athens branch extends from the Georgia railroad thirty-three miles to Athens. Cost of the whole, including the Athens branch, 3,300,000 dollars. The Western and Atlantic railroad continues the Georgia railroad from De Kalb county, 140 miles, to Chattanooga, on Tennessee river, at a cost of 2,130,000 dollars. The Central railroad extends from Savannah, 197 miles, to Macon, estimated to cost 2,300,000 dollars. The Monroe railroad extends from Macon, 101 miles, to Whitehall. The Ocmulgee and Flint river railroad, seventy-six miles in length, is designed to connect the navigable waters of these rivers, so as to form a communication from the Atlantic to the Gulf of Mexico.—(See Public Works of United States hereafter.)

PRINCIPAL SEAPORTS AND TOWNS.

Augusta is situated on the south-west side of Savannah river, ninety-six miles from Milledgeville, 120 miles north-west from Savannah. Population, in 1830, 4000; in 1840, 6403. It is regularly laid out, and built chiefly of brick. The streets cross each other at right angles, and are ornamented with trees. It has a city hall, court house, gaol, theatre, arsenal, hospital, and a female asylum; seven churches—one Baptist, one Episcopal, one Methodist, one Presbyterian, one Roman Catholic, one Unitarian, and one African. It is connected with Charleston and Milledgeville by railroad. The back country is fertile. Its trade is active, and it sends a great amount of cotton, tobacco, and other produce, down the river to Savannah. In 1840, it contained twelve commission houses in foreign trade, capital 245,000 dollars; 265 stores, capital 1,281,870 dollars; two furnaces, two printing offices, two daily, four weekly, two semi-weekly newspapers, and two periodicals. Capital in manufactures, 44,500 dollars.—*Official Returns, U. S. Gaz.*

Columbus, situated on the banks of the Chattahoochee river, at the head of steamboat navigation; immediately below the falls on the river, which descends 111 feet in a distance of four miles above. It is situated 300 miles above the junction of the Chattahoochee with Flint river, and 430 miles above Appalachicola bay. The river, under the falls, is only 354 feet wide, below which it widens to 250 yards. The town is elevated sixty feet above the ordinary height of the river, and covers 1200 acres. Two streets running parallel with the river, are 165 feet wide; six others are 132 feet wide. These are intersected by twelve other streets, at right angles, which are ninety-nine feet wide. It contained, in

1840, a court house, gaol, market house, five churches—one Presbyterian, one Episcopal, one Baptist, one Methodist, and one Roman Catholic—100 stores, about 700 dwellings. There is a flouring mill, and various mills and manufactories on the river. From thirteen to fifteen steamboats navigate the river, and steamboats ply to New Orleans. A steamboat drawing five feet of water can ascend to this place at any season. A bridge from the town crosses the Chattahoochee river to the opposite bank in Alabama. Population, in 1842, about 4000. There were, in 1840, six foreign commission houses, capital 80,000 dollars; 106 retail stores, capital 473,000 dollars; three printing offices, three weekly newspapers, and one periodical. Capital in manufactures, 39,800 dollars. Population, 3114.—*Official Returns, U. S. Gaz.*

Darien, situated on the north side of the Altamaha river, twelve miles above the bar, at the entrance of St. Simon's sound. It contains a court house, a gaol, an academy, a Presbyterian church, a bank, and a printing office. It has an extensive trade in cotton. The bar has over it fourteen feet depth of water. The Oconee branch of the Altamaha has a steamboat navigation to Milledgeville; and the Ocmulgee branch is navigable to Macon; so that Darien forms the focus of the trade of the central parts of the state.

Macon, situated on the west side of Ocmulgee river, at the head of tide navigation. A great quantity of cotton wool is shipped at this town; and about twelve steam-vessels, and several tow-boats, &c., employed in the trade. In 1822, there was only one hut in this place. In 1840, there were nine foreign commission houses, capital 75,000 dollars; eighty-two retail stores, capital 785,000 dollars; nine timber yards, building yards, &c. Population, 3927.

Milledgeville, situated on the south-west bank of the Oconee river, at the head of steamboat navigation; had, in 1840, a population of 2095 inhabitants, and some trade.

Savannah, port of entry, is situated on the south-west bank of the Savannah river, seventeen miles from its mouth, in 32 deg. 8 min. north latitude and 81 deg. 10 min. west longitude from Greenwich, and 4 deg. 10 min. west from Washington. It is 118 miles south-west from Charleston; 123 miles south-east from Augusta; 158 miles east-south-east from Milledgeville; 662 miles south-by-west from Washington. The population, in 1810, was 5195; in 1820, 7523; in 1830, 7776; in 1840, 11,214—of which 4694 were slaves. There were employed in commerce, 604; in manufactures and trades, 707; navigating the ocean, canals, &c., 241; learned professions, 131.

The city is built on a sandy plain, elevated about forty feet above the level of the tide. It was formerly considered unhealthy, supposed to arise chiefly from the rice grounds in the neighbourhood. On this supposition the citizens subscribed 70,000 dollars to induce the owners of the plantations to substitute a dry for a wet cultivation, by which the health of the place is said to have been much improved. This city is regularly laid out in the form of a parallelogram, with streets, many of them wide, crossing each other at right angles. There are ten public squares, containing two acres each, at equal distances from each other. These squares, and many of the streets, are bordered with trees, and particularly with the "Pride of India." Many of the houses are built of brick. On the east and west are marshes; and a pine-barren extends two miles to the south.

It has a good harbour. Vessels drawing fourteen feet of water come up to the wharfs of the city, and larger vessels come up to Fathom hole, three miles below. The city is defended by Fort Wayne on the east side, and by Fort Jackson at Fathom hole, three miles below. Much of the trade of Georgia centres in Savannah—the principal articles of which are cotton and rice. Twenty steamboats of a large size, and fifty steam tow-boats, navigate the river. On Tybee island, at the mouth of the river, is a lighthouse. One line of packets, consisting of two ships and four brigs, one vessel sailing from each place weekly—and another, consisting of six brigs, ply between this place and New York. The Savannah furnishes great facilities for internal trade, and this river is connected to the Ocmulgee by a canal sixteen miles long, which terminates at Savannah.—*U. S. Gaz.*

There are an exchange and two banks. The tonnage of the port, in 1840, amounted to 17,930. There were, in the same year, two foreign commercial and fifty commission houses, with a capital of 943,500 dollars; 191 retail stores, capital 855 190 dollars; eight lumber yards, capital 49,000 dollars; paints, drugs, &c., capital 35,800 dollars; three brick and forty-five wooden houses built, cost 138,100 dollars; four printing offices, two binderies,

three daily, three weekly, three semi-weekly newspapers, capital 22,000 dollars. Total capital in manufactures, 105,460 dollars.—*Official Returns.*

FOREIGN Commerce of Georgia from 1791 to 1844.

YEARS.	EXPORTS.			IMPORTS.	Duties on Foreign Merchandise imported.	Drawbacks paid on Foreign Merchandise exported.	Registered Tonnage.
	Domestic.	Foreign.	TOTAL.				
	dollars.	dollars.	dollars	dollars.	dollars.	dollars.	tons.
1791	....	....	491,250	....	77,832	202	6,759 00
1792	....	....	459,106	....	49,678	79	9,099 00
1793	....	....	520,955	....	33,270	158	1,568 40
1794	....	....	263,832	....	95,476	1,913	2,599 43
1795	....	....	695,986	....	79,666	20,059	3,548 01
1796	....	....	950,158	....	63,253	25,293	3,556 84
1797	....	....	644,307	....	71,905	3,054	4,260 48
1798	....	....	961,848	....	109,786	1,872	4,473 42
1799	....	....	1,396,759	....	209,354	5,912	286 18
1800	....	....	2,174,268	....	170,170	11,824	7,937 52
1801	....	....	1,755,939	....	230,852	29,565	7,759 35
1802	....	....	1,854,951	....	221,057	....	7,652 33
1803	2,345,387	25,488	2,370,875	....	200,377	11,133	7,742 30
1804	2,003,227	74,345	2,077,572	....	195,661	6 690	8,125 54
1805	2,351,169	43,677	2,394,846	....	108,893	6,037	8 592 77
1806	82,764	....	82,764	....	187,638	....	10,909 89
1807	3,710,776	34,069	3,744,845	....	518,521	16,542	12,829 18
1808	24,626	....	24,626	....	51,974	7,329	11,305 46
1809	1,082,108	....	1,082,108	....	15,149	312	10,942 83
1810	2,234,912	3,774	2,238,686	....	146,117	493	12,405 41
1811	2,657,225	11,641	2,668,866	....	65,604	5,745	4,761 75
1812	1,066,703	....	1,066,703	....	264,536	1,249	6,519 06
1813	1,094,595	....	1,094,595	....	181,572	4,109	8,234 19
1814	2,147,449	35,672	2,183,121	....	272,671	2,031	10,843 25
1815	4,146,057	26,262	4,172,319	....	869,150	851	11,253 36
1816	7,436,692	75,237	7,511,929	....	649,008	17,761	10,629 40
1817	8,530,831	259,831	8,790,662	....	716,404	27,879	12,711 75
1818	10,977,051	155,045	11,132,096	....	590,213	25,276	9,255 12
1819	6,241,960	68,474	6,310,434	....	342,023	10,038	11,596 30
1820	6,525,013	69,610	6,594,623	....	314,198	7,347	9,192 51
1821	5,979,995	34,315	6,014,310	1,002,684	213,559	3,790	8,226 11
1822	5,483,219	1,650	5,484,869	989,591	273,921	1,483	6,079 57
1823	4,279,885	13,781	4,293,666	670,705	231,667	10,253	4,643 23
1824	4,619,753	4,229	4,623,982	551,888	144,222	773	4,635 36
1825	4,220,939	1,894	4,222,833	343,356	105,784	4,599	4,829 38
1826	4,366,630	1,874	4,368,504	340,993	130,196	620	5,763 55
1827	4,260,864	691	4,261,555	312,609	147,099	736	5,461 55
1828	3,104,425	....	3,104,425	308,669	152,451	102	7,570 77
1829	4,980,642	734	4,981,376	380,293	174,727	....	7,494 07
1830	5,336,626	....	5,336,626	282,436	164,450	1,297	4,359 09
1831	3,957,245	2,568	3,959,813	399,940	120,303	....	4,899 27
1832	5,514,681	1,202	5,515,883	253,417	126,084	231	4,402 08
1833	6,270,040	....	6,270,040	318,990	111,700	2,663	7,387 12
1834	7,567,337	....	7,567,337	546,802	103,404	1,148	9,208 03
1835	8,890,674	....	8,890,674	393,049	113,583	899	6,528 19
1836	10,721,700	500	10,722,200	573,222	158,536	135	8,752 15
1837	8,935,041	....	8,935,041	774,349	....	....	7,875 13
1838	8,803,839	....	8,803,839	776,068	....	....	10,611 51
1839	5,970,443	....	5,970,441	413,907			
1840	6,862,959	....	6,862,959	491,428			
1841	3,696,017	496	3,696,513	449,007			
1842	4,299,151	1,106	4,300,257	341,764			
1843	4,522,401	....	4,522,401	207,432			
1844							

FINANCES.

	dollars.
Total amount received by the state in 1843	314,905.29
Total amount expended	267,764.11

Principal items of Expenditure.

	dollars.
Salaries of excise officers	12,900
Miscellaneous expenses of executive	4,000
Salaries of the judiciary	20,250
Pay of the legislature	93,348
Interest on state debt	95,000

Chief sources of Income.

	dollars.
Direct taxes	270,335.44
Bank tax	24,705.33
Balance from 1842	39,374.00
Miscellaneous	81,378.00

	dollars.
Whole amount of state debt	1,600,000
Annual interest on this debt	95,000

VII. FLORIDA.

THE territory of Florida is bounded north by Alabama and Georgia; east by the Atlantic; south and west by the Gulf of Mexico. It lies between 25 deg. and 31 deg. north latitude, and between 80 deg. and 87 deg. and 44 min. west longitude, and between 3 deg. and 10 deg. 44 min. west from Washington. It is about 385 miles long, and from fifty miles to 250 miles wide, comprising an area of 57,000 square miles, or 37,000,000 British statute acres. The population, in 1830, was 34,723; in 1840, 54,477, of which 16,456 were white males, 11,487 were white females; free coloured persons, males 398; free coloured persons, females 419; slaves, males 13,083; slaves, females 12,679. Employed in agriculture, 12,117; in commerce, 481; in manufactures and trades, 1177; navigating the ocean, 435; navigating canal and rivers, 118; learned professions and engineers, 204.

Florida is divided into twenty counties, which, with their population, in 1840, and their capitals, are as follows: *West Florida*—Escambia, 3993, C. Pensacola; Walton, 1461, C. Euchee Anna. *Middle Florida*—Gadsden, 5992, C. Quincy; Hamilton, 1464, C. Jasper; Jefferson, 5713, C. Monticello; Leon, 10,713, C. Tallahassee; Madison, 2644, C. Madison. *East Florida*—Alachua, 2282, C. Newmansville; Columbia, 2102, C. Lancaster; Duvall, 4156, C. Jacksonville; Hillsborough, 452, C. Fort Brooks; Leigh Reed, 73, C. New Smyrna; Nassau, 1892, C. H. Nassau; St. John's, 2694, C. St. Augustine. *South Florida*—Dade, 446, C. Key Biscayune; Monroe, 688, C. Key West. *Appalachicola District*—Calhoun, 1142, C. St. Joseph; Franklin, 1030, C. Appalachicola; Jackson, 4681, C. Marianna; Washington, 859, C. Roche's Bluff.

Soil.—The country is generally low and the surface undulating, except where swamps and numerous lakes occur. There are no mountains or high hills. A large portion is covered with pine trees, standing at a considerable distance from each other, without brush or underwood, but producing grass and flowers. The borders of the streams are usually skirted with hammocks, or clumps of hard wood covered with grape and other vines. A great part of Florida consists of pine-barrens, and a very poor soil; but there are many extensive tracts of table land, gentle elevations, and swamp, of the richest soil, well adapted to the cultivation of sugar, rice, cotton, Indian corn, tobacco, and fruits. The barrens afford extensive grazing land, usually intersected with streams of pure water. Many parts of the territory abound in yellow pine, hickory, and live oak timber. Majestic cedars, chesnuts, magnolias, with their large white flowers, and cypresses, with a straight stem of eighty or ninety feet are found. The fig, pomegranate, orange, and date, are among the fruits of Florida. Cotton forms the chief agricultural production. The peninsula, which constitutes the southern portion of the district, presents a singular alternation of savannas, hammocks, lagoons, and grass-ponds, called altogether the "*everglades*," which extend into the heart of the country for 200 miles north of Cape Sable, and are drained northwardly by the St. John's river. The sea coast of Florida, especially towards the south, is low and dangerous; shoals extend far into the sea. Several low islands lie off the coast. The "Florida Keys" have always been the dread of mariners, and many vessels are annually wrecked among these islands and along the coasts. There are few, or rather no good harbours on the Atlantic coast.

Harbours.—There are many bays on the western side of the peninsula, which form good harbours; the principal of which are Perdido, Pensacola, Choctawhatchee, St. Joseph's, Appalachicola, Appalachee, Tampa, Carlos, and Gallivans. On the eastern side, rivers, inlets, and sounds, afford harbours for coasting vessels. The principal capes are Canaveral, Florida, Sable, at the southern extremity, Roman's, and St. Blas. There are many islands scattered along the coast, particularly a cluster off the southern extremity, denominated the Florida Keys, extending, in a curved form, 200 miles. Key West, on one of these, named Thompson's island, is a naval station, has a good harbour, which is well sheltered, and admits the largest vessels.

Live Stock and Agricultural Produce.—There were in this territory, in 1840, 12,043

horses and mules; 118,081 neat cattle; 7198 sheep; 92,680 swine; poultry, valued at 61,007 dollars. There were produced 412 bushels of wheat; 13,829 bushels of oats; 898,974 bushels of Indian corn; 264,617 bushels of potatoes; 7285 lbs. of wool; 1197 tons of hay; 124 lbs. of silk cocoons; 75,274 lbs. of tobacco; 481,420 lbs. of rice; 12,146,533 lbs. of cotton; 275,317 lbs. of sugar. Value of the products of the dairy amounted to 23,094 dollars; and of the orchard, amounted to 1035 dollars.—*Official Returns.*

Trades and Manufactures.—There were twenty-three commercial and twenty-one commission houses in the foreign trade, employing a capital of 542,000 dollars; 239 retail dry goods and other stores, with a capital of 1,240,380 dollars; ninety-two engaged in the lumber trade, with a capital of 64,050 dollars; sixty-seven persons were employed in the fisheries, with a capital of 10,000 dollars. Home-made or family articles manufactured to the value of 20,205 dollars; hats and caps manufactured to the amount of 1500 dollars; three tanneries employed fifteen persons, and a capital of 14,500 dollars; ten other manufactories of leather, as saddleries, &c., manufactured articles to the value of 6200 dollars, employing a capital of 4250 dollars; 136 produced bricks and lime to the value of 37,600 dollars; fifteen persons manufactured carriages and waggons to the value of 11,000 dollars, with a capital of 5900 dollars; sixty-two grist mills, sixty-five saw mills, and two oil mills, employed 410 persons, and produced to the value of 189,650 dollars, with a capital of 488,950 dollars. Ships were built to the value of 14,100 dollars. The whole amount of capital employed in manufactures, was 669,490 dollars.—*Official Returns.*

Rivers.—"The principal river on the eastern side is the St. John's, which rises within a short distance of the coast, and flows northwardly in a very circuitous course through several lakes. It is often from three to five miles wide, and at other times not one-fourth of a mile. It passes through a fine healthy country, and vessels drawing eight feet of water enter Lake George and Dun's lake, 150 miles from its mouth, which has a bar of twelve feet, where it is only one mile wide. The Appalachicola river is formed by the union of Chattahoochee and Flint rivers, about 100 miles above the Gulf of Mexico, to which place vessels drawing eight feet of water can proceed. The other principal rivers are the Escambia, Suwanee, Withlacoochee, Oscilla, Ocklocony, and Choctawhatchee. Rivers sometimes start out of the ground in a stream sufficient to turn a mill which seem to come from subterranean reservoirs, and sometimes suddenly sink into the ground and disappear."—*U. S. Gaz.*

Education.—This territory has no college. There were, in 1840, eighteen academies and grammar schools, with 732 students, and fifty-one common and primary schools, with 925 scholars, and 1303 white persons, over twenty years of age, who could neither read nor write.

Religion.—The Episcopalians, Presbyterians, Methodists, and Roman Catholics, have each a few congregations and ministers.

Banks.—At the commencement of 1840, the district had five banks and branches, with an aggregate capital of 3,976,121 dollars, and a circulation of 418,778 dollars. At the close of 1840, the debt of the territory amounted to 3,900,000 dollars.

Public Works.—A railroad extends from Tallahassee, twenty-two miles, to St. Mark's. One also extends from Lake Wicomico, twelve miles, to St. Joseph, and another from St. Joseph, thirty miles, to Iola, on the Appalachicola. Several other railroads and canals have been projected.

PRINCIPAL TOWNS AND SEAPORTS.

TALLAHASSEE city and capital of Florida, situated on an eminence, twenty miles north of St. Mark's, its port, 292 miles west of St. Augustine, 896 miles from Washington. A stream, flowing from several springs, runs along its east border, and falls fifteen or sixteen feet into a pool scooped out by its own current, and after running a short distance, sinks into a cleft of limestone rock. This city contains a state house, court house, gaol, a market house, a United States land office, an academy, a masonic hall, three churches—one Episcopal, one Methodist, and one Presbyterian; a bank, three printing-offices, three weekly newspapers, a tannery, about thirty stores, 400 dwellings, and 1616 inhabitants. In the winter of 1842

it contained about 2500 inhabitants. It is regularly laid out, and has several public squares.

SAINT AUGUSTINE is a seaport. It is situated two miles from the Atlantic shore, on the south point of a peninsula, connected with the main land by a narrow isthmus, protected from the swell of the ocean by Anastasia island, not sufficiently high to obstruct the sea breezes or a view of the sea. The site of the city, though scarcely twelve feet higher than the level of the tide, is healthy and pleasant. It is a favourite resort of invalids from the north. Snow rarely falls, and frost is felt only one or two months in the year, and in some seasons it is not perceived at all. In the summer the sea breezes temper the heat, and the land breezes render the evenings cool and pleasant. This place is laid out in the form of a parallelogram, fronting east on Matanzas sound, forming a harbour sufficiently capacious to contain a large fleet. But a bar at the mouth of the harbour has not more than nine feet of water at low tide, within which it is eighteen or twenty feet. The principal streets cross each other at right angles, and are narrow, and some of the streets are very crooked. The houses are generally built of stone, two stories high. A large square opens from the Matanzas into the town; and on the west side of the square stand the public buildings. In 1840, there were four churches, twenty stores, about 500 houses, and 2500 inhabitants. The trade is chiefly a coasting trade.

SAINT MARY'S, and a few other places which are settled along the Atlantic shores south to Key West, have a coasting trade, and many of the inhabitants are engaged as *wreckers*, and are described as leading far from creditable lives.

TAMPA BAY, called by the Spaniards Espiritu Santo, is the largest bay in the Gulf of Mexico. It is forty miles long, and in one place thirty-five miles wide, with from fifteen to twenty feet of water on the bar. It is easy of access, and affords a safe anchorage for any number of vessels. There are numerous islands at the mouth of the bay, and it abounds with wild fowl and fish.—*U. S. Gaz.*

APPALACHICOLA is a port of entry, 135 miles west of Tallahassee, situated on a bluff at the mouth of a river of the same name. It has a considerable export cotton trade. Several large and small vessels belong to the port, and more than twenty steamboats. The port is tolerably good, though intricate to approach; it has over its bar fifteen feet of water at low tide.

PENSACOLA, a port of entry, and a naval arsenal; has about 2500 inhabitants, a wharf extending 600 feet into the bay, which has places of anchorage for large frigates and smaller vessels.

KEY WEST is situated on an island four miles long and one wide, one of the "Florida keys." It has a good harbour, admitting vessels drawing twenty-seven feet of water, but dangerous to approach. The inhabitants are chiefly employed as wreckers, and in making sea salt. The average number of vessels wrecked annually on the Florida keys are stated to be about fiteen. The following is a description of the Florida reef and of the wreckers :—

"There is no portion of the American coast more dangerous to the mariner, or where more property is annually wrecked, than on the Florida reef. Its contiguity to the gulf stream, and forming a sort of Scylla to that Charybdis, the Bahama islands, are the main causes which make it so dangerous to, and so much dreaded by, seamen. Lying in the way, as it does, of much important commerce, many ships of the largest class are compelled to encounter its dangers, and run the risk of an inhospitable reception upon its rocky shores and sunken coral reefs.

"There is, on an average, annually wrecked upon the Florida coast, *about fifty vessels*, a very great proportion of which are New Orleans, Mobile, or other packets. The great destruction of property consequent upon this state of things, and the hope of gain, have induced a settlement at Key West, where, to adjudicate upon the wrecked property, a court of admiralty has been established. A large number of vessels, from twenty to thirty, are annually engaged as wreckers, lying about this coast to 'help the unfortunate,' and to help themselves. These vessels are, in many instances, owned in whole or in part by the merchants of Key West; the same merchant frequently acts in the quadruple capacity of owner of the wrecker, agent for the wreckers, consignee of the captain, and *agent for the underwriters*. Whose business he transacts with most assiduity, his own, or that of others, may be readily inferred.

"A residence of a few years on the Florida reef enables me to speak with some know-

ledge of the manner in which business is usually conducted about those parts; and to a community suffering as much as this does, I think a statement of facts may prove useful. The commercial world need, then, no longer remain inactive in seeking a redress of grievances, in consequence of an ignorance of their existence.

"The whole coast, from near Cape Carnaveral to the Tortuga, is strewed with small wrecking vessels, either sloops or schooners, that anchor inside of the reef, *out of sight* from vessels at sea, because, if they were seen by the unfortunate vessel who is making unconsciously too near an approach to the shore, they would apprise her of her danger, so that she would stand off to sea, and thus the victim would not be sacrificed. That the wrecker hails with delight the wreck of a vessel, is not to be wondered at. His gains are enormous; it is his business, and his interests are so much at stake, that all the softer feelings of humanity soon die away in his bosom, and he hails the stranding of the unfortunate vessel with delight. It is not to be supposed, then, that he will, seeing a vessel coming ashore, sail for her, and make known to her the danger she is encountering, but rather that he will endeavour, by every means in his power, if not to allure her, at least not to caution her. To the praise of the wreckers be it said, that they never have refused to listen to the calls of humanity, even when doing so has often been to their loss. The cases are numerous where they have left their wrecking ground, and carried wrecked passengers upwards of 100 miles, furnishing the passengers with food and passage free of charge. The wreckers have been accused of raising false lights to deceive vessels at sea. As a general rule, I do not believe this charge is true, and the strongest reason I have for disbelieving it is, that it is not to their interest to do so. As soon as a vessel sees a light on Florida shore, she knows she is as near to land, if not nearer than she ought to be, and of course would immediately haul off from the danger. The practice of the wreckers is quite the reverse. No lights are allowed to be burning in their vessels except in the binnacle, and this light is most *cautiously guarded, lest vessels at sea should descry it, and thereby discover their proximity to land.* Every morning, at break of day, the whole of the reef is scoured by some one or the other of the vessels, in search of 'a prize,' that may have come on the rocks at night. If a vessel is discovered on shore, and two wreckers descry her at the same time, every stitch of canvass is set, in order to be the first to board her and relieve her; if it is calm, the small boats are manned, and they pull as if for life. This looks charitable, but the charity begins at home. The captain of the wrecker jumps on board the unfortunate vessel, and inquires for her captain; and now commences a series of impositions upon the underwriters. 'Captain,' says the wrecker, 'are you insured?' 'Yes; well—to the full amount.' 'I suppose you know,' says the wrecker, 'that if you go into Key West to get repaired, the expenses are enormous, and your owners will be obliged, according to the rules of the underwriters, to pay *one-third* of the repairs; *whereas if the vessel should be so unfortunate as to be a total loss*, the insurers pay all, and that makes a clean and short business of it.' 'Certainly,' says the wrecked captain, 'that is very true, but I am bound to do the best I can.' 'All right, sir, but what can you do? you are hard and fast—the tide is at its height' (probably it is then dead low water), 'and you had better let me take full charge, for if not got off this tide, she'll bilge the next. *I am a licensed wrecker.*' The licence is produced, signed by the *judge of the admiralty court*, at Key West. 'But,' continues the *unfortunate* captain, 'if my vessel earns no freight, I earn no wages.' 'Very true,' answers the complacent wrecker, 'and I pity your unfortunate case; it is truly deplorable that such injustice is done to such a worthy class of men, and, as I shall make something handsome by saving this property, if you give me and my consorts * the full business of wrecking the vessel, I could afford to pay you your wages, and make you a handsome present of three or four thousand dollars.' 'But will this all be right?' asks the wrecked captain. 'Certainly; *you can, if you please, hand the three or four thousand dollars to the underwriters*—that is left to yourself; if you say nothing about it, of course I shan't—I dare not—I should lose my salvage if I did.' Enough. The bargain is fixed, the captain has an order on the merchant for the cash, the stranded vessel is in the command of the wrecker, and there need not now be any fear that the owners will have to pay *one-third* for repairs—the vessel will soon be beyond repair. As to the underwriters, they have seen all they will of the bonus

* Consorting is for several vessels to go shares, and station themselves on different parts of the reef, and when one gets a wreck, he sends to the others to come and help.

paid the captain. An appearance of an effort to get the vessel off, must be kept up among the passengers and the crew, who have heard none of the foregoing conversation, which generally takes place in the captain's private state-room. The hatches are opened, and the articles taken out till she lightens. By this process she is driven still further on the reef; and when, by lightening her, she has got so far on that it is impossible to back her off, an attempt is made '*to pull her over.*' To this effect, an anchor or two is carried off from her bows, and dropped on the reef; the windlass is then manned, and all hands put to work to drag her over, aided by her sails. It is soon found that is impossible, and she is now in the middle of the reef, beyond hope of getting forward or backward, and here she bilges.

"In unloading, one would suppose it was to the interest of all parties to save the property in as good a condition as possible—but it is not; the wreckers' interest is to have it a little wetted, inasmuch as a very large per centage as salvage is given on property saved wet, compared to that on the dry—fifty per cent, sometimes, on wet, and seven to ten on dry. And although the property is taken dry from the stranded vessel, some of it gets damaged on board the wrecker; a great quantity being put upon the decks of these small vessels, for each puts on board as much as he can, as they are paid by the quantity of goods saved and their value, and not by the number of loads. The passage from the wrecked vessel to Key West, is frequently boisterous, and always dangerous.

"The goods when they are landed at Key West, are consigned to some merchant—probably, as before stated, the owner of the wrecker. The captains of the wrecked and the wrecker are now, of course, 'hail fellows, well met.' The latter recommends his own merchant to the former, as his consignee, the merchant invites the captain to his house, makes no charge for his stay, and the captain, in the next paper, publishes a card of thanks for the merchant's '*disinterested hospitality.*'

"All now is going on swimmingly. The marshal advertises the goods, (and here let me say, that the *present* marshal discharges his duty like a man and a Christian), the auction sale comes on, and 30,000 dollars' to 40,000 dollars' worth of goods are sold on an island containing about five or six merchants, nearly 100 miles from any inhabited land. Who is to blame? Not the marshal—the law points out his duty, and he pursues it. The advertisement generally consists of publication in a paper, the subscribers of which number about 300, nearly all wreckers, owned and supported by the merchants of the Key; and a few written advertisements stuck up around *the island*, added to this, completes the publication. The marshal can do no better; it is not that it is an unfair sale that is to be complained of, but the whole system is to be reprobated.

"The day of sale arrives. Who are the bidders? The aforesaid five merchants! How easily *might* these merchants agree not to run the one the other on his bid, and thus a whole cargo, worth 30,000 dollars, might be divided among them at the cost of about 2000 dollars each, or less. It is true, sometimes, advertisements are sent to the Havanna; but sometimes, also, the sales take place before the merchants from there have a chance to get over to Key West, and *sometimes* this may be known when the advertisement is sent; but then the sending to Havanna will have a good appearance when represented to underwriters and absent owners.

"The whole system from beginning to end is manifestly wrong, and ought to be changed. Underwriters are imposed upon by their own agents, the captains, and then they blame the wreckers and people of Key West. The latter, living as they do upon wrecks, and every one on the island being dependent upon them more or less as a means of subsistence, naturally work for their own interests in preference to that of others.

"He who censures a law or practice ought to be prepared to point out some mode of redress. I will conclude this article by doing so.

"In the first place, the underwriters should have a vessel or two on the reef, or a small steamboat would answer better. These crafts should be constantly going from one end of the reef to the other, and while one was scouring the lower portion, the other should be on the upper. They should all have lights at night at their mast-heads, which could be distinguished from the lighthouses, when not under way; their moving when sailing would be a sufficient notice that they were other lights than that of the beacon; in cases of fog, let them toll a bell or fire guns occasionally. The expense of a steamboat is raised as an objection to its employment. This is, indeed, penny wise and pound foolish. The ribs of many a noble ship would not now be lying in 'Rotten Row,' at Key West, could a steam-

boat have been procured to haul her off when she was but slightly on the rocks. *Nine times out of ten*, ships and cargoes that are made total losses might be saved by a steamboat taking off her deck load, and hauling her off by her steam-power. Again, in cases of wrecks, the steamboat, if strongly constructed, could lay alongside as well as a sloop or schooner, if not better, and she might take off her cargo and carry it on shore six times where a wrecker could once; and in case a vessel was ashore in a calm, then the steamboat could go when no sail vessel could. Small warehouses might be built on the islands, about five miles apart, where the goods could be safely stowed till all were out of the vessel, and then it need not be carried to Key West, as there is no necessity of adjudicating upon it; thus all this expense and sacrifice of property, which is very great, might be saved. A steamboat, or two, would save in this way to the underwriters annually from 200,000 to 300,000 or 400,000 dollars, and the cost would be a mere trifle compared with the expense of others, as the best of wood all along the coast is to be had for the cutting.

"Another remedy I would point out for the existing evils, is to make more ports of entry along the reef, and thus break up the Key West monopoly. One port might be made at Cayo Biscayno, and another at Indian Key. This would create competition, and one would watch the other with a jealous eye, and expose any improper conduct.

"Again, the judge of the court of admiralty should not be selected from among the lawyers of Key West, who have been for years acting for the wreckers, and received large fees from them. The connexion is too close between them, and the underwriters do not stand quite so good a chance.

"*Never let your captains leave cases to arbitration on Key West;* for ten to one the persons selected will be part secret owners of the wrecking vessels to whom they are going to award salvage; if not, then probably they have the supply of them, or they are otherwise too much interested to decide impartially.

"Establish an honest agent at Key West—send him there with a good salary, or else allow him a good per centage on the amount of all goods saved, after expenses are deducted; this will make it to his interest as well as his duty to oppose unnecessary expenses. Let there be established a board of underwriters, in case he has a salary to pay him, and let each insurance office pay the board in proportion to the losses they suffer.

"There is annually paid by the insurance offices about 6000 dollars for proctors' fees among the *several* lawyers. Concentrate this in *one*, and make him act as agent, then you will have an agent, and no additional expense.

"Have no property sold in Key West except perishable. Have it shipped to Havanna, Mobile, New Orleans, Texas, Charleston, Savannah, or wherever it may bring the most by a fair competition.

"Let the judge of the admiralty court reverse his practice, and give high salvage where a vessel is got off without damage to her and her goods, and low in proportion to the bad state they are saved in. This will make it to the interest of the wreckers to save vessel and cargo in as sound a condition as possible.

"Let the underwriters abolish the system of making owners pay for one-third repairs—this loses many a noble vessel that would otherwise be saved. Pay captains their wages, wreck or no wreck, where they have done their duty. Do not leave them to choose between starvation of their family and the wrecker's 'bonus.' So also with the sailors, do not cut off their wages, and so lose their services when most wanted. This is most miserable policy."

FOREIGN Trade of Florida from 1821 to 1843.

YEARS.	Imports.	Exports.	YEARS.	Imports.	Exports.
	dollars.	dollars.		dollars.	dollars.
1821.....	13,270	....	1833.....	85,386	64,805
1822.....	6,877	1,777	1834.....	135,798	228,825
1823.....	4,808	1,510	1835.....	98,173	61,710
1824.....	6,986	216	1836.....	121,745	71,662
1825.....	3,218	2,865	1837.....	305,514	90,084
1826.....	16,590	209	1838.....	168,600	122,532
1827.....	257,994	57,486	1839.....	279,283	334,806
1828.....	168,292	60,321	1840.....	190,728	1,858,850
1829.....	153,642	56,086	1841.....	33,875	....
1830.....	32,689	7,570	1842.....	176,980	33,384
1831.....	115,710	30,495	1843.....	158,631	760,335
1832.....	306,845	65,716			

VIII. ALABAMA.

ALABAMA is bounded on the north by Tennessee; east by Georgia; south by Florida, and the Gulf of Mexico; and west by Mississippi. It is between 30 deg. 10 min. and 35 deg. north latitude, and between 85 deg. and 88 deg. 30 min. west longitude, and between 8 deg. and 11 deg. 30 min. west longitude from Washington. It is 317 miles long from north to south, and 174 miles broad from east to west. Its area comprises about 46,000 square miles, or 28,160,000 British statute acres. The population, in 1810, was less than 10,000; in 1816, 29,683; in 1818, 70,544; in 1820, 127,901; in 1827, 244,041; in 1830, 308,997; in 1840, 590,756, of whom 253,532 were slaves. Free white males, 176,692; free white females, 158,493; free coloured males, 1030; free coloured females, 1009. Employed in agriculture, 177,439; in commerce, 2212; in manufactures and trades, 7195; navigating the ocean, 256; navigating canals, rivers, &c., 758; mining, 96; learned professions, 1514. It is divided into forty-nine counties, which, with their population, in 1840, and their capitals, were as follows: *Northern District*—Benton, 14,260, C. Jacksonville; Blount, 5570, C. Blountsville; Cherokee, 8773, C. Jefferson; De Kalb, 5929, C. Lebanon; Fayette, 6942, C. Fayette; Franklin, 14,270, C. Russellville; Jackson, 15,715, C. Bellefonte; Lauderdale, 14,485, C. Florence; Lawrence, 13,313, C. Moulton; Limestone, 14,374, C. Athens; Madison, 25,706, C. Huntsville; Marion, 5847, C. Pikeville; Marshall, 7553, C. Warrenton; Morgan, 9841, C. Somerville; Randolph, 4973, C. M'Donald; St. Clair, 5638, C. Ashville; Talladega, 12,587, C. Talladega. *Southern District*—Autauga, 14,342, C. Kingston; Baldwin, 2951, C. Blakeley; Barbour, 12,024, C. Clayton; Bibb, 8284, C. Centreville; Butler, 8685, C. Greenville; Chambers, 17,333, C. Lafayette; Clarke, 8640, C. Macon; Conecuh, 8197, C. Sparta; Coosa, 6995, C. Rockford; Covington, 2425, C. Montezuma; Dale, 7397, C. Daleville; Dallas, 25,199, C. Cahawba; Greene, 24,024, C. Erie; Henry, 5787, C. Abbeville; Jefferson, 7131, C. Elyton; Lowndes, 19,539, C. Haynesville; Macon, 11,247, C. Tuskegee; Marengo, 17,264, C. Linden; Mobile, 18,741, C. Mobile; Monroe, 10,680, C. Monroeville; Montgomery, 24,574, C. Montgomery; Perry, 19,086, C. Marion; Pickens, 17,118, C. Carrolton; Pike, 10,108, C. Troy; Russell, 13,513, C. Crocketsville; Shelby, 6112, C. Columbiana; Sumter, 29,937, C. Livingston; Tallapoosa, 6444, C. Dadeville; Tuscaloosa, 16,583, C. Tuscaloosa; Walker, 4032, C. Jasper; Washington, 5300, C. Barryton; Wilcox, 15,278, C. Barboursville.

Soil.—The southern part of this state which borders on the Gulf of Mexico, for the space of fifty or sixty miles, is low and level, covered with pine, cypress, loblolly, and other trees. In the middle it is hilly, interspersed with prairies; in the north it is broken and somewhat mountainous. The soil in the southern part of the state is generally sandy and barren, but throughout a large part it is excellent. In the northern and middle sections, the natural growth is post, black and white oak, hickory, poplar, cedar, chesnut, pine, mulberry, &c. The Alleghany mountains terminate in the north-eastern section of Alabama, descending gradually from mountains to elevated hills which are succeeded by a low country. The climate in the southern part, and in the vicinity of the bottom land on the rivers, and near the muscle shoals in the Tennessee river, is unhealthy; but in the more elevated portions it is salubrious. The winters are mild, the streams being rarely frozen, and the heat of summer is tempered by refreshing breezes from the Gulf of Mexico. —*U. S. Gaz.*

Productions.—Cotton is the staple production of the state; but Indian corn, rice, wheat, oats, &c., are produced. Iron ore is found in various parts of the state, and coal abounds on the Black Warrior and Cahawba rivers.

Live Stock and Produce.—There were in this state, in 1840, 143,147 horses and mules; 668,018 neat cattle; 163,243 sheep; 1,423,873 swine; poultry to the value of 404,994 dollars. There were produced 828,052 bushels of wheat; 7692 bushels of barley; 1,406,353 bushels of oats; 51,008 bushels of rye; 30,947,004 bushels of Indian corn; 220,353 lbs. of wool; 25,226 lbs. of wax; 1,708,356 bushels of potatoes; 12,718 tons of hay; 273,302 lbs. of tobacco; 149,019 lbs. of rice; 117,138,823 lbs. of cotton; 1592 lbs. of silk cocoons; 10,143 lbs. of sugar. The products of the dairy were valued at 265,200 dollars; and of the orchard at 55,240 dollars; of lumber at 169,008 dollars. There were made 117 gallons of wine.—*Official Returns.*

Trades.—There were fifty-one commercial and 101 commission houses engaged in foreign trade, with a capital of 3,355,012 dollars; 899 retail dry-goods and other stores, with a capital of 5,642,885 dollars; seventy-three persons employed in the lumber trade, and a capital of 1800 dollars; forty-nine persons engaged in internal transportation, who, with fifty-seven butchers, packers, and employed a capital of 93,370 dollars.—*Official Returns.*

Home-made, or family manufactures amounted in value to 1,656,119 dollars. There were fourteen cotton manufactories, with 1502 spindles, employing eighty-two persons, producing articles to the value of 17,547 dollars, and employing a capital of 35,575 dollars; one furnace producing thirty tons of cast iron, and five forges producing seventy-five tons of bar iron, the whole employing thirty persons, and a capital of 9500 dollars; thirty-one persons manufactured hats and caps to the value of 8210 dollars; 142 tanneries employed 300 persons, and a capital of 147,463 dollars; 137 manufactories of leather, as saddleries, &c., produced articles to the value of 180,152 dollars, and employed a capital of 58,332 dollars; fifteen persons produced confectionary to the value of 13,800 dollars, with a capital of 6120 dollars; forty-seven persons produced gold to the value of 61,230 dollars, with a capital of 1000 dollars; four persons produced drugs and paints to the value of 16,600 dollars, with a capital of 16,000 dollars; ninety-six persons produced machinery to the value of 131,825 dollars; forty-one persons produced hardware and cutlery to the value of 13,875 dollars; twenty persons manufactured four cannon, and 428 small-arms; seven persons manufactured the precious metals to the value of 1650 dollars; seventeen persons manufactured granite and marble to the value of 7311 dollars; 264 persons produced bricks and lime to the value of 91,326 dollars, with a capital of 95,370 dollars; 235 persons manufactured carriages and waggons to the value of 88,891 dollars, employing a capital of 49,074 dollars; 188 distilleries produced 127,230 gallons, and seven breweries produced 200 gallons, employing 220 persons, and a capital of 34,212 dollars; fifty-one flouring mills produced 23,664 barrels of flour, and with other mills, employed 1386 persons, manufacturing articles to the value of 1,225,425 dollars, and employing a capital of 1,413,107 dollars; fifty-three persons produced furniture to the value of 41,671 dollars, and employed a capital of 18,430 dollars; sixty-seven brick or stone houses, and 472 wooden houses employed 882 persons, and cost 739,871 dollars; twenty-two printing-offices, one bindery, three daily, one semi-weekly, and twenty-four weekly newspapers, employed 105 persons, and a capital of 98,100 dollars. The whole amount of capital employed in manufactures was 2,130,064 dollars.—*Official Returns.*

Rivers.—The Mobile is the principal river in the state. It is formed by the union of the Tombigbee and the Alabama, forty miles above the city of Mobile. The Alabama is a large river, and is navigable for vessels drawing six feet of water to Claiborne, sixty miles above its junction; 150 miles further to the mouth of the Cahawba, it has four or five feet of water; and to the junction of the Coosa and Tallapoosa, of which it is formed, it has, in its shallowest places, three feet of water. The Tombigbee is navigable for schooners 120 miles to St. Stephens, and for steamboats to Columbus, Mississippi. It is 450 miles long, and boatable for a greater part of its course. The Black Warrior forms a large branch of it, and is navigable to Tuscaloosa. The Chatahoochee river forms a part of the eastern boundary of the state; and the Tennessee runs through the northern part. Alabama has only sixty miles of sea coast. But this includes Mobile bay, which is thirty miles long, and from three to eighteen miles broad.—*U. S. Gaz.*

Mobile, on the west side of Mobile bay, is the most commercial place in the state, and has an extensive trade, particularly in cotton. The other principal places are St. Stephens. Tuscaloosa, Cahawba, Montgomery, Wetumpka, Florence, and Huntsville.

Education.—The University of Alabama, at Tuscaloosa, was founded in 1820, has been liberally endowed by the state, and is a flourishing institution. La Grange college, in the county of Franklin, was founded in 1830. In these institutions there were, in 1840, 152 students. There were in the state 114 academies and grammar schools, with 5018 students; and 639 common and primary schools, with 16,243 scholars. There were 22,592 free white persons over twenty years of age, who could neither read nor write.—*U. S. Gaz.*

Religion.—In 1835, the Baptists had 250 churches, 109 ministers, and 11,445 communicants; the Methodists had sixty ministers and 13,845 communicants; the Presbyterians had forty-five churches, twenty-nine ministers, and 2268 communicants. The Roman Catholics had one bishop and five ministers; and the Episcopalians had seven ministers.

Banks.—At the commencement of 1840, there was one bank in this state, with a capital of 3,389,739 dollars, and a circulation of 696,855 dollars.

Public Works.—The Muscle Shoals canal is designed to overcome the obstruction in the Tennessee river. It extends from the head of the falls, thirty-five miles and three-quarters, to Florence, and cost 571,835 dollars. But to extend the work to its completion will cost 1,361,057 dollars. The Huntsville canal extends from Triena on the Tennessee, sixteen miles, to Huntsville.

The Alabama and Florida railroad extends from Pensacola, 156 miles and a half to Montgomery, and cost 2,500,000 dollars. The Selma and Cahawba railroad is a branch of the Alabama and Florida railroad, extending from Selma ten miles to Cahawba.

The Montgomery and Westpoint railroad extends from Montgomery, the northern termination of the Pensacola and Montgomery railroad to Westpoint, at the head of the rapids of the Chattahoochee river, thirty miles above Columbus. It is eighty-seven miles long. The Tuscumbia, Cortland, and Decatur railroad extends from Tuscumbia, forty-four miles, to Decatur. The Wetumpka railroad extends ten miles, and is designed to connect, when completed, the Tennessee and Alabama rivers at Wetumpka.—*U. S. Gaz.*

FINANCES.—The total amount of outstanding bonds of the state of Alabama, on the 1st day of November, 1842, was 9,834,555 dollars, according to the report of the cashier of the State bank. The amount has not been increased.

The legislature, at its session in 1843, passed an act laying a tax of twenty cents per hundred dollars on real estate, and specific taxes upon other species of property, sales at auction, &c. It is supposed there will be realised from this tax about 250,000 dollars; which will be sufficient to defray the expenses of government, and leave a balance of about 100,000 dollars for other purposes. The following is a specimen of the items

Slaves under ten years of age, ten cents each; over ten years, unless superannuated, sick, or disabled, fifty cents; free negroes and mulattoes, one dollar each; white males between twenty-one and forty-five years, twenty-five cents; goods at auction, two per cent; monies at interest, one-fourth of one per cent; moneys employed in shaving, thirty cents per 100 dollars; exchange, fifty cents per 100 dollars; billiard-tables, fifty dollars each; bagatelle-tables, nine-pin alleys, &c., ten dollars each; commission merchants and factors, twenty cents per 100 dollars on amount of sales; tavern licences, ten dollars; licences to retail liquor, fifty dollars each; cotton stored in warehouses, one mill per bale.

COMMERCE of Alabama from 1818 to 1844.

YEARS.	EXPORTS.			IMPORTS.	Duties on Foreign Merchandise Imported.	Drawbacks paid on Foreign Merchandise Exported.	Registered Tonnage.
	Domestic.	Foreign.	TOTAL.				
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	tons.
1818.....	84,764	12,093	96,857	....	23,395		
1819.....	50,456	450	50,906	....	7,233		
1820.....	96,636	....	96,636	....	15,579	....	2,538 87
1821.....	108,960	....	108,960	....	16,398	385	1,088 68
1822.....	209,748	....	209,748	36,421	38,073	.. .	619 60
1823.....	200,387	....	200,387	125,770	34,416	169	140 68
1824.....	457,725	3,002	460,727	91,604	44,710	236	829 62
1825.....	691,897	738	692,635	113,411	57,075	232	821 57
1826.....	1,518,701	8,411	1,527,112	179,554	60,265	6,992	1,494 18
1827.....	1,330,770	45,594	1,376,364	201,909	101,112	55	1,462 07
1828.....	1,174,737	7,822	1,182,559	171,909	93,172	13,364	3,526 37
1829.....	1,679,385	14,573	1,693,958	233,720	133,552	3,950	4,625 20
1830.....	2,291,825	3,129	2,294,954	144,823	90,732	2,560	1,585 79
1831.....	2,412,862	1,032	2,413,894	221,435	86,083	999	2,137 56
1832.....	2,733,554	2,833	2,736,387	107,787	57,166	414	2,330 83
1833.....	4,522,221	5,740	4,527,961	265,918	46,940	510	1,920 21
1834.....	5,664,047	6,750	5,670,797	395,361	57,493	1,053	4,180 61
1835.....	7,572,128	2,564	7,574,692	525,955	92,865	....	4,556 34
1836.....	11,183,788	378	11,184,166	651,618	138,840	913	1,741 16
1837.....	9,652,910	18,491	9,671,401	609,385	....	....	2,733 69
1838.....	9,688,049	195	9,688,244	524,548	....	....	8,203 22
1839.....							
1840.....							
1841.....							
1842.....	9,965,675	....	9,965,675	363,871			
1843	11,157,460	....	11,157,460	360,655			
1844.....							

PRINCIPAL TOWNS.

TUSCALOOSA, city, capital of the state, 160 miles south-south-west of Huntsville, 335 miles north of Mobile, by course of river 818 miles from Washington. Situated on the south-east side of Black Warrior or Tuscaloosa river at the lower falls, on an elevated plain, at the head of steamboat navigation on the river, 256 miles north of Mobile by land. It contains a handsome state house, a court house, goal, a United States land office, four churches:—one Presbyterian, one Episcopal, one Baptist, and one Methodist, a masonic hall, Washington and La Fayette academy, an athenæum for young ladies, a lyceum for boys, the Alabama institute, a number of stores, and 1949 inhabitants. The streets are broad, crossing each other at right angles, and the state house stands in the centre of a public square. About one mile east stand the halls of the University of Alabama, which was founded in 1828, has a president and seven professors, or other instructors, sixty-three alumni, four of whom have been ministers of the gospel, sixty students, and 6000 volumes in its libraries.—*U. S. Gaz.*

MOBILE, city, port of entry, and 1013 miles from Washington, situated on the west side of a river of the same name, at its entrance into Mobile bay, thirty miles north of Mobile point, at the mouth of the bay, fifty-five miles west-by-north of Pensacola, ten miles west-by-south of Blakeley, ninety miles by land, and 120 miles by water south of St. Stephens, 160 miles east-north-east of New Orleans, in 30 deg. 40 min. north latitude, 88 deg. 21 min. west longitude. Population, in 1830, 3194; in 1840, 12,672, of whom 3869 were slaves. It contains a court house, gaol, market house, custom house, city hospital, a United States naval hospital, three banks, Barton academy, seven churches—one Presbyterian, one Episcopal, one Baptist, two Methodist, one Roman Catholic, and one African. It is situated on a beautiful and extended plain, elevated fifteen feet above the highest tides, open to refreshing breezes from the bay, and commanding a beautiful prospect. Vessels drawing more than eight feet water pass up Spanish river, six miles, around a marshy island into Mobile river, and then drop down to the city. It has forty-six wharfs, and next to New Orleans, it is the greatest cotton mart of the south; 320,000 bales have been exported in a year. The exports amount to from 12,000,000 to 16,000,000 of dollars annually. Tonnage of the port, in 1840, 17,243 . It is defended by Fort Morgan, formerly Fort Bowyer, situated on a long, low sandy point, at the mouth of the bay, thirty miles below the city, opposite to Dauphin island. It was surrendered to the Americans by Spain in 1813, chartered as a town in 1814, incorporated as a city in 1819. It has suffered severely by fire; 170 buildings were burned in 1827, and 600 in 1839. But it has been rebuilt, with additional beauty and convenience. Excellent water is brought in iron pipes, a distance of two miles, and distributed over the city.—*U. S. Gaz.*

STATEMENT of the Cotton Crop of South Alabama, for the Years ending the 30th of September of each Year, from 1818 to 1844.

YEARS.	Bales.	YEARS.	Bales.	YEARS.	Bales.	YEARS.	Bales.	YEARS.	Bales.
1818....	7,000	1824....	44,924	1830....	102,684	1836....	237,590	1841....	
1819....	10,000	1825....	58,283	1831....	113,075	1837....	256,943	1842....	
1820....	16,000	1826....	74,379	1832....	125,605	1838....	283,745	1843....	
1821....	25,390	1827....	89,779	1833....	129,366	1839....	252,240	1844....	
1822....	45,123	1828....	71,155	1834....	149,513	1840....	446,042		
1823....	49,061	1829....	80,329	1835....	197,847				

Exports from Mobile.—For the foreign we are indebted to a friend in the custom house. The coastwise exports are confined to cotton, not having the means of ascertaining other articles, which are comparatively small. It will be seen that the value of the exports of this state, with a population of some 16,000, reaches the enormous sum of 16,749,498 dollars, being a little the rise of 3,500,000 dollars more than Charleston, numbering about 40,000 souls.

EXPORTS from Mobile, from the 30th of September, 1839, to September, 1840.

	dollars.
To Foreign Ports.	
Cotton, 353,406 bales, weighing 162,879,175 lbs.	1,792,717
Lumber, 2,680,466 feet	29,580
Shingles, 75 miles	281
Staves	2,808
Cedar logs	7,856
	12,833,242
Coastwise.	
Cotton, 85,136 bales, weighing 39,231,278 lbs.	3,916,256
Total	16,749,498

—*Mobile Commercial Register.*

EXPORTS of Cotton from the Port of Mobile, for Four Years, 1841, ending the 31st of August, the others the 30th of September.

EXPORTED.	1837-38	1838-39	1839-40	1840-41
	bales.	bales.	bales.	bales.
Liverpool	153,832	123,217	250,844	147,050
London				
Glasgow and Greenock	3,282	2,416	7,141	5,478
Cowes and a market				
Belfast				
Total to Great Britain	157,114	125,633	257,985	152,528
Havre	54,324	22,304	78,783	51,470
Bordeaux	426	....	222	....
Marseilles	4,634	....	1,523	1,194
Nantes	1,052	....	....	1,123
Caen	687	....	....	543
Total to France	61,123	22,304	80,528	55,130
Amsterdam	800	770	807	....
Rotterdam	317	.. .	1,200	921
Antwerp	2,461	985	5,935	1,873
Hamburg			2,652	1,553
Stockholm			1,230	106
St. Petersburg	390	....	....	....
Havanah	1,315	....	2,366	2,891
Genoa, Trieste, &c	595	280	2,005	830
Total to other foreign ports	5,878	2,035	16,195	9,174
New York	47,168	59,176	34,067	48,611
Boston	7,870	13,721	19,823	28,444
Providence	2,601	6,561	7,192	9,853
Philadelphia		735	2,758	2,605
Baltimore		685	759	2,656
New Orleans	22,920	16,768	15,672	5,096
Other ports	5,317	2,051	5,123	3,621
Total coastwise	85,876	99,700	85,394	100,986
Total	309,991	249,672	440,102	317,718

LAW OF MOBILE.

" In consequence of 'divers and grievous complaints' having been made of the captains and masters of vessels coming into the port of Mobile, and throwing stone, gravel, and other ballast, from on board their vessels, to the great detriment of said harbour, ; and as the laws heretofore enacted have been found inefficient to prevent such offences ; therefore, the senate and house of representatives of the state of Alabama have passed an act, containing the following provisions, which was approved by the governor, April 28th, 1841.

" I. That from and after the passage of this act, if any captain or master of any ship

vessel, or other water-craft, which shall hereafter come into the bay or harbour of Mobile, shall throw from on board of such ship, vessel, or other water-craft, into the waters of said bay or harbour, any stone, gravel, or other ballast, he shall forfeit and pay for every such offence the sum of 2000 dollars, and be imprisoned for a period not exceeding three months, nor less than three days, at the discretion of the court wherein such offender shall be sued; one half of said forfeiture to be paid to the first person who shall, on oath, before either of the officers hereinafter named, give information of such offence, and the other half to the harbour-master and port-wardens of the port of Mobile.

"II. That the said forfeiture may be sued for and recovered, by the harbour-master and port-wardens of the said port of Mobile, in any court having cognizance of the amount sued for, by process of attachment; to be issued in the same manner, and subject to the same rules of construction, provided and established in other cases of attachment; the said attachment to be issued by either of the officers hereinafter named, and to be levied upon the ship, vessel, or other water-craft, the captain or master of which shall be the alleged offender; provided, however, that oath be first made by the informer, or other credible person, of the commission of the offence, before some judge or justice of the peace, or clerk of the county or circuit court of the county of Mobile; and provided, also, that the said ship, vessel, or other water-craft may be replevied on, the captain, master, or consignee thereof giving bond with good and sufficient sureties, to be approved by the officer issuing the attachment, in treble the amount of forfeiture or penalty sued for, conditioned for the forthcoming of the said ship, vessel, or other water-craft, to satisfy such judgment as shall be recovered in the suit.

"III.—That it shall be the duty of every pilot and deputy pilot of the bay and harbour of Mobile, to inform the harbour-master and port-wardens of Mobile, of every violation of this act coming to their knowledge, as soon as possible after knowing thereof, and every pilot or deputy pilot knowing such offence to have been committed, and failing to give such information, shall forthwith be deprived of his licence, and be for ever thereafter disqualified for the office of pilot or deputy pilot of the said port and harbour of Mobile.

"IV.—That all laws contravening or impairing the provisions of this act, be and are hereby repealed; provided, however, that all suits commenced, or liabilities heretofore incurred, shall in no manner be affected by this act."

COMMERCIAL REGULATIONS OF MOBILE.

TARIFF of Charges, agreed upon and adopted by the Mobile Chamber of Commerce.

General Tariff of Commissions, applicable to Foreign, Western, and Country business.

	per ct.
On sales of cotton, hides, bees'-wax, and other articles, the products of the state	2½
All other produce or merchandise	5
Guarantee of ditto, if not exceeding six months	2½
And for each month additional, over six months	0½
Purchase and shipment of merchandise or produce	2½
Sales and purchase of stock and bullion	1
Collecting and remitting dividends	1
If with guarantee of bills	2½
Selling vessels or steamboats	5
Purchasing ditto ditto	5
Procuring freights	5
For delivery of cargo and collecting freights	5
On outfits and disbursements when in funds	2½
Ditto ditto when not in funds	5
Effecting marine insurance, when the premium does not exceed 10 per cent on the amount insured	0½
If the premium exceeds 10 per cent, then on the amount of the premium	5
Adjusting and collecting Insurance on other claims, without litigation	2½
Ditto ditto with litigation	5
Purchasing and remitting drafts, or receiving and paying money, on which no other commission has been charged	1
If the bills remitted are guaranteed	2½
If bills or notes remitted for collection are protested and returned	1
Landing and re-shipping, and custody of merchandise or produce from vessels in distress	2½
Bullion or specie	0½
On general average	5
Consignment of merchandise withdrawn, to pay full commission on amount of advances and responsibilities, and one-half commission on the invoice value of goods withdrawn.	

N.B.—The above rates to be exclusive of brokerage, and other charges actually incurred.

The following Rates to be especially applicable to European and other Foreign Business—any thing in the preceding General Tariff to the contrary notwithstanding;—

	per ct.
On remitting proceeds of sales in bills without guarantee	1
Guarantee of such bills	2½
Drawing, endorsing, or negotiating bills in payment for produce, if on Europe	2½
Drawing, endorsing, or negotiating bills in payment for produce, if on Atlantic states	2½
Receiving, entering, and re-shipping goods to a foreign port, on amount of invoice	1
And on advances and responsibilities, in addition	2½

The following Rates, in like manner, to be especially applicable to Western and Local Business;—

Accepting drafts, or endorsing notes, without funds, produce, or bills of lading in hand	2½
On cash advances, either with bills of lading or produce in hand, and when the same is ordered to be held under limits a certain period before selling	2½
For shipping to another market produce or merchandise, upon which advances have been made	2½
Effecting insurance, except when the commissions for buying or selling have been charged on the amount of insurance	0½

	per cent.
If the premium exceeds 10 per cent, then on the amount of premium	5
Negotiating drafts or notes, either as drawer or endorser	2½
Collecting steamboat freights	5
Entering and bonding goods for the interior, on amount of duties and charges	2½

Besides the regular charge per package for forwarding.

AGENCY FOR STEAMBOATS.

	Per Trip. dols.	cts.
Under 120 tons	20	00
Above 120 to 200 ditto	30	00
Above 200 to 300 ditto	40	00
Above 300 to 400 ditto	50	00

Besides charges actually incurred, and the regular commissions for particular services, such as collecting freight, paying disbursements, &c.

Loss by fire (unless insurance has been ordered), robbers, thieves, and all unavoidable accidents (if usual care has been taken to secure the property), to be borne by the owners of the goods.

Rates for Receiving and Forwarding Goods, exclusive of Charges actually incurred.

For barrels of five cubic feet, and on goods that are carried by weight (200 lbs. shall be considered a barrel), per barrel 20

RATES OF STORAGE PER MONTH.

	dols.	cts.
Cotton, hay, and peltries, per bale	0	25
Hogsheads and pipes	0	75
Barrels of pork, beef, whiskey, sugar, and other wet barrels	0	20
Ditto of flour, potatoes, and other light articles	0	15
Castings, per ton	2	50
Iron, ditto	1	00
Sacks of salt, per sack	0	10
Sacks of coffee, ditto	0	12½
Spice, ditto	0	12½
Bagging, per piece	0	8
Coils of rope	0	6
Kegs of nails	0	6
All dry goods for the whole time they may be on hand, on amount of sales	0	1
On dry goods received for forwarding, per cubic foot	0	5
Crates and casks of crockery-ware	0	75

FREIGHTS.

When Vessels are chartered, or Goods shipped by the ton, and no special agreement respecting the proportion of tonnage which each article shall be computed at, the following regulations shall be the standard:—

That the articles, the bulk of which shall compose a ton, to equal a ton of heavy materials, shall be on weight as follows:

Coffee, in casks, 1568 lbs.; ditto, in bags, 1850 lbs.
Cocoa, in casks, 1120 lbs.; ditto, in bags, 1300 lbs.
Pimento, in casks, 950 lbs.; ditto, in bags, 1100 lbs.
Flour, 8 barrels, of 196 lbs. each.
Beef, pork, tallow, pickled fish, and naval stores, 6 barrels.
Pig and bar iron, lead, and other metals or ore, heavy dyewoods, sugar, rice, honey, and other heavy articles, 2240 lbs., gross.
Ship-bread, in casks, 672 lbs.; ditto, in bags, 684 lbs.; ditto, in bulk, 896 lbs.
Wines, brandy, spirits, and liquids generally, reckoning the full capacity of the cask, wine measure, 200 gals.
Grains, peas, and beans, in casks, 22 bushels; ditto, in bulk, 36 bushels.
Salt, European, in bulk, 36 bushels; ditto, in West India, 31 bushels.
Stone coal, 28 bushels.
Timber, plank, furs, peltry, in bales or boxes, cotton, wool, or other measurement goods, 40 cubic feet.
Dry hides, 1120 lbs.
When molasses is shipped by the hogshead, without any special agreement, it shall be taken at 110 gallons, estimated on the full capacity of the cask.

WHARF RATES.

On Vessels.

	dols.	cts.
Under 20 tons, per day	0	25
From 20 to 50 tons, per day	0	37½
From 50 to 100 tons, per day	0	50
From 100 to 150 tons, per day	0	62½
From 150 tons and upwards	0	75
Oyster boats—1st class	1	00
Ditto 2nd class	0	75
Ditto 3rd class	0	50

Vessels in the second or third tier, half the above rates.

Vessels having their fasts to the wharf, or within the distance of fifty feet, are subject to wharfage.

On Goods and Produce.

	dols.	cts.
Ballast, per ton	0	25
Barrels and quarter casks, each	0	04
Bags salt, 4 bushels each	0	04
Ditto 2 ditto, ditto	0	02
Bags, coffee, pimento, pepper, &c.	0	04
Beeves	0	12½
Boxes sugar, each	0	08
Boxes, bales, and other packages, per five feet	0	04
Boxes soap, each	0	02
Boxes candles, each	0	02
Boxes chocolate	0	01½
Boxes herring, window glass, and oil, each	0	01½
Boxes cordial, wine, cider, &c., of one dozen bottles, each	0	02
Bolts of bagging, duck, &c	0	03
Bottles, per gross	0	10
Brick, per 1000	0	62½
Cables and cordage, per ton	0	50
Carriages and waggons, each	1	00
Cedar logs, each	0	03
Carts, gigs, and drays, each	0	50
Chairs, each	0	01
Coils bale rope, each	0	03
Corn, per sack	0	03
Cotton, per bale	0	10
Crates and tierces of crockery, per five feet	0	04
Coal, per ton	0	30
Cotton gins	0	25
Coaches	1	50
Demijohns, each	0	01
Deer skins, per bundle	0	06
Fodder, per bale	0	10
Furniture, per five feet	0	04
Grindstones, each	0	01
Hogsheads and pipes, each	0	16
Half barrels, each	0	02
Half pipes and tierces, each	0	10
Hay, per bale	0	10
Hides, each	0	01
Hoop-poles, per 1000	0	37½
Hogs, per head	0	06¼
Iron and castings, per ton	0	30
Kegs of shot and lead	0	03
Ditto nails	0	02
Ditto butter and lard	0	02
Ditto tobacco	0	03
Ditto paint, biscuit, &c.	0	01
Lumber, per 1000 feet	0	62½
Millstones, large, per pair	1	00
Oranges, per 1000	0	12½
Onions, per 100 bunches	0	12½
Ploughs	0	04
Pumpkins, per 100	0	10
Slate, per 1000	0	40
Salt, per bushel	0	01
Sheep, per head	0	06¼
Shingles and lathes, per 1000	0	12½
Staves, ditto ditto	0	62½
Shells, each flat load	10	00
Segars, per 1000	0	00¼
Twine, per bale	0	03
Wheelbarrows	0	04
Wood, per cord	0	30
Flats, broken up in the ships, will be charged, each	2	00

(All goods not enumerated, will be charged in proportion to the above rates.)

The above rates will be charged for landing, and also for shipping. Goods or country produce discharged from a vessel, barge, or flat, lying at a wharf, or in the second or third tier, into another vessel, barge, or flat, will be charged to the owner of such produce or goods, one wharfage. Also, goods or cotton landed on one wharf, and taken from the

same wharf, into another vessel, barge, or flat, will be charged two wharfages; one to the owner or consignee, and one to the shipper.

No cotton allowed to be picked on the wharfs, on any consideration.

All rubbish, bricks, sweepings from vessels, &c., will be removed at the expense of whatever vessel, barge, or flat, may have deposited the same on the wharfs.

Cotton, firewood, lumber, bricks, staves, &c., will be entitled to remain on the wharf twenty-four hours after landing; after which time, if not removed, an additional wharfage will be made for each and every day remaining.

All vessels loading with cotton will be required to take their cargo on board as fast as it is sent to them, or tier it in such manner as not to lumber the wharfs.

All goods other than cotton must be removed on the same day on which they are landed, or they will be liable for an additional wharfage for every day they remain.

Flats will be allowed to remain at the wharfs two days after discharging, unless their place is particularly wanted. No flats will be permitted to be broken up in the slips without leave.

TARIFF OF CHARGES ADOPTED BY THE STEAM COTTON-PRESSES AT MOBILE.

Compressing.—Cotton, per bale, seventy-five cents; cotton intended to be compressed, twelve cents and a half for the first month, and six cents and a quarter for each subsequent week thereafter. Time computed from date of press receipt, until delivered to lighter or vessel.

Cotton brought from warehouses not attached to press, if ship-marked and compressed immediately, no charge for storage. Shippers will be charged eight cents per bale drayage, for cotton delivered at the wharf attached to the press.

Storage.—Cotton, per bale, for the first two weeks, twenty-five cents; for each subsequent week, six cents and a quarter. Cotton changing hands will in all cases be liable to new storage from date of order inclusive. Draymen who bring cotton into the yard are required to head the bales. Turning out for sampling or weighing, and restoring the same, eight cents per bale. Turning out and arranging all cotton not intended to be compressed, six cents and a quarter per bale.

Wantages to be assessed by press when the cotton comes in, and the amount assessed endorsed on the face of receipt. Any objection for overcharges to be made at the time. *Grass, tow, bark,* or *tarred* ropes will be considered unmerchantable and deficient. All deficient ropes will be charged at the rate of twelve cents and a half per rope. All bagging used will be charged at twenty-five cents per yard.

All cotton sent to press must be accompanied by a memorandum, specifying marks and number of bales, and whether for storage or compressing, for whose account, and for what vessel. The receipts then given will be considered as a voucher that the cottons are received in good order, unless expressly specified to the contrary on the face of the receipt, and to be delivered in like good order by the press.

Compressing bills payable in cash when cargo is complete. Storage and other bills payable monthly or upon delivery of cotton.

IX. MISSISSIPPI.

Mississippi is bounded north by Tennessee; east by Alabama; south by the Gulf of Mexico and Louisiana; and west by Pearl and Mississippi rivers, which separate it from the state of Louisiana and Arkansas. It lies between 30 deg. 10 min. and 35 deg. north latitude, and between 80 deg. 30 min. and 81 deg. 35 min. west longitude, and between 8 deg. and 11 deg. 30 min. west longitude from Washington. It is about 339 miles long from north to south, and 150 broad from east to west, comprising an area of about 45,760 square miles, or 29,286,400 British statute acres The population, in 1816, was 45,929; in 1820, 75,448; in 1830; 136,806; in 1840, 375,651, of which 195,211 were slaves. Of the free population, 97,256 were white males; 81,818 white females; 715 were coloured males; 654 coloured females. Employed in agriculture, 139,724; in commerce, 1303; in manufactures and trades, 4151; navigating the ocean, thirty-three; navigating rivers, canals, &c., 100; learned professions, 1506.—*Official Returns.*

This state is divided into fifty-six counties, which, with their population in 1840, and their capitals, were as follows: *Northern District*—Attala, 4903, C. Kosciusko; Bolivar, 1356, C.

Bolivar; Carroll, 10,481, C. Carrollton; Chickasaw, 2955, C. Houston; Choctaw, 6010, C. Greensborough; Coahoma, 1290, C. Coahoma C. H.; De Soto, 7002, C. Hernando; Itawamba, 5375, C. Fulton; Lafayette, 6531, C. Oxford; Lowndes, 14,513, C. Columbus; Marshall, 17,526, C. Holly Springs; Monroe, 9250, C. Athens; Noxubee, 9975, C. Macon; Octibbeha, 4276, C. Starkville; Ponola, 4657, C. Ponola; Pontotoc, 4491, C. Pontotoc; Tallahatchie, 2985, C. Charleston; Tippah, 9444, C. Ripley; Tishamingo, 6681, C. Jacinto; Tunica, 821, C. Peyton; Winston, 4650, C. Louisville; Yalabusha, 12,248, C. Coffeeville. *Southern District*—Adams, 19,434, C. Natchez; Amite, 9511, C. Liberty; Claiborne, 13,078, C. Port Gibson; Clarke, 2986, C. Quitman; Copiah, 8954, C. Gallatin; Covington, 2717, C. Williamsburg; Franklin, 4775, C. Meadville; Greene, 1636, C. Leakeville; Hancock, 3367, C. Shieldsborough; Harrison, ——, C. Mississippi City; Hinds, 19,098, C. Raymond; Holmes, 9452, C. Lexington; Jackson, 1965, C. Jackson C. H.; Jasper, 3958, C. Paulding; Jefferson, 11,650, C. Fayette; Jones, 1258, C. Ellisville; Kemper, 7663, C. De Kalb; Lauderdale, 5358, C. Marion; Lawrence, 5920, C. Monticello; Leake, 2162, C. Carthage; Madison, 15,530, C. Canton; Neshoba, 2437, C. Philadelphia; Newton, 2527, C. Decatur; Perry, 1889, C. Augusta; Pike, 6151, C. Holmesville; Rankin, 4631, C. Brandon; Scott, 1653, C. Hillsborough; Simpson, 3380, C. Westville; Smith, 1961, C. Raleigh; Warren, 15,820, C. Vicksburg; Washington, 7287, C. Princeton; Wayne, 2120, C. Winchester; Wilkinson, 14,193, C. Woodville; Yazoo, 10,480, C. Benton.

Soil.—The southern part of this state for about 100 miles from the Gulf of Mexico is mostly a sandy, level county, covered with a pine forest, interspersed with cypress swamps, prairies, water marshes, and a few hills of moderate elevation. This region is generally healthy, and where cultivated, produces cotton, Indian corn, indigo, sugar, plums, cherries, peaches, figs, sour oranges, and grapes. Further north, the country becomes gradually elevated and undulated; with a deep rich soil, producing cotton, Indian corn, sweet potatoes, indigo, peaches, melons, and grapes. The timber trees are poplar, hickory, oak, black walnut, sugar maple, cotton wood, magnolia, lime, and sassafras. The north part of the state is healthy and productive; and the lands watered by the Yazoo, along its whole course in the north-west, are very fertile. The Mississippi river, with its various windings, borders this state about 700 miles; and its margin consists of inundated swamp, covered with forest fir. Back of this, the surface suddenly rises into what are called bluffs; and behind these the country is a moderately elevated table land, with a diversified surface. Cotton is the staple of this state.—*U. S. Gaz.*

Live Stock and Agricultural Products.—In 1840, there were in this state 109,227 horses and mules; 623,197 neat cattle; 128,367 sheep; 1,001,209 swine; poultry to the value of 369,482 dollars. There were produced 196,626 bushels of wheat; 1654 bushels of barley; 668,624 bushels of oats; 11,444 bushels of rye; 13,161,237 bushels of Indian corn; 175,196 lbs. of wool; 6835 lbs. of wax; 1,630,100 bushels of potatoes; 83,471 lbs. of tobacco; 777,195 lbs. of rice; 193,401,577 lbs. of cotton. The produce of the dairy was valued at 359,585 dollars; of the orchard at 14,458 dollars; of lumber, 192,794 dollars; tar, pitch, &c., 2248 barrels.—*Official Returns.*

The climate is mild, but very variable. The extremes of heat and cold at Natchez, for 1840, were from 26 deg. to 94 deg. of Fahrenheit. The sugar cane and orange tree is not cultivated with success north of latitude 31 deg.

Rivers.—The Mississippi river flows along and bounds the whole western border of this state. The Yazoo is the largest river that has its whole course in the state. It rises in the north-west part, and, after a course of 250 miles, enters the Mississippi. The Pascagoula river, after a course of 250 miles, enters the Gulf of Mexico. At its mouth it widens into a bay, on which stands the town of Pascagoula. It is navigable for a considerable distance for small vessels. The Big Black river, after a course of 200 miles, enters the Mississippi just above Grand gulf. It has a boat navigation of fifty miles. Pearl river rises in the central part of this state and passes through it to the south, and in its lower part forms the boundary between this state and Louisiana, and enters the Rigolets between lakes Pontchartrain and Borgne. Its navigation is much impeded by shallows, sandbars, and obstructions of timber. Homochitto is a considerable river which enters the Mississippi. Besides these there are a few other small rivers and creeks. A chain of low sandy islands, six or seven miles from the shore, enclose several bays or sounds, the largest of which are Pascagoula sound and Lake Borne, which lies partly in Louisiana.—*U. S. Gaz.*

The coast, which extends along the Gulf of Mexico for about sixty miles, has no harbour but that of Mississippi city, which does not admit large vessels. The largest and most commercial town in the state is Natchez, on the east bank of the Mississippi, situated chiefly on a high bluff, 300 feet above the level of the river, and 300 miles above New Orleans. Vicksburg, 106 miles above Natchez, and twelve miles below the mouth of the Yazoo river, is a growing place and has an extensive trade. Its outlet is through New Orleans. The other principal places are Jackson, on Pearl river; Woodville, eighteen miles from the Mississippi, in the south-west part of the state; Port Gibson and Grand gulf, its port on the Mississippi; Columbus, on the Tombigbee; and Pontotoc and Hernando, in the north, and Mississippi city on the gulf shore.—*U. S. Gaz.*

Trade.—There were in this state, in 1840, seven commercial and sixty-seven commission houses engaged in foreign trade, with a capital of 673,900 dollars; 755 retail dry-goods and other stores, employing a capital of 5,004,420 dollars; 228 persons engaged in the lumber trade,

employing a capital of 132,175 dollars; forty persons employed in internal transportation, and fifteen butchers, packers, &c., employing a capital of 4250 dollars.—*Official Returns.*

Manufactures.—The value of home-made or family articles was 682,945 dollars; there were fifty-three cotton manufactories, with 318 spindles, employing eighty-one persons, producing articles to the value of 1744 dollars, with a capital of 6420 dollars; hats and caps were produced to the value of 5140 dollars, employing thirteen persons, with a capital of 8100 dollars; 128 tanneries employed 149 persons, and a capital of 70,870 dollars; forty-two other manufactories of leather, as saddleries, &c., produced articles to the value of 118,167 dollars, and employed a capital of 41,945 dollars; one pottery, employing two persons, produced to the value of 1200 dollars, with a capital of 200 dollars; four persons produced drugs and paints to the value of 3125 dollars, with a capital of 500 dollars; two persons produced confectionary to the value of 10,500 dollars; 274 persons produced machinery to the value of 242,225 dollars; 693 persons produced bricks and lime to the value of 273,870 dollars, with a capital of 222,745 dollars; there were produced 312,084 lbs. of soap, 31,957 lbs. of tallow candles, and ninety-seven lbs. of spermaceti candles; 132 persons produced carriages and waggons to the value of 49,693 dollars, with a capital of 34,345 dollars; sixteen flouring mills produced 1809 barrels of flour, and with other mills employed 923 persons, and manufactured articles to the value of 486,864 dollars, with a capital of 1,219,845 dollars; vessels were built to the value of 13,925 dollars; furniture was manufactured by forty-one persons, to the value of 34,450 dollars, with a capital of 28,610 dollars; fourteen distilleries produced 3150 gallons, and two breweries produced 132 gallons, employing twelve persons, and a capital of 910 dollars; 144 stone or brick houses, and 2247 wooden houses, were built by 2487 persons, and cost 1,175,513 dollars; twenty-eight printing offices, and one bindery, two daily, one semi-weekly, and twenty-eight weekly newspapers, employed ninety-four persons, and a capital of 83,510 dollars. The whole amount of capital employed in manufactures, was 1,797,727 dollars.—*Official Returns.*

Education.—There are three colleges in this state. Jefferson college, at Washington, six miles east of Natchez, was founded in 1802, and has been liberally endowed; Oakland college, at Oakland, was founded in 1831, and is a flourishing institution; Mississippi college, at Clinton, was founded in 1830. In these institutions, there were, in 1840, about 250 students. There were in the state seventy-one academies, with 2553 students; and 382 primary and common schools, with 8236 scholars. There were 8360 white persons, over twenty years of age, who could neither read nor write.

Religion.—The Methodists and Baptists are the most numerous religious denominations in this state. In 1835, the Methodists had fifty-three travelling preachers, 9707 communicants; the Baptists had eighty-four churches, thirty-four ministers, and 3199 communicants; the Episcopalians had four ministers; the Presbyterians of different descriptions had thirty-two churches, and twenty-six ministers.—*U. S. Gaz.*

Banks.—In the beginning of 1840, there were thirty-eight banks and branches in this state, with an aggregate capital of 30,379,403 dollars, and a circulation of 15,171,639 dollars. At the close of 1840, the state debt amounted to 12,400,000 dollars.—(See Banks of the United States hereafter.)

Public Works.—The following works of internal improvement have been undertaken. West Feliciana railroad extends from St. Francisville, in Louisiana, on the Mississippi, twenty-seven miles and three quarters, to Woodville in Mississippi, and cost 500,000 dollars. Vicksburg and Clinton railroad extends from Vicksburg, forty-five miles, to Jackson, the capital of the state, with a branch to Raymond, six miles and a half. The New Orleans and Nashville railroad will extend through this state. The Mississippi railroad to extend from Natchez, 112 miles, to Jackson, is finished to Malcolm, a distance of forty miles. The Jackson and Brandon railroad is fourteen miles long and connects these places. The Grand Gulf and Port Gibson railroad is seven miles and a quarter long, connecting the two places. Several other railroads are proposed, which are those from Natchez to Woodville, forty-one miles; from Manchester to Benton, fourteen miles; from Princeton to Deer creek, twenty miles; from Brandon to Mobile, and from Columbus to Aberdeen.—*U. S. Gaz.—American Almanac.*

PRINCIPAL TOWNS.

Columbus, 141 miles north-east of Jackson, 885 miles from Washington. Situated on the east bank of the Tombigbee, 120 feet above the river, and at the head of steamboat navigation. It has two banks, a United States' land office, a market house, five churches, and a bridge across the Tombigbee. Population, 4000.

Natchez, 100 miles south-west of Jackson, 1110 miles from Washington, is situated on the east bank of the Mississippi river, on a bluff, elevated 150 feet above the level of the river, 155 miles from New Orleans by land, and 292 miles by the course of the river. A part of the town is built on the margin of the river. It is laid out in the form of a parallelogram, with streets intersecting each other at right angles, but the site is very irregular. The houses are mostly of wood, and only one story high. Almost every house has a piazza and a balcony, and many of them have gardens ornamented with shrubbery and fruit trees. It has a court house, a gaol, four churches,

three banks, two steam oil mills for manufacturing oil from cotton seed, and 4800 inhabitants. Three miles from the city is a race course. The country around consists of cotton fields, and Natchez has become a great cotton mart, and has an extensive and an increasing trade.

VICKSBURG, city and capital of Warren county, Mississippi, forty-one miles west by north of Jackson, and 1051 miles from Washington. Situated on the eastern side of the Mississippi river, 400 miles above New Orleans, and though of recent origin, it has become a large and flourishing place. It contains a court house, gaol, four churches—one Presbyterian, one Episcopal, one Methodist, and one Roman Catholic; three academies, two male and one female, fifty wholesale grocery and commission stores, fifty retail dry-good stores, a printing-office, and 3104 inhabitants. A number of boats are always lying in the harbour, and a great quantity of cotton is shipped here. The town is situated on the shelving declivity of high hills, and the houses are scattered in groups on the terraces. It is just below the Walnut hills. The country around is very fertile. Steamboats regularly ply between this place and New Orleans. A railroad extends from Vicksburg to Brandon, through Jackson.

Foreign Trade.—The Mississippi has scarcely any direct foreign trade. But imports and exports exclusively through New Orleans.—(Which see.—See also Internal Trade of the United States.)

FINANCES.

None of the United States have so boldly and disgracefully repudiated the payment of their public obligations as the state of Mississippi. No public document appears to us so disreputable, as the letter of Governor Mac Nuth, dated Jackson, 13th of July, 1841, to Messrs. Hope, of Amsterdam, in which he informs them that the state never will pay its bonds,—and founding this declaration upon the *mere quibble*, that they were when sold made payable in London in sterling money, at the rate of 4*s.* 6*d.* per dollar, which he considers unconstitutional. He does not, however, give the option to pay them in the current money of the United States, either in the state of Mississippi or elsewhere, but he declares that the state never will pay them. The interest which this state pays is only, on the small, 615,049 dollars, being outstanding warrants and funded scrip which constitute little more floating paper within the state. The 5,000,000 of state bonds, due chiefly to foreigners, the state absolutely *repudiates*, on the ground of a *constitutional flaw, or rather loophole*, of which foreigners must have been entirely ignorant. There is also a debt acknowledged by the state of 2,000,000 of planters' bonds, with 615,049 dollars outstanding warrants and scrip, which makes the *non-repudiated* debt 2,615,049 dollars, a very small part of the interest of which has only been paid.

REVENUE and Expenditure during the Fiscal Year ending March 1, 1843.

Total amount received ..... dollars 311,179,99
Total amount expended ..... „ 304,428,41

Principal Items of Expenditure.	dollars.	*Chief Sources of Income.*	dollars.
Salaries of Excise officers	8,869	Direct taxes	308,634
Miscellaneous expenditure of Executive	2,701	Licences to retail spirituous liquors	8,635
Expenses of Judiciary	106,689	Hawkers and Pedlars	1,312
Pay of the Legislature	7,127	Brokers	1,000
Interest on the State debt	3,117		
Internal improvement	3,303		
Miscellaneous	172,619		
Total	304,425	Total	319,581

X. LOUISIANA.

LOUISIANA is bounded north by Arkansas and Mississippi; east by Mississippi, from which it is separated by the Mississippi river, to the 31 deg. north latitude, thence east on that parallel to Pearl river, and down that river to its mouth; east and south by the Gulf of Mexico; and west by Texas, from which it is separated by the Sabine river to 32 deg. north latitude, and thence due north to latitude 33 deg. north, the south boundary of Arkansas. It is 240 miles long from north to south, and 210 broad from east to west, comprising an area of about 45,350 square miles, or 29,024,000 British statute acres. The population, in 1810, was 76,556; in 1820, 153,407; in 1830, 215,575; in 1840, 352,411, of which 168,452 were slaves. Of the free population 89.747 were white males; 68,710 white females; 11,526 coloured males; 13,976 coloured females. There were employed in agriculture, 79,289; in commerce, 8549; in manufactures and trades, 7565 navigating the ocean, 1322; canals, lakes, &c., 662; learned professions, 1018.

This state is divided into thirty-eight parishes, which, with their population, in 1840, and their capitals, were as follows: *Eastern District*—Ascension, 6951, C. Donaldsville; Assumption, 7141, C. Napoleonville; Baton Rouge, E., 8138, C. Baton Rouge; Baton Rouge, W., 4638, W.,

C. Baton Rouge C. H.; Carroll, 4237, C. Providence; Concordia, 9414, C. Vidalia; Feliciana, E., 11,893, C. Clinton; Feliciana, w., 10,910, C. St. Francisville; Iberville, 8495, C. Plaquemine; Jefferson, 10,470, C. La Fayette; Lafourche Interior, 7303, C. Thibodeauxville; Livingston, 2315, C. Springfield; Madison, 5142, C. Richmond; Orleans, 102,193, C. New Orleans; Plaquemine, 5060, C. Fort Jackson; Point Coupée, 7898, C. Point Coupée; St. Bernard, 3237, C. St. Bernard C. H.; St. Charles, 4700, C. St. Charles C. H.; St. Helena, 3525, C. Greensburg; St. James, 8548, C. Bringiers; St. John Baptist, 5776, C. Bonnet Carré; St. Tammany, 4598, C. Covington; Terre Bonne, 4410, C. Houma; Washington, 2649, C. Franklinton. *Western District*—Avoyelles, 6616, C. Marksville; Caddo, 5282, C. Shreveport; Calcasieu, 2057, C. Lisbon; Caldwell, 2017, C. Columbia; Catahoola, 4955, C. Harisonburg; Claiborne, 6185, C. Overton; La Fayette, 7841, C. Vermilionville; Natchitoches, 14,350, C. Natchitoches; Rapides, 14,132, C. Alexandria; St. Landry, 15,233, C. Opelousas; St. Martin's, 8676, C. St. Martinsville; St. Mary's, 8950, C. Franklin; Union, 1838, C. Farmersville; Washita, 4640, C. Monroe.

Configuration and Soil.—The Mississippi, immediately parallel of 31 deg. north latitude, divides into several branches, which flow sluggishly into the Gulf of Mexico. "The western of these outlets is the Atchafalaya, which leaves the main stream three miles below the mouth of Red river, and, inclining eastward, flow into Atchafalaya bay, in the Gulf of Mexico. About 128 miles below the Atchafalaya, is the outlet of Plaquemine, the main stream of which unites with the Atchafalaya; but other portions of it intersect the country in different directions. Thirty-one miles below the Plaquemine, and eighty-one above New Orleans, is the outlet of Lafourche, which communicates with the Gulf of Mexico by two mouths. Below the Lafourche, numerous other smaller streams branch off from the river at various points. On the east side of the Mississippi the principal outlet is the Iberville, which communicates with the Gulf of Mexico through lakes Maurepas, Pontchartrain, and Borgne. The whole territory between the Atchafalaya on the west, and the Iberville, &c., on the east, is called the Delta of the Mississippi. A large extent of country in this state is annually overflowed by the Mississippi. From latitude 32 deg. to 31 deg., the average width of the land inundated is twenty miles; from the latitude 31 deg. to the outlet of Lafourche, a little above latitude 30 deg., the width is forty miles. Below the Lafourche, the country generally is overflowed. The lands thus overflowed, including those on the Red river, amount to 10,890 square miles; though the inundation is not complete, but consists of innumerable canals and lakes, which are interspersed everywhere. The country actually submerged would not, probably, exceed 4000 square miles. More earth is deposited by the Mississippi in its overflow on its immediate margin than further back; and, consequently, the land is higher adjoining the river than it is in the rear of its banks. This alluvial margin, of a breadth from 400 yards to a mile and a half, is a rich soil, and to prevent the river from inundating the valuable tract in the rear, and which could not be drained, an artificial embankment is raised on the margin of the river, called the *Levee*. On the east side of the river, this embankment commences sixty miles above New Orleans, and extends down the river for more than 130 miles. On the west shore, it commences at Point Coupée, 172 miles above New Orleans. Along this portion of the river, its sides present many beautiful and finely cultivated plantations, and a continued succession of pleasant residences. The south-western part of the state consists of swamps, on the margin of the gulf, but of prairies further inland, some parts of which are barren, but others fertile, and containing flourishing settlements. This country is elevated not more than from ten to fifty feet above high tide. The country between the Mississippi, Iberville, and Pearl rivers, in its southern parts, is generally level, and highly productive in cotton, sugar, rice, corn, and indigo. The northern part has an undulating surface, and has a heavy natural growth of white, red, and yellow oak, hickory, black walnut, sassafras, magnolia, and poplar. In the north-western part, the Red river, after entering the state by a single channel, and flowing about thirty miles, spreads out into a number of channels forming many lakes, and islands, and swamps, over a space of fifty miles long and six broad. The bottoms on the river are from one to ten miles wide, and are very fertile. The timber on them is willow, cotton-wood, honey locust, pawpaw, and buckeye; on the rich uplands, elm, ash, hickory, mulberry, black walnut, with a profusion of grape vines. On the less fertile and sandy uplands of the state are white, pitch, and yellow pines, and various kinds of oak."—*U. S. Gaz.*

Live Stock and Products.—The staple productions of the state are cotton, sugar, and rice. In 1840, there were in the state, 99,888 horses and mules; 381,248 neat cattle; 98,072 sheep; 323,220 swine; poultry to the value of 283,559 dollars. There were produced sixty bushels of wheat; 107,353 bushels of oats; 1812 bushels of rye; 5,952,912 bushels of Indian corn; 834,341 bushels of potatoes; 24,651 tons of hay; 49,283 lbs. of wool; 1012 lbs. of wax; 119,824 lbs. of tobacco; 3,604,534 lbs. of rice; 152,555,368 lbs. of cotton; 119,947,720 lbs. of sugar. The products of the dairy were valued at 153,069 dollars; of the orchard at 11,769 dollars; of lumber at 66,106 dollars. There were made 2884 gallons of wine; and 2233 barrels of tar, pitch, &c.—*Official Returns.*

Climate.—The winters in this state are mild; though more severe than in the same latitude on the Atlantic coast. The summers in the wet and marshy parts are unhealthy. New Orleans has frequently been visited by the yellow fever. But a considerable portion of the state is healthy.—*U. S. Gaz.*

Rivers.—The Mississippi separates Louisiana from the state of Mississippi for a considerable distance, and flows by several channels through the Delta of Louisiana into the Mexican gulf. It is navigable for vessels of any size. The Red river runs through the state in a south-east direction, and discharges a vast quantity of water into the Mississippi, 240 miles above New Orleans. The Washita runs in a south direction in the north part of the state, and enters Red river, a little above its entrance into the Mississippi. Bayou Lafourche and Atchafayala are large outlets of the Mississippi. The other rivers are the Black, Tensaw, Sabine, Calcasieu, Mermentau, Vermilion, Teche, Pearl, Amite, and Iberville.

Lakes.—The largest lakes are Pontchartrain, Maurepas, Borgne, Chetimaches, Mermentau, Calcasieu, and Sabine.—*U. S. Gaz.*

Trade.—There were twenty-four commercial and 381 commission houses engaged in foreign trade, with a capital of 16,770,000 dollars; and 2465 retail dry-goods and other stores, with a capital of 14,301,024 dollars; 597 persons were employed in the lumber trade, with a capital of 260,045 dollars; three persons employed in internal transportation, with 291 butchers, packers, &c., employed a capital of 144,523 dollars.—*Official Returns.*

Manufactures.—The value of home-made or family articles manufactured, was 65,190 dollars; two cotton manufactories, with 706 spindles, employed twenty-three persons, producing articles to the value of 18,900 dollars, with a capital of 22,000 dollars; six furnaces produced 1400 tons of cast iron, and two forges produced 1366 tons of bar iron, employing 145 persons, and a capital of 357,000 dollars; twenty-five tanneries employed eighty-eight persons, and a capital of 132,025 dollars; seven other manufactories of leather, as saddleries, &c., produced articles to the value of 108,500 dollars, with a capital of 89,550 dollars; one pottery employed eighteen persons, producing articles to the value of 1000 dollars, with a capital of 3000 dollars; five sugar refineries produced to the value of 770,000 dollars; 101 persons produced confectionary to the value of 20,000 dollars; machinery was produced to the value of 5000 dollars; and hardware and cutlery to the value of 30,000 dollars; fifty-one persons produced carriages and waggons to the value of 23,350 dollars, employing a capital of 15,780 dollars; mills of various kinds produced articles to the value of 706,785 dollars, employing 972 persons, and a capital of 1,870,795 dollars; vessels were built to the value of 80,500 dollars; 129 persons manufactured furniture to the value of 2300 dollars, with a capital of 576,050 dollars; five distilleries produced 285,520 gallons, and one brewery produced 2400 gallons, employing twenty-seven persons, and a capital of 110,000 dollars; seventy-five persons manufactured 2,202,200 lbs. of soap, 3,500,030 lbs. of tallow candles, 4000 lbs. of wax and spermaceti candles, with a capital of 115,500 dollars; 248 stone or brick houses, and 619 wooden houses, employed 1484 persons, and cost 2,736,944 dollars; thirty-five printing offices, five binderies, eleven daily, twenty-one weekly, and two semi-weekly newspapers, and three periodicals, employed 392 persons, and a capital of 193,700 dollars. The whole amount of capital employed in manufactures was 6,430,699 dollars.—*Official Returns.*

Education.—Louisiana college, at Jackson, was founded in 1825; Jefferson college, at Bringiers, was founded in 1831; St. Charles's college, at Grand Coteau, is under the direction of the Catholics, Baton Rouge college, at Baton Rouge, was founded in 1838; Franklin college, at Opelousas, was founded in 1839. These institutions had, in 1840, 437 students. There were in the state, fifty-two academies, with 1995 students; 179 common and primary schools, with 3573 scholars, and 4861 white persons over twenty years of age who could neither read nor write.—*U. S. Gaz.*

Religion.—This state was originally settled by Catholics, who are still the most numerous denomination. In 1835, they had twenty-seven ministers. The Methodists, Baptists, Presbyterians, and Episcopalians exist in considerable numbers, and are increasing.—*U. S. Gaz.*

Banks.—At the commencement of 1840, there were forty-seven banks and branches in this state, with an aggregate capital of 41,736,768 dollars, and a circulation of 4,345,533 dollars.—(See Banks of the United States hereafter.)

Public Works.—This state has a number of important works of internal improvement. Pontchartrain railroad extends from New Orleans, four miles and a half, to Lake Pontchartrain, at a cost of 450,000 dollars. West Feliciana railroad extends from St. Francisville, twenty miles, to Woodville, Mississippi. New Orleans and Carrollton railroad extends from New Orleans, four miles and a quarter, to La Fayette. Orleans-street railroad, extends from New Orleans, four miles and a quarter, to the Bay of St. John's. The Mexico Gulf railroad, extends from New Orleans east, to Pascagoula sound. The Orleans Bank canal extends from New Orleans, six miles, to Lake Pontchartrain, and cost 1,000,000 dollars. Canal Carondelet extends from New Orleans, one mile and a half, to the Bay of St. John's. Barataria canal extends from New Orleans, eighty-five miles, to Berwick bay. Lake Veret canal extends from Lake Veret, eight miles, to Lafourche river. The New Orleans and Nashville railroad extends eighty miles in this state, and if completed, will be 564 miles in length. It is in progress.—*U. S. Gaz.*—*American Almanac for* 1845.

PRINCIPAL TOWNS AND SEAPORTS.

NATCHITOCHES (pronounced *Nakitosh*), 368 miles north-west by west of New Orleans, 1287

miles from Washington. It is situated on the west side of Red river, 200 miles above its junction with the Mississippi river, at the foot of a bluff, and is built chiefly on one street. It has considerable trade. It was settled by the French in 1717, and half the present inhabitants are of French descent. Population, about 2400.

New Orleans, the capital of Louisiana, is situated on the left bank of Mississippi river, 105 miles from its mouth, by the course of the river, but only ninety miles in a direct line; 1132 miles from St. Louis, 1397 miles from New York, 1612 miles from Boston, and 1172 miles from Washington; in 29 deg. 57 min. north latitude, 90 deg. 6 min. west longitude from Greenwich, and 13 deg. 5 min. west longitude from Washington. The population, in 1810, was 17,242; in 1820, 27,176; in 1830, 46,310; in 1840, 102,193; of whom 23,448 were slaves. Employed in agriculture, 1430; in commerce, 7392; in manufactures and trades, 4593; navigating the ocean, rivers, &c., 1590; learned professions, 438. Tonnage of the port, in 1840, 126,612.—*U. S. Gaz. Official Returns.*

"The old city proper is in the form of a parallelogram, of which the longer sides are 1320 yards long, and the shorter, toward the swamp in the rear, 700 yards. Above the city are the suburbs of St. Mary and Annunciation, and below are the suburbs of Marigny, Franklin, and Washington. These are called fauxbourgs. Between the city and the bayou St. John's, are the villages of St. Claude and St. Johnsburg. The old city proper was laid out by the French, and now forms not more than one-eighth of the city limits, and not more than one-third of its thickly settled parts. In 1836, the legislature passed an act, dividing the city into three municipalities, ranking them according to their population. The first includes the city proper, extending with that width from the river back to Lake Pontchartrain, and occupying the centre; the second adjoining it above, and the third below, both extending from the river to the lake. Each municipality has a distinct council for the management of its internal affairs, which do not encroach on the general government.

"The situation of New Orleans for commerce is very commanding. The length of the Mississippi river, and its connected waters, which are navigated by steam, is not less than 20,000 miles, and the country which they drain is not surpassed in fertility by any on the globe. Its advantages for communication with the country in its immediate vicinity are also great. By a canal, four miles and a half long, it communicates with Lake Pontchartrain, and its connected ports. This canal cost 1,000,000 dollars. There is also a canal, one mile and a quarter long, which communicates with Lake Pontchartrain through bayou St. John. A railroad, four miles and a half long, connects it with Carrollton. A railroad, four miles and a quarter long, connects the city with Lake Pontchartrain, one mile east of bayou St. John. The Mexican Gulf railroad extends twenty-four miles to Lake Borgne, and is to be continued to the gulf, at the South pass. The Mississippi, opposite to the city, is half a mile wide and from 100 to 160 feet deep, and continues of this depth to near its entrance into the ocean, where are bars, with from thirteen feet and a half to sixteen feet of water. The level of the city is from three to nine feet below the level of the river, at the highest water. To protect it from inundation, an embankment, called the *Levee*, is raised on its border, from four to ten feet high, and generally from twenty to forty feet broad; but in front of the second municipality, by the annual deposits made by the river, and the filling up by the corporation, it is extended to 500 or 600 feet broad. This forms a splendid promenade, and a very convenient place for depositing the cotton and other produce from the upper country, which can be rolled directly from the decks of the steamers to the bank of the river. The levee extends from forty-three miles below the city to 120 miles above it. The harbour presents an area of many acres, covered with flat-boats, and keel-boats, in its upper parts. Sloops, schooners, and brigs, are arranged along its wharfs, and present a forest of masts; and steamboats are continually arriving or departing. The amount of domestic articles exported, exceeds 12,000,000 dollars annually, being greater than those of any other city in the union, excepting New York. The houses of the city proper have a French and Spanish aspect, are generally stuccoed, and are of a white or yellow colour. A basement story, about six feet high, forms the only cellar, as none are sunk beneath the surface of the ground. The city proper and the fauxbourg St. Mary, are compactly and substantially built. The buildings in the fauxbourg St. Mary, and many other parts of the city, are mostly of brick, and resemble those of other cities of the United States. The city proper contains sixty-six complete squares; each square having a front of 319 feet in length. Few of the streets, excepting Canal-street, are more than forty feet wide. Many of the seats in the suburbs are surrounded with spacious gardens, splendidly ornamented with orange, lemon, magnolia, and other trees. No city in the United States has so great a variety of inhabitants, with such an astonishing contrast of manners, language, and complexion. The French population probably still predominates over the American, though the latter is continually gaining ground. The water generally used in the city is rain water, contained in cisterns holding from twenty to fifty hogsheads each. The Commercial Bank water works, which cost 455,000 dollars, raise the water twenty or thirty feet above the city, and distribute it by pipes, having an aggregate length of twelve miles. The city water works have a pipe one mile long, to furnish running water, in hot weather, through the gutters of the city, which cost 110,000 dollars. A draining company, with a capital of 640,000 dollars, has two steam engines for draining the marshes between the city and Lake Pontchartrain, of thirty-five square miles in extent. The land is thus made valuable, and

the health of the city improved—although it is still unhealthy, from July to the middle of October. The city contains a state house, custom house, two exchanges, a United States' mint, a United States' land office; five banks, with a capital of more than 10,000,000 dollars; a large and splendid Roman Catholic cathedral, ninety by 120 feet, with four towers; the Ursuline convent; three theatres; the College of New Orleans; a charity hospital, which has received 900 patients in a year; three other hospitals; an orphan asylum; and various other charitable institutions. There are two large and several smaller cotton presses, of great importance to the business of the city. There are fewer churches than in any other city in the union, in proportion to its size. The Roman Catholics have three, the Episcopalians two, the Presbyterians, Baptists, and Methodists, one each, and there is a mariners' church."—*U. S. Gaz.*

In 1840, there were eight commercial and 375 commission houses, with a capital of 16,490,000 dollars; 1881 retail stores, capital 11,018,225 dollars; thirty-two lumber yards, capital 67,800 dollars; six furnaces, capital 355,000 dollars; hardware manufactured to the value of 30,000 dollars; one cotton factory, 700 spindles, capital 20,000 dollars; tobacco manufactures, capital 60,000 dollars; one tannery, capital 50,000 dollars; two distilleries, capital 56,000 dollars; three sugar refineries, value produced 700,000 dollars; three steam saw mills, capital 175,000 dollars; eighteen printing offices, five binderies, nine daily, six weekly, and two semi-weekly newspapers, with a capital of 162,200 dollars; 201 brick and stone, and 210 wooden houses built, cost 2,234,300 dollars. Capital in manufactures, 1,774,200 dollars.—*Official Returns.*

New Orleans being the great outlet and inlet of the trade and products of, as well as of imports into, the western states, many of the statistical returns of its trade, will be found hereafter, in the tabular statements of the internal trade of the United States.

REGULATIONS OF TRADE AT NEW ORLEANS.

TARIFF of Charges agreed upon and adopted by the New Orleans Chamber of Commerce.

General Tariff of Commissions, applicable to Foreign, Northern, and Western business:—

	per ct.
On sales of sugar, molasses, cotton, tobacco and lead	2½
All other produce or merchandise	5
Guarantee of ditto, if not exceeding six months	2½
And for each month additional, over six	½
Purchase and shipment of merchandise or produce	2½
Sales and purchase of stocks or bullion	1
Collecting and remitting dividends	1
If with guarantee of bills	2½
Selling vessels or steamboats	2½
Purchasing do. do.	5
Procuring freights	5
Collecting freights	2½
On outfits and disbursements	2½
Effecting marine insurance where the premium does not exceed 10 per cent on the amount insured	½
If the premium exceeds 10 per cent, then on the amount of premium	5
Adjusting and collecting insurance, or other claims, without litigation	2½
—— with litigation	5
Purchasing and remitting drafts, or receiving and paying money on which no other commission has been charged	1
If the bills remitted are guaranteed	2½
If bills and notes remitted for collection are protested and returned, the same commission to be charged, say	1
Landing, reshipping, and custody of merchandise or produce from vessels in distress	2
Ditto ditto bullion or specie	—
On general average	5½

Consignments of merchandise withdrawn, to pay full commissions on amount of advances and responsibilities, and half commissions on the invoice value of the goods withdrawn.

The above rates to be exclusive of brokerage and other charges actually incurred.

The following Rates to be specially applicable to European and other Foreign Business, any thing in the preceding General Tariff to the contrary notwithstanding:—

	per ct.
On remitting proceeds of sales in bills without guarantee	1½
Ditto, ditto, with guarantee	2
Drawing, endorsing, or negotiating bills in payment for produce, if on Europe	2½
Ditto, ditto, if on Atlantic States	1
Receiving, entering, and reshipping goods to a foreign port, on amount of invoice	1
Ditto, ditto, and on advances and responsibilities, in addition	2½

The following Rates, in like manner, to be specially applicable to Western and Local Business:—

	per ct.
Accepting drafts or endorsing notes, without funds, produce, or bills of lading in hand	2
Cash advances, in all cases, even with produce or bills of lading	2½
For shipping to another market, produce or merchandise upon which advances have been made	2½
Effecting insurance (except when the commission for buying and selling has been charged), on the amount insured	½
If the premium exceeds 10 per cent, then on the amount of premium	5
Negotiating drafts or notes, as drawer or endorser	2½
Collecting steamboat freights	5
Entering and bonding goods for the interior, on amount of duties and charges	2½

Besides the regular charge per package for forwarding.

Agency for Steamboats:—

Per Trip.	dls.	cts.
Under 120 tons	30	00
Above 120 tons to 200 tons	40	00
„ 200 tons to 300 tons	50	00
„ 300 tons to 400 tons	60	00
„ 400 tons to 500 tons	70	00

Besides charges actually incurred, and the regular commission for particular services, such as collecting freight, paying disbursements, &c.

Loss by fire (unless insurance has been ordered), of robbers, theft, and all unavoidable accidents, if the usual care has been taken to secure the property, to be borne by the owners of the goods.

Rates of Receiving and Forwarding Goods, exclusive of Charges actually incurred.

		dls.	cts.
Sugar	per hogshead	1	00
Molasses	do.	1	00
Tobacco	do.	1	00
„ manufactured	kegs or boxes	0	20
Cotton, on the value, 2½ per cent, or	per bale	1	00
Liquids	per pipe	1	00
„	per hogshead	0	75
„	per half pipe	0	50
„	per quarter pipe	0	25
Merchandise	cases, boxes, and trunks	0	25 to 50
„	per barrel	0	25
Provisions	per hogshead	0	37½
„	per barrel	0	25
Flour	do.	0	10
Lard	per keg	0	05
Earthenware	per crate or cask	0	50
Hardware	boxes or casks	0	25 to 50

		dols.	cts.
Nails	per keg	0	05
Gunpowder	do.	0	50
Coffee	per bag	0	20
Salt, spices, &c.	do.	0	12½
Iron	per 2000 lbs.	1	00
Castings	do.	1	50
Lead	per pig	0	03
Soap, raisins, candles, &c.	per box	0	05
Carriages	each	5	00
Gigs	do.	3	00

Other articles in proportion.

Rates of Storage:—

		Per Month. dols.	cts.
Cotton, moss, &c.	per bale	1	00
Tobacco	per hogshead	0	50
Bacon	do.	0	25
Pork and whiskey	per barrel	0	10
Flour	do.	0	06
Lard	per keg	0	05
Hides	each	0	03
Peltries	per bale	0	25
Iron and lead	per pig	0	02
Bar iron	per ton	1	00
Crockery	per cask, or crate	0	50
Hardware	per cask	0	25 to 50
Nails	per keg	0	05
Dry-goods, on deposit	per package	0	25 to 50
Coffee, salt, spices, &c.	per bag	0	06¼
Liquids	per pipe or hogshead	0	50
„	per half pipe	0	37½
„	per quarter pipe	0	12½
Claret wine	per cask	0	25
Wine, soap, candles, &c.	per box	0	03
Bagging	per piece	0	06¼
Bale rope	per coil	0	06¼
Sugar	per hogshead	0	37½

Dry-goods pay storage for the whole time they may be on hand, on the gross value, 1 per cent.

Freights:—

When vessels are chartered, or goods shipped by the ton, and no special agreement respecting the proportion of tonnage which each particular article shall be computed at, the following regulation shall be the standard. That the articles, the bulk of which shall compose a ton, to equal a ton of heavy materials, shall be in weight as follows:—

Coffee	in casks,	1568	lbs.
„	in bags,	1830	„
Cocoa	in casks,	1120	„
„	in bags,	1300	„
Pimento	in casks,	950	„
„	in bags,	1100	„
Flour	8 barrels of	196	„
Beef, pork, tallow, pickled fish, and naval stores		6 barrels	
Pig and bar iron, lead, and other metals or ore, heavy dye-woods, sugar, rice, honey, and other heavy articles	gross	2240	lbs.
Ship bread	in casks,	672	„
„	in bags,	784	„
„	in bulk,	896	„
Wines, brandy, spirits, and liquids generally, reckoning the full capacity of the casks, wine measure		200	gals.
Grain, peas, and beans	in casks,	22	bshls.
„ „	in bulk,	36	„
Salt, European	do.	36	„
„ West India	do.	31	„
Stone coal	do.	28	„
Timber plank, furs, peltry in bales or boxes, cotton, wool, or other measurement goods,		40	cubic ft.
Dry hides		1120	lbs.

When molasses is shipped by the *hogshead*, without any special agreement, it shall be taken at 110 gallons, estimated on the full capacity of the cask.

RATES OF THE NEW ORLEANS STEAM TOWBOATS.

The following Rates have been agreed to by all the Owners, and will be most strictly observed:—

From the Levee to the Bar.

				dollars.
Vessels under 50 tons, will be charged				20
Vessels over 50, and under 150 tons, 40 cents per ton.				
Vessels of 150 tons, and under	200			60
„	200	„	„ 250	75
„	250	„	„ 300	90
„	300	„	„ 350	100
„	350	„	„ 400	110
„	400	„	„ 450	125
„	450	„	„ 550	150
„	550	„	„ 650	175
„	650	„	„ 750	200
„	750	„	„ 850	225
„	850	„	„ 950	250
„	950	„	„ 1050	275

From Anchorage Inside the Bar to Sea, or *vice versa*.

				dollars.
Vessels under 100 tons				20
Vessels of 100 tons, and under	200			30
„	200	„	„ 250	40
„	250	„	„ 350	50
„	350	„	„ 450	60
„	450	„	„ 550	70
„	550	„	„ 650	80
„	650	„	„ 750	90
„	750	„ and upwards		100

From the Bar or inside the Bar to City.

Vessels under 200 tons, 1 dollar per ton.

				dollars.
Vessels of 200 tons, and under	225			200
„	225	„	„ 250	225
„	250	„	„ 300	250
„	300	„	„ 350	275
„	350	„	„ 400	300
„	400	„	„ 450	325
„	450	„	„ 500	350
„	500	„	„ 550	375
„	550	„	„ 600	400
„	600	„	„ 650	425
„	650	„	„ 700	450

And so on, in like proportion for all larger.

From the Head of the South Western Pass to the City.

Vessels under 200 tons, 90 cents per ton.

				dollars.
Vessels of 200 tons, and under	250			200
„	250	„	„ 350	225
„	350	„	„ 450	250
Vessels of 450 tons, and under	550			300
„	550	„	„ 650	350
„	650	„	„ 750	375
„	750	„	„ 850	400
„	850	„	„ 950	450
„	950	„	„ 1050	500

From Fort Jackson to City.

Vessels under 200 tons, 85 cents per ton.

				dollars.
Vessels of 200 tons, and under	250			180
„	250	„	„ 350	200
„	305	„	„ 450	225
„	450	„	„ 550	275
„	550	„	„ 650	310
„	650	„	„ 750	340
„	750	„	„ 850	360
„	850	„	„ 950	410
„	950	„	„ 1050	450

From Grand Prairie to the City.

Vessels under 200 tons, 75 cents per ton.

				dollars.
Vessels of 200 tons, and under	250			160
„	250	„	„ 350	180
„	350	„	„ 450	200
„	450	„	„ 550	230
„	550	„	„ 650	275
„	650	„	„ 750	310
„	750	„	„ 850	340
„	850	„	„ 950	380
„	950	„	„ 1050	420

From Johnston's to the City.

Vessels under 200 tons, 65 cents per ton.

				dollars.
Vessels of 200 tons, and under	250			140
„	250	„	„ 350	160
„	350	„	„ 450	185
„	450	„	„ 550	215
„	550	„	„ 650	250
„	650	„	„ 750	280
„	750	„	„ 850	310
„	850	„	„ 950	350
„	950	„	„ 1050	390

From Poverty Point to City.

Vessels under 200 tons, 55 cents per ton.

	dollars.
Vessels of 200 tons, and under 250	140
„ 250 „ „ 350	150
„ 350 „ „ 450	165
„ 450 „ „ 550	190
„ 550 „ „ 650	225
„ 650 „ „ 750	250
„ 750 „ „ 850	280
„ 850 „ „ 950	320
„ 950 „ „ 1050	350

From M'Calls to City.

Vessels under 200 tons, 45 cents per ton.

	dollars.
Vessels of 200 tons, and under 250	110
„ 250 „ „ 350	120
„ 350 „ „ 450	140
„ 450 „ „ 550	165
„ 550 „ „ 650	195
„ 650 „ „ 750	225
„ 750 „ „ 850	250
„ 850 „ „ 950	285
„ 950 „ „ 1050	320

From English Turn to City.

	dollars.
Vessels under 100 tons	30
Vessels of 100 tons, and under 150	40
„ 150 „ „ 200	50
„ 200 „ „ 250	70
„ 250 „ „ 350	100
„ 350 „ „ 450	125
„ 450 „ „ 550	150
„ 550 „ „ 650	175
„ 650 „ „ 750	200
„ 750 „ „ 850	225
„ 850 „ „ 950	250
„ 950 „ „ 1050	275

Towing through the English Turn.

	dollars.
Vessels under 150 tons	25
Vessels of 150 tons, and under 200	35
„ 200 „ „ 250	45
„ 250 „ „ 350	55
„ 350 „ „ 450	65
Vessels of 450 tons, and under 550	85
„ 550 „ „ 650	100
„ 650 „ „ 750	120
„ 750 „ „ 850	140
„ 850 „ „ 950	150
„ 950 „ „ 1050	160

MOVING VESSELS.

From Canal-street to the lower tobacco warehouses at any point between the limits, and *vice versa*:—

	dollars.
Vessels under 100 tons	10
„ 300 „	15
„ of 300 „ and upwards	20

Vessels moved from the limits between Canal-street and the lower tobacco warehouses to any point in the second municipality:—

	dollars.
Vessels under 100 tons	15
„ 300 „	20
„ 400 „	25
„ of 400 „ and upwards	30

Vessels moved from the limits between Millaudon's press and the lower tobacco warehouses to shipyards on the opposite side of the river, will be charged the same rates as if moved from Slaughterhouse Point to the Levee.

From Slaughterhouse Point to the Levee at any point between Canal-street and the lower cotton warehouses, and *vice versa*:—

	dollars.
Vessels under 100 tons	15
„ 200 „	20
„ 400 „	25
„ of 400 „ and upwards	30

Five dollars in addition with anchors down.

From Slaughterhouse Point to the Levee at any point between Canal-street and Millaudon's press, in the second municipality, and *vice versa*:—

	dollars.
Vessels under 100 tons	20
„ 200 „	25
„ 400 „	30
„ of 400 „ and upwards	35

Five dollars in addition with anchors down.

All vessels to be charged for American tonnage.

When foreign vessels are not measured, they will be charged twenty per cent in addition to their registered tonnage.

All vessels while in tow of the boats will be considered at their own risk; and vessels taken astern will be charged the same as if towed alongside, and in proportion to the distance they may be towed, should they be cast off in consequence of bad weather, or for any cause beyond the control of the master of the boat.

When any vessel is towed in or over the bar, and proceeds up the river under canvass, and the boat reserves a berth for her, she shall be bound to pay from the point where the engagement shall have been made.

Vessels on shore or in distress, that require the aid of a boat, will be charged as per agreement between the masters of the boat and vessel.

In all cases where cargo is received on board, it is understood to be at the risk of the ship or vessel, either as it regards damages or loss; neither will any receipts be given by the master or officer of said boats for goods received on board of them, but the masters of vessels may send such persons as they may think proper to take charge of them.

Vessels requiring the aid of two boats to get over the bar, will be charged as follows:—

	dollars.
All vessels under 450 tons	50
Ditto over 450 tons	75

In the event of the boats not being able to get the ship or vessel over the bar, after a fair trial, such price will be charged for the services so rendered as the nature of the case requires; not, however, to exceed the prices above-named.

Vessels without rudders, or when the rudder is broken, so as to render them unserviceable in steering the ship or vessel, will, in all cases, be charged double the above rates.

All towage down will be payable on the arrival of the steamers at the Pilot's Station at the Southwest Pass, or Balize.

PASSENGERS.

			dollars.
Cabin Passengers from the	Bar to the City	....	10
Ditto	ditto	City to the Bar	9
Ditto	ditto	Fort Jackson to City	8
Ditto	ditto	City to Fort Jackson..............	4

Deck passengers half the above prices.

RATES OF PILOTAGE.

Three dollars and a half per foot, for all classes of vessels, in or out.

NEW ORLEANS LEVEE DUES.

The following ordinance, amendatory of existing ordinances concerning levee dues, in and for the port of New Orleans, was ordained by the General Council, and approved by the mayor, May 26, 1843 :—

1. That from and after the 31st day of August next, the levee or wharfage dues on ships and other decked vessels, and on steam vessels arriving from sea, shall be as follows :—

			dollars.
On each vessel	under 75 tons	....	15
,,	of 75 ,,	and under 100....	20
,,	105 ,,	,, 125....	25
,,	120 ,,	,, 150....	30
,,	150 ,,	,, 200....	40
,,	200 ,,	,, 250....	50
,,	250 ,,	,, 300....	60
,,	300 ,,	,, 350....	70
,,	350 ,,	,, 400....	85
,,	400 ,,	,, 450....	100
,,	450 ,,	,, 500....	115

			dollars.
On each vessel of	500 tons,	and under 550....	125
,,	550 ,,	,, 600....	130
,,	600 ,,	,, 650....	135
,,	650 ,,	,, 700....	145
,,	700 ,,	,, 750 ...	160
,,	750 ,,	,, 800....	175
,,	800 ,,	,, 900....	190
,,	900 ,,	,, 1000....	205
,,	1000 ,,	,, 1100....	220
,,	1100 ,,	,, 1200....	235
,,	1200 and upwards	....	240

2. That from and after the 31st day of August next, the levee dues on steam vessels navigating on the river, and which shall moor or land in any part of the incorporated limits of the port, shall be as follows :

			dollars.
On each steamer	under 75 tons	....	12
,,	of 75 ,,	and under 100..	15
,,	100 ,,	,, 150..	22
,,	150 ,,	,, 200..	30
,,	200 ,,	,, 250..	37
,,	250 ,,	,, 300..	45
,,	300 ,,	,, 350..	52
,,	350 ;,	,, 400..	60

			dollars.
On each steamer of	400 tons,	and under 450..	67
,,	450 ,,	,, 500..	75
,,	500 ,,	,, 550..	82
,,	550 ,,	,, 600..	90
,,	600 ,,	,, 650..	97
,,	650 ,,	,, 700..	105
,,	700 and upwards	....	120

3. That hereafter it shall not be lawful for any pirogue, flatboat, bargeboat, or keelboat, to remain in port longer than twelve days, as fixed by the thirteenth article of an ordinance approved the 21st of October, 1839, under a penalty of twenty-five dollars ; and it shall be the duty of the wharfingers of the several municipalities to cause to be removed beyond the limits of the port any pirogue, flatboat, barge, or other craft, found in violation of this ordinance, within the limits of their respective municipalities. The fines arising from any violation hereof shall be recoverable, before any court of competent jurisdiction, of the owner, agent, or consignee of such pirogue, flatboat, or other craft, for the benefit of the municipality within which the offence may be committed.

4. That hereafter it shall not be lawful for any flatboat, keelboat, barge, or old hull, to remain within the limits of the port longer than twenty-four hours after the discharge of its cargo, under a penalty of twenty-five dollars, recoverable as aforesaid ; and after the expiration of said twenty-four hours, it shall be the duty of the wharfinger of either of the municipalities to cause to be removed beyond the limits of the beat, or to turn adrift, without delay, any such flatboat, keelboat, or other craft in contravention.

5. That in case any captain, owner, or person in command of any steamboat, flatboat, barge, keelboat, or other craft, shall neglect or refuse to obey the orders of the wharfinger to conform to the ordinances regulating the port, he or they shall be liable to a fine of twenty-five dollars to fifty dollars for each offence, recoverable as aforesaid.

6. That from and after the 31st day of August next, all ships and other decked vessels, and steam vessels, arriving from sea, which shall have landed or moored in front of one municipality, and shall have paid or be liable to pay the levee dues to such municipality, and which shall afterwards remove from such municipality to one of the other municipalities, shall pay to the municipality to which they remove, the following dues :—

	dollars.		
All vessels over 750 tons	3	00	per day.
„ 500 „ and less than 750	2	50	„
„ 300 „ „ 500	2	00	„
„ 100 „ „ 300	1	50	„
All vessels under 100 „	0	75	„

Such daily levee dues to be collected for every day such vessel may remain in the port of the municipality to which they may have removed, the days of removal and departure excepted.

7. That so much of all existing ordinances as is inconsistent with the provisions of this ordinance is hereby repealed.

Articles of the Ordinance of 1836 still in force.

Article VI. All steam vessels employed as packets, and plying regularly between this port and the ports in the Gulf of Mexico, including Havannah, shall pay no other or higher rate of wharfage than is imposed by this ordinance on steamboats navigating the Mississippi.

VII. The duties specified in the preceding Article, shall be paid on the mooring and landing of said steamers in port, by their captains or other agents, to the officer intrusted with their collection by the municipality within whose limits said vessels shall have moored and landed.

IX. Steamers employed as towboats, and which shall have received on board any produce, the whole or any part of the cargo of a vessel, and shall discharge the same on the levee, shall pay the same duty as is specified in Article V., according to their tonnage; said duty to be collected by the proper officer of the municipality within whose limits such discharge shall be effected.

X. Towboats shall pay, for each time they may moor to take in wood or other fuel, eight dollars to the municipality within whose limits they may moor and take in said fuel.

XI. The following levee dues shall be exacted on all flatboats, barges, keelboats, pirogues, and all other raft, crafts, &c.:—

	dols.	cts.
On each flatboat, either fully or in part laden with produce, materials, or merchandise of any kind	10	00
On each barge, measuring seventy feet or more in length	10	00
On all barges, keelboats, or boats measuring less than seventy feet, and not exceeding fifteen tons burden	6	00
On all other boats not described in the present ordinance	4	00
On each coasting pirogue	1	00
The owners or keepers of boats used as places of depôt for any article whatever, shall pay a duty, per day, of	1	00
The following duties shall also be levied:		
On being broken up, if in the incorporated limits of the port, each flatboat	4	00
On each steamer, or other vessel than flatboats, being broken up within said limits	10	00
On rafts of timber, not containing more than twenty-five logs each raft	5	00
On each raft of timber containing more than twenty-five logs, then in the ratio of that increase.		
On each craft measuring forty tons or under, employed to carry sugar, molasses, wood, or any other description of merchandise, there shall be levied, on each trip, a duty of	4	00
On all craft, exceeding forty tons each, employed as above, shall also be levied, on each trip, a duty of	6	00

XII. All boats or other vessels arriving within the limits of the port, with fish, meat, vegetables, eggs, or any and every other kind of provisions, expressly for the purpose of supplying the several markets, shall be entirely exempt from paying any levee dues; but the same, and all other description of craft otherwise employed, whether particularly mentioned in this ordinance or not, shall pay duty according to the tariff above ordained.

XIV. It is hereby expressly forbidden to all owners, masters, consignees, or other persons, to sell, or cause to be sold, on board of any of the aforesaid craft, under any pretence whatever, wine, beer, cider, and spirituous liquors, in quantities less than a barrel, under a penalty of fifty dollars for each contravention. It is also expressly forbidden to smoke, or allow to be smoked, meat of any kind on board of said craft, under the penalty, in the manner levied, and on the evidence above-mentioned.

XV. All barges, flatboats, keelboats, or other craft, in which shall be exposed for sale in the part of the port assigned for their accommodation during the said term of twelve days, any produce, goods, or merchandise, brought on board from a distance less than 100 miles above the

city of New Orleans, excepting sugar, molasses, and cotton, the staples of Louisiana, shall be fined in a sum of not less than fifty dollars, nor exceeding 100 dollars.

XVI. In case any person should furnish any false reports relative to the cargoes, owners, or consignees, or the date of such crafts entering the port, or in any manner interfere with or impede the officers of the several municipalities in the free exercise of the duties devolving on them, said person or persons so contravening shall, on conviction, pay a fine of not less than twenty dollars, nor exceeding 100 dollars, for each contravention.

XVII. It shall be obligatory on the part of captains of vessels and steamers, and also on masters, owners, and keepers of all crafts, flatboats, rafts, and floats, to pay the aforesaid duties on board of their respective vessels, a receipt for which shall be delivered to them by the proper officer of each municipality, in order to prove payment thereof, in case any of said vessels, craft, &c., be removed from one division of the port to another.

XVIII. All the fines imposed by this ordinance shall be for the benefit of the municipality within which any contravention thereof may have been committed; the same to be levied on the evidence of the wharfinger, and if voluntarily paid, the receipt for the same shall be given by the treasurer; but if they be resisted, then their recovery shall be effected by and before an authority or court of competent jurisdiction.

LAWS OF LOUISIANA RESPECTING THE PACKING OF BEEF AND PORK.

Mess Pork—Must consist of the sides of well-fattened, corn-fed hogs, weighing not less than 200 lbs.; and the flanks, with the flabby pieces cut off, may be admitted.

Prime Pork—May be composed of three shoulders, three half heads, without the ears, snout, or brains; three tail pieces; some flanks and sides, sufficient to form the first and last layers in the barrel.

M. O. (mess ordinary) Pork—Contains too small or lean pork, flabby pieces, or too much of the shoulder, or bony pieces.

P. O. (prime ordinary) Pork—Is an inferior quality, rendered so by lean meat, bad handling, or too many bony or bloody pieces.

Soft Pork—Is such as is made from hogs fattened from mass or still slops, or sometimes by being heated. Each barrel must contain 200 lbs. of pork, be filled with the strongest brine, and and then fifty lbs. of Turk's island salt added.

Mess Beef—Must be composed of the choicest sides of well-fattened, stall-fed cattle; only one choice sirloin of rump may be admitted.

Prime Beef—May consist of the flanks, half a neck, and legs cut above the knee, and the balance good pieces, with sides enough to form the first layer.

Beef requires more salt than pork.

The charges for inspecting pork and beef are seventy-five cents per barrel, and storage eight cents per month, after the first three days. Sometimes, when the pork has been put up by experienced hands, and is of a superior quality, and contains the amount and quantity of salt required by law, the inspectors will brand the lot by inspecting one-tenth; and then their charges are only twenty cents for branding.

All beef and pork sent to New Orleans for sale, in barrels, is liable to be forfeited if sold without inspection. It may be shipped without inspection, if notice to that effect be lodged at the custom house within twenty-four hours after its arrival.

IMPORTATION OF TOBACCO.

By the law of the 25th of March, 1844, it is enacted:—

Section I.—That there shall be appointed by the governor and senate, from time to time, eight inspectors of tobacco for the city of New Orleans, and two inspectors of tobacco for Lafayette. That no owner, nor agent of owners of tobacco, shall offer the same for sale, until it shall have been inspected, under the penalty of fifty dollars for every such offence, and as to each and every hogshead of tobacco.

II. That the owner, or agent of owners of tobacco, brought into the city of New Orleans, and intended for sale therein, are hereby required to give notice to the said inspectors, at their office, that the same may be inspected; and that at least two of the said inspectors shall be present at every inspection, and, in case of disagreement as to quality, a third inspector shall be called to decide; and no inspector appointed in pursuance of this act shall, either directly or indirectly, buy or sell tobacco on his own account, nor act in the sale of tobacco as broker, agent, or factor, for any other person, under the penalty of 400 dollars for every such offence.

III. It shall be the duty of each and every inspector of tobacco, when a hogshead or cask of

tobacco is opened for inspection, to examine the same carefully, in at least three different places, and to have a true and just sample drawn therefrom (and neatly put up by the inspector), for the use of the vender and purchasers. That in no case shall the brand or other mark be affixed on the hogshead, cask, or sample, until at least two inspectors have agreed on the quality thereof; the brand or mark to be affixed on the hogshead or cask to correspond with that on the sample, and classed as follows:—Admitted or refused. That all tobacco shall be classed "Admitted," unless the same shall consist chiefly of ground leaves, decayed, wet, or damaged tobacco, or in a state too moist to keep. That if any hogshead be partially damaged, to an extent not exceeding ten per cent, said damage shall be cut off, and the samples be marked "Trimmed or cut," and the probable weight cut off, be marked on the label of the sample. That all tobacco shall be classed as "Refused," when damaged to an extent exceeding ten per cent on the nett weight of the hogshead, or when the same shall consist chiefly of ground leaves, lugs, wet or damaged tobacco, or tobacco in a state too moist to keep: *Provided*, That any person or persons requiring tobacco, in hogsheads or casks, inspected by stripping off the casks, to ascertain the actual tare thereof, and more fully to determine whether the tobacco is firmly packed, and free from trash, shall have that right granted to them by notifying the inspector to that effect. The inspector, in that case, shall cause the hogshead or cask to be up-ended by the necessary coopers and labourers supplied by the owner or consignee, so that the space of eighteen square feet shall be allowed by the warehouse-keeper for each hogshead or cask. The inspector shall then cause the hogshead or cask to be uncased or opened, and the empty hogshead or cask taken off and weighed, and the tare thereof inscribed thereon; after which, the empty hogshead or cask shall be returned on the tobacco from which it came, and coopered up in good shipping order, approved by the inspector; for which service the owner or owners, or consignee, shall pay, over and above the charges allowed by law, heretofore provided for, twenty cents per hogshead, additional fee, to the inspector, and forty cents to the coopers, for such extra labour, and it shall be the duty of the inspector to certify the actual tare in his certificate, and that the cask has been actually stripped.

IV. That if any person or persons shall alter or erase any brand or mark of said inspectors, every person so offending shall forfeit and pay the sum of 100 dollars for every cask, hogshead, or sample label, the brands or marks of which shall have been so altered or erased.

V. That nothing herein contained shall be construed to extend to tobacco in carrots, or to stripped or stemmed tobacco, or to tobacco stems in hogsheads, nor to leaf tobacco in hogsheads, boxes, or bales, intended for reshipment without sale, unless at the request of the owner of the same.

VI. That, on the passage of this act, the governor shall appoint, with the advice and consent of the senate, suitable tobacco inspectors, according to the provisions of this act, to serve until the 1st day of February, 1845, and for every two years thereafter; and, in case of death or resignation of any of said tobacco inspectors during the recess of the legislature, the governor shall make temporary appointments, which shall expire at the end of the next session thereafter.

VII. That the two inspectors appointed for the city of Lafayette shall be subject to the same duties and penalties, and receive the same compensations that are established and provided in this act for the inspectors of the city of New Orleans.

VIII. That from and after the 1st day of October next, all hogsheads or casks of tobacco, which shall be offered for sale in the city and port of New Orleans, shall be made of well-seasoned timber.

We have but very imperfect accounts of the trade of Louisiana before its cession to the United States, in 1803. The French attempts under M. Crozat, and afterwards under the famous Mississippi Company, did little towards developing the abundant valuable resources of the regions through which the Mississippi river and magnificent tributaries flow. They were, however, its discoverers and explorers. Our statistical accounts of this state begin with its occupation by the citizens of the United States, and in the following tables of imports and exports, which pass nearly all through New Orleans, it must be considered, that the greater part of the foreign trade of the Western States is included.

FOREIGN Trade and Commerce of Louisiana, from 1804 to 1844.

YEARS.	EXPORTS. Domestic.	EXPORTS. Foreign.	EXPORTS. TOTAL.	IMPORTS.	Duties on Foreign Merchandise Imported.	Drawbacks paid on Foreign Merchandise, Exported.	Registered Tonnage.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	tons.
1804	1,392,093	208,269	1,600,362	....	285,729	1,820	5,466 49
1805	2,338,483	1,033,062	3,371.545	....	435,140	97,111	8,361 12
1806	2,357,141	1,530,182	3,887,323	....	551,321	166,069	9,735 33
1807	3,161,381	1,159,174	4,320,555	....	658,211	130,302	12,778 68
1808	537,711	723,390	1,261,101	....	171,475	75,297	13,629 56
1809	344,303	197,621	541,924	....	149,119	7,669	9,805 86
1810	1,753,974	136,978	1,890,952	....	270,386	19,310	11,386 45
1811	2,501,842	148,208	2,650,050	....	166,029	6,091	11,713 90
1812	1,025,602	34,869	1,060,471	....	165,109	5,710	12,182 03
1813	1,013,667	31,486	1,045,153	....	235,982	5,702	5,708 86
1814	383,709	3,482	387,191	....	100,435	2,367	6,952 53
1815	5,055,858	46,752	5,102,610	....	944,399	590	13,766 43
1816	5,251,833	351,115	5,602,948	....	1,329,616	44,077	8,348 16
1817	8,241,254	783,558	9,024,812	....	1,164,261	146,471	10,988 86
1818	12,176,910	747,399	12,924,309	....	....	....	20,352 60
1819	8,950,921	817,832	9,768,753	....	983,768	103,713	20,046 45
1820	7,242,415	353,742	7,596,157	....	471,173	54,569	14,325 42
1821	6,907,599	364,573	7,272,172	3,379,717	793,260	24,623	16,244 45
1822	7,303,461	675,184	7,978,645	3,817,238	849,350	24,563	13,922 52
1823	6,769,410	1,009,662	7,779,072	4,283,125	904,457	121,269	11,634 61
1824	6,442,946	1,485,874	7,928,820	4,539,769	911,971	230,242	11,270 84
1825	10,965,234	1,617,690	12,582,924	4,296,034	1,117,372	310,436	11,797 31
1826	9,048,506	1,235,874	10,284,380	4,167,521	945,281	248,410	15,357 27
1827	10,602,832	1,126,165	11,728,997	4,531,645	1,409,194	179,796	13,562 16
1828	10,163,342	1,784,058	11,947,400	6,217,881	1,423,477	329,457	19,447 72
1829	10,898,183	1,487,877	12,386,060	6,857,209	1,850,915	235,531	18,737 25
1830	13,042,740	2,445,952	15,488,692	7,599,083	2,087,451	495,002	13,234 27
1831	12,835,531	3,926,458	16,761,989	9,766,693	2,590,922	1,039,172	16,408 57
1832	14,105,118	2,425,812	16,530,930	8,871,653	1,647,961	1,078,227	21,888 88
1833	16,133,457	2,807,916	18,941,373	9,590,505	1,474,390	717,116	18,350 44
1834	23,759,607	2,797,917	26,557,524	13,781,809	1,554,019	584,332	25,241 35
1835	31,265,015	5,005,808	36,270,823	17,519,814	2,477,950	941,085	28,244 93
1836	32,226,565	4,953,263	37,179,828	15,117,649	2,265,592	1,024,156	26,744 92
1837	31,546,275	3,792,422	35,338,697	14,020,012	....	....	31,383 83
1838	30,077,534	1,424,714	31,502,248	9,496,808	....	....	39,593 08
1839	30,995,936	2,188,231	33,184,167	12,864,942			
1840	32,898,059	1,238,877	34,136,936	10,677,190			
1841	32,865,618	1,521,865	34,387,483	10,256,350			
1842	27,427,422	976,727	28,404,149	8.033,591			
1843*	26,653,924	736,500	27,390,424	8,170,015			
1844							

* For the nine months ending 30th of June.

NAVIGATION AND TRADE OF NEW ORLEANS.

NUMBER of Vessels arrived during the following Years at the Port of New Orleans.

	1834–35	1835–36	1836–37	1837–38	1838–39	1839–40	1840–41	1841–42	1842–43	1843–44
Ships arrived ..	507	498	499	582	531	563	595	599	679	665
Barks „ ..					140	177	191	198	283	256
Brigs „	490	472	430	464	407	435	325	270	532	376
Schooners	614	550	549	579	716	682	532	327	524	389
Total.....	1611	1520	1478	1625	1800	1847	1643	1403	2018	1686
Steamboats.....	1172	1372	1549	1551	1568	1937	2187	2132	2324	2570

Up to 1828, the greatest amount of tonnage which entered in one year was 57,000 tons. In 1838, ten years afterwards, the amount of tonnage entered at the custom house was—foreign vessels from foreign countries, 45,232 tons; American vessels from foreign parts, 137,242 tons; American coasting vessels, 257,259 tons.—Total, 446,716 tons.

The whole history of navigation does not exhibit so rapid an increase of shipping entering any port in the world. The foreign arrivals were chiefly British.

Speaking of the value of imports into New Orleans, a great authority, Mr. Littlefield, in a letter to Mr. Freeman Hunt, the editor of the "Merchants' Magazine," says: "As regards the 'value of imports into New Orleans for the year ending September 1, 1843,' I went no farther than the specie, and the value of the most prominent articles received from the interior; which latter, according to a table which you will find in the annual statement, amounted, in round numbers, to about 54,000,000 dollars. Add to this the amount of specie, and you have a total value of 64,500,000 dollars, *exclusive of all the imports of merchandise by sea, whether from foreign countries or*

United States' ports, except cotton from Texas. No record exists of the value of the immense supplies of manufactured and other goods brought to our city from coastwise ports, from the extremity of Maine to the Gulf of Mexico. Could this be ascertained, and added to the amount of foreign merchandise received, it would, with the other items above-stated, probably give, as the value of imports into New Orleans, for the year ending September 1, 1843, a grand total of at least 80,000,000 *dollars.*"

TONNAGE of Vessels entered in the Port of New Orleans during the Years 1832 to 1844.

	tons.		tons.
1832	253,061 00	1839	439,405 00
1833	301,470 00	1840	549,847 00
1834	333,035 00	1841	521,644 00
1835	358,411 00	1842	
1836	335,721 00	1843	
1837	373,460 00	1844	
1838	446,717 00		

TONNAGE of Vessels cleared from the Port of New Orleans during the Years 1832 to 1844.

	tons.		tons.
1832	267,517 00	1839	483,931 00
1833	290,988 00	1840	542,237 00
1834	327,253 00	1841	517,969 00
1835	353,480 00	1842	
1836	364,501 00	1843	
1837	385,403 00	1844	
1838	432,429 00		

VALUE of Goods, Wares, and Merchandise, of the Growth, Produce, and Manufacture of the United States and Foreign Countries, exported from the City of New Orleans, from 1832 to 1844, as compiled at the Custom house, New Orleans, for the Merchants' Transcript.

YEARS.	GOODS, WARES, &c., PRODUCE OF THE UNITED STATES.			FOREIGN MANUFACTURES.	
	Coastwise.	Foreign Ports. In American Vessels.	Foreign Ports. In Foreign Vessels.	In American Vessels.	In Foreign Vessels.
	dollars.	dollars.	dollars.	dollars.	dollars.
1832	9,057,614	10,132,775	4,821,853	1,377,851	665,047
1833	9,930,086	10,306,769	5,311,839	2,045,754	597,800
1834	10,915,560	18,677,642	6,576,027	1,516,015	2,076,145
1835	13,533,923	22,811,792	7,012,850	2,138,919	2,624,489
1836	15,115,705	27,523,532	8,572,535	4,257,183	981,298
1837	14,910,393	24,137,933	5,557,485	2,398,505	669,128
1838	14,509,313	25,693,111	3,962,184	1,042,807	389,316
1839	21,960,859	27,697,064	6,882,687	1,566,984	538,028
1840	15,274,776	26,202,897	5,575,307	1,017,200	264,055
1841	19,443,787	28,859,442	9,240,089	993,404	582,531
1842					
1843					
1844					

STATEMENT of the Number of Bales of Cotton shipped at New Orleans in each Year, from 1819 to 1834, inclusive, with the Countries respectively to which it was shipped.

YEARS.	London.	Liverpool.	Cork, &c.	Glasgow.	France.	Northern Europe.	Northern States.	TOTAL.
	bales.	bales.	bales.	bales.	bales.	bales.	bales.	bales.
1819	....	....	....	....	....	....	....	99,013
1820	....	56,085	3318	4,340	28,440	3,874	16,904	112,961
1821	863	46,836	3466	1,854	38,858	9,104	35,789	136,770
1822	611	56,354	....	3,914	33,557	10,164	51,430	156,030
1823	144	88,180	5508	6,853	25,789	5,363	39,594	171,431
1824	399	56,977	614	5,252	35,059	615	46,507	145,423
1825	25	92,301	1978	7,609	32,834	773	68,795	204,306
1826	....	108,643	5108	3,162	63,760	4,631	66,487	251,791
1827	....	178,434	1270	12,743	60,101	9,279	67,028	328,855
1828	70	133,196	2720	6,562	70,130	6,822	85,835	305,335
1829	1550	119,036	1443	8,485	81,939	14,289	41,050	267,792
1830	....	179,828	943	16,413	94,129	4,828	56,082	352,223
1831	66	203,129	3803	15,393	60,913	5,307	135,360	423,971
1832	....	192,838	2588	6,227	77,122	11,069	63,934	354,678
1833	336	216,479	656	8,069	82,304	5,028	92,667	405,539
1834	244	271,368	2499	13,956	100,225	11,132	61,825	461,249

STATEMENT showing the Receipts of the Principal Articles from the Interior, during the Years ending 31st of August, 1843-4, with their Estimated Average and Total Value.

ARTICLES.	1843-44					1842-43
	Quantity.	Average.		Value.		Value.
		dollars.	cts.	dollars.		dollars.
Apples ..... barrels	43,969	2	00	87,938		67,803
Bacon, assorted ..... hhds. and casks	19,563	25	00	479,075		16,568
Ditto, do ..... boxes	556	14	00	7,784		
Ditto hams ..... hhds. and tierces	19,070	30	00	572,100		13,588
Ditto, in bulk ..... lbs.	1,203,821	0	03	36,114		1,453,798
Bagging ..... pieces	100,216	10	00	1,002,160		89,721
Bale rope ..... coils	83 684	6	00	502,104		80 932
Beans ..... barrels	7,619	3	50	26,666		8,878
Butter ..... kegs and firkins	18,831	4	00	75,324		18,530
Ditto ..... barrels	500	12	00	6 000		894
Bees'-wax ..... do.	1,909	40	00	76,360		985
Ditto ..... lbs.	510	0	27	135		2,677
Beef ..... barrels	49,363	4	50	222,133		17,549
Ditto ..... hhds.	480	33	00	15,840		
Ditto, dryed ..... lbs.	55,610	0	06	3,336		51,400
Buffalo robes ..... packs	4,901	40	00	217,800		5,135
Cotton ..... bales	910,854	32	00	29,147,328		
—— Lake and Mississippi ..... do.	....	....		....		824,045
—— Lake ..... do.	....	....		....		14,280
—— North Alabama and Tennessee ..... do.	....	....		....		191,410
—— Arkansas ..... do.	....	....		....		30,511
—— Mobile ..... do	....	....		....		10,687
—— Florida ..... do.	....	....		....		3,381
—— Texas ..... do.	....	....		....		15,328
Corn meal ..... barrels	3,769	3	00	11,307		5,415
—— in ear ..... do.	165,354	0	50	82,677		255,058
—— shelled ..... sacks	360,052	0	90	324,468		427,552
Cheese ..... casks	12,583	12	00	150,996		3,502
Candles ..... boxes	3,913	3	00	10,239		1,201
Cider ..... barrels	1,419	3	50	4,961		1,026
Coal, western ..... do.	227,788	0	45	102,492		255,568
Dried apples and peaches	2,001	2	50	5,002		1,676
Feathers ..... bags	4,568	15	00	67,860		1,484
Flaxseed ..... tierces	4,273	7	50	32,047		13,480
Flour ..... barrels	502,507	4	00	2,018,028		521,175
Furs ..... hhds., bundles, and boxes	....	....		800,000		336
Hemp ..... bundles	38,062	11	00	418,682		14,873
Hides ..... number	76,490	1	25	95,512		45,957
Horns	....	....		....		1,700
Hay ..... bundles	35,132	2	00	70,264		28,059
Iron, pig ..... tons	100	25	00	2,500		211
Lard ..... hhds.	212	45	00	9,540		1,433
—— ..... barrels	119,717	11	00	1,316,887		104,540
—— ..... kegs	373,341	2	25	840,017		307,871
Leather ..... bundles	1,785	18	00	32,130		
Lime, western ..... barrels	3,767	1	00	3,767		1,159
Lead ..... pigs	639,269	2	15	1,374,428		571,949
—— bar ..... kegs and boxes	851	12	00	10,212		701
—— white ..... do.	....	....		....		50
Molasses (estimated crop) ..... gallons	5,000,000	0	20	1,000,000		
Oats ..... barrels	130,432	0	75	97,824		120,430
Onions ..... do.	6,443	2	00	12,886		4,614
Oil, linseed ..... do.	2,260	30	00	67,800		1,356
—— castor ..... do.	2,757	32	00	88,224		4,976
—— lard ..... do.	2,647	20	00	52,940		1,818
Peach brandy ..... do.	49	13	00	637		72
Pickles ..... kegs and barrels	....	....		....		445
Potatoes ..... barrels	56,587	2	00	113,174		48,060
Pork ..... do.	412,928	6	50	2,684,052		204,643
—— ..... hhds.	8,800	20	00	176,000		2,371
—— in bulk ..... lbs.	7,792,000	0	03⅛	243,725		6,814,750
Porter and ale ..... barrels	604	5	00	3,020		1,050
Packing yarn ..... reels	1,164	4	00	4,656		1,465
Skins, deer ..... packs	1,939	25	00	48,475		1,496
—— bear ..... do.	69	15	00	1,035		97
Shot ..... kegs	4,714	13	00	61,282		1,588
Soap ..... boxes	7,399	3	00	22,197		2,627
Shingles ..... do.	....	....		....		147,000
Staves ..... boxes	1,362,000	25	00	3,405,000		1,165,400
Sugar (estimated crop) ..... hhds.	140,316	60	00	8,418,960		6,995
Spanish moss ..... bales	2,347	6	00	14,622		
Tallow ..... barrels	7,323	13	50	98,310		6,995
Tobacco, leaf ..... hhds.	70,435	40	00	2,817,400		91,454
—— strips ..... do.	12,000	100	00	1,200,000		
—— chewing ..... kegs and boxes	7,695	12	00	92,540		4,902
—— ..... bales	4 771	2	50	11,927		3,008
Twine ..... bundles and boxes	2,099	5	00	10,495		1,903
Vinegar ..... barrels	318	2	50	795		
Whiskey ..... do.	86,947	7	50	652,102		83,597
Window glass ..... boxes	2,066	4	00	8,264		2,342
Wheat ..... barrels and sacks	86,014	2	25	193,531		118,248
Other various articles, estimated at	....	....		4,000,000		4,000,000
Total value	....	....		65,863,866		53,728,054

IMPORTS from the Interior into New Orleans, for Ten Years, Commencing the 1st of September and ending the 31st of August, in each Year.

ARTICLES.	1842	1841	1840	1839	1838	1837	1836	1835	1834	1833
Apples.....brls.	26,443	27,244	24,387	6,724	27,561	18,840	23,315	2,359	10,469	11,954
Bacon, assorted.....hhds., casks, and boxes	13,505	11,231	7 350	13,748	11,715	8,131	7,474	9,685	5 576	4,466
—— hams...hhds. and boxes	9,220	6,111	4,412	6,249	5,565	6,429	7,665	9,310	8,046	1,836
—— in bulk.....lbs.	1,288,109	2,593,057	1,117,987	1,501,900	985,250	1,492,877	893,188	1,525,059	567,324	670,693
Bagging, Kentucky...pieces	60,307	70,976	66,898	49,697	48,364	30,447	55,160	47.503	21,921	31,965
Bale rope, ditto .....coils	63,307	65,613	47,970	62,602	61,005	21,256	33,033	30,923	21,951	23,660
Beans .....brls.	10,993	14,281	2,026	405	4,015	5,519	1,946	312	1,159	13,864
Butter .....kegs and firkins	11,791	14,074	10,429	7,557	11,967	7,369	6,478	5,930	7,804	8,847
—— .....brls.	284	693	790	429	279	199	382	64	80	160
Bee's-wax....brls. and boxes	343	306	254	176	118	219	295	220	479	565
—— .....lbs.	3,300	16,070	10,573	4,250	7,963	1,800	20,890	51,435	28 250	50
Beef .....brls.	17,455	33,262	10,843	10,777	6,153	9,859	9,618	10,118	5,401	5,331
—— dried.....lbs.	60,812	70,100	39,120	38,090	44,050	130,646	115,223	30,052	59,160	103,410
Buffalo robes.....packs	3,122	2,587	5,447	4,035	2,929	4,816	3,800	2,493	1,626	1,957
COTTON. Louisiana and Mississippi.....bales	583,328	677,343	747,894	469,231	560,406	443,307	355,149	349,805	311,383	287,728
COTTON. Lake .....do.	8,967	5,163	14,960	12,156	13,836	11,643	11,166	10,848	9,202	11,974
COTTON. North Alabama and Tennessee .....do.	118,629	118,122	155,466	69,347	124,539	132,080	96,700	149,181	134,482	93,303
COTTON. Arkansas .....do.	16,734	11,149	13,767	7,003	11,969	7,101	5 738	3,134	1,616	2,762
COTTON. Mobile .....do.	4,565	5,881	15,649	16,768	23,301	7,655	16.472	17,456	5,063	1,533
COTTON. Florida .....do.	2,831	731	2,727	1,080	5,437	1,053	6,882	2,764	5,321	6,278
COTTON. Texas .....do.	5,101	4,481	3,982	2,929	3,232	2,974	3,335	2,984	917	155
Corn meal .....brls.	6,023	2,224	1,447	3,082	3,119	2,992	8,703	1,518	1,665	2,983
—— in ears .....do.	240,675	168,050	152,965	161,918	270,924	194,013	255,975	262,410	97,773	91,473
—— shelled .....sacks	338,709	208,557	278,358	338,795	177,751	369,090	287,182	162,346	62,137	65,620
Cheese .....casks	2,710	1,852	428	319	510	201	291	173	117	153
Cider .....brls.	1,130	544	524	184	1,627	735	1,790	22	1,199	898
Coal, western .....do.	110,583	221,233	99,915	94,362	99,220	61,118	85,328	45,736	24,120	50,000
Flaxseed .....do.	799	742	723	316	541	1,220	3,381	6.268	3,720	910
Flour .....do.	439,688	496,194	482,523	434,984	320,208	253,500	287,232	286,534	345,831	233,742
Furs..hhds., bundles, and boxes	1,837	1,851	1,343	424	664	583	1,922	2,792	552	1,261
Hemp .....bundles	1,211	450	500	4,044	450	..	7	..	32	375
Hides	26,169	25.552	29,902	19,582	12,235	22,287	21 926	35,716	40,679	22,362
Hay .....bundles	20,166	21,425	7,603	9,915	13,525	20,594	15,982	1,301	823	1,634
Iron, pig .....tons	322	512	1,001	411	1,834	415	1,048	3,526	3,253	1,144
Lard .....brls.	18,207	9,672	5.007	8,620	3,737	3,664	1,671	3,322	2,359	686
—— .....kegs	366,694	311,710	177,303	218,387	224,388	203,825	188,739	239,552	192,565	128,019
Lime, Western.....brls.	830	2,406	1,020	900	500	590	500	1,332	3,820	1,642
Lead, pig .....pigs	472,556	434,467	307,397	309,528	204,148	260.223	313,705	225,386	203,999	163,493
—— bar .....kegs and boxes	1,084	601	863	807	1,520	431	760	627	2,367	1,026
Oats .....brls.	63,281	54,250	42,885	38,708	25,514	32,180	18,132	14,264	18,206	9,029
Onions .....do.	3,338	6,457	2,871	441	1,605	4,642	3,532	361	8,772	610
Oil, linseed.....do.	305	414	195	180	400	249	156	613	514	488
—— castor.....do.	3,666	1,115	669	357	564	905	1,220	495	363	274
Potatoes .....do.	26,201	28,468	21,469	6 254	16,565	26 599	14,122	4,984	8,537	46,343
Pork .....do.	244,442	216,974	120,908	166,071	139,463	115,580	79,505	92,172	91,998	59,241
—— .....hhds.	946	763	1,067	1,160	1 523	531	87	124	298	175
—— in bulk .....lbs.	4,051,800	9,744,220	5,099,987	7,192,156	3,474,076	8,939,135	5,416,976	7,160,934	2,603,860	4,196,192
Packing and hempen yarn, reels	1,888	505	842	1,040	565	178	..	946	63	85
Skins, deer and bear ..packs	3,309	1,676	2,221	3,257	2,938	4,023	4.403	2,702	5,204	5,534
Shot .....kegs	3,416	6,501	1,442	1,345	1,962	1,891	1,313	2,444	1,920	1,160
Tallow .....brls.	5,071	937	200	748	135	78	335	440	712	1,954
Tobacco, leaf .....hhds.	66,855	53,170	43,827	28,153	37,588	28.501	50,555	35,059	25,871	20,627
—— chewing..kegs and boxes	3,618	3,935	912	1,856	4,069	1,427	1,109	1,385	2,390	2,825
—— .....bales	3,298	1,226	280	1,386	144	1,533	1,499	3,204	1,277	2,784
Twine .....bundles	1,175	905	932	896	654	227	354	439	249	267
Whiskey .....brls.	63,345	73.873	55,857	29,353	51 540	44,790	31,929	35,220	32,182	34,970
Window glass.....boxes	2,761	760	2 373	2,732	2 859	2,059	2.864	7,904	3,938	3,222
Wheat .....brls. and sacks	134,886	2,621	63,015	17.280	2,027	6,422	1,090	10,038		

THE following Table shows the Comparative Imports, Exports, and Stocks of Cotton and Tobacco, at New Orleans for Ten Years, from the 1st of September, to the 31st of August, in each Year.

YEARS.	COTTON.			TOBACCO.		
	Imports.	Exports.	Stocks.	Imports.	Exports.	Stocks.
	bales.	bales.	bales.	hhds.	hhds.	hhds.
1843-44.....	910,854	895,375	12,934	82,435	81,249	4,859
1842-43.....	1,089,642	1,088,870	4,700	92,509	89,890	4,873
1841-42.....	740,155	749,267	4,428	67,555	68,058	2,255
1840-41.....	822,870	821,228	14,490	53,170	54,667	2,758
1839-40.....	954,445	949,320	17,867	43,827	40,436	4,409
1838-39.....	578,514	579,179	10,308	28,153	30,780	1,294
1837-38.....	742,720	738,313	9,570	37,588	35,555	3,834
1836-37.....	605,813	588,969	20,678	28,501	35,821	3,857
1835-36.....	495,442	490,495	4,586	50,555	43.028	10,456
1834-35.....	530,172	536,991	3,649	35,059	33,801	1,821

EXPORTS of Cotton and Tobacco, from New Orleans, for Ten Years, commencing 1st of September and ending 31st of August.

EXPORTED TO	BALES OF COTTON.										HOGSHEADS OF TOBACCO.									
	1843–44	1842–43	1841–42	1840–41	1839–40	1838–39	1837–38	1836–37	1835–36	1834–35	1843–44	1842–43	1841–42	1840–41	1839–40	1838–39	1837–38	1836–37	1835–36	1834–35
Liverpool	488,817	624,681	393,990	396,010	459,943	297,793	466,886	329,436	227,530	245,221	8,808	6,788	6,930	5,252	3,827	4,115	2,695	1,913	3,033	2,016
London	518	61	38	304	113	6	123	41	281	45	8,291	9,851	7,212	8,732	4,320	3,725	3,579	1,989	6,267	2,953
Glasgow and Greenock	21,265	35,831	15,574	20,415	26,603	7,390	16,147	17,077	7,991	12,601	..	..	..	..	..	37				
Cowes, Falmouth, &c.	14,893	15,939	10,740	9,186	13,560	2,459	48	2,966	1,287	156	5,424	10,798	6,827	6,681	992	871	3,695	6,556	5,126	975
Cork, Belfast, &c	2,182	2,926	1,108	4,393	4549	2,139	..	1,180	..	1,220										
Havre	107,973	159,658	161,103	157,277	206,311	110,978	110,384	113,155	106,126	126,505	4,846	4,648	4,037	4,224	3,655	1,455	2,858	2,447	384	333
Bordeaux	1,418	2,861	2,247	2,807	6,581	1,348	4,407	6,100	4,137	2,295	1,156	2,332	1,004	814	1,107	..	504	320	654	10
Marseilles	7,462	9,982	16,992	21,933	21,989	6,371	7,129	9,110	16,205	8,055	5,102	4,665	1,938	1,774	1,844	315	1,516	699	38	1,107
Nantz, Cette, & Rouen	3,127	8,374	2,930	1,914	5,609	2,070	6,383	5,165	6,672	5,017	..	..	..	..	..	..	..	312	61	10
Amsterdam	1,360	2,593	584	..	3,688	49	932	202	2,130	238	3,775	2,700	1,138	..	..	224	..	1,254	671	32
Rotterdam and Ghent	512	2,173	2,907	..	709	..	..	..	..	..	917	2,933	1,882	..	..	..	..	..	299	
Bremen	2,770	13,303	6,369	1,706	1,084	47	636	123	3,039	805	9,602	7,888	8,997	4,012	2,464	1,366	1,500	3,736	871	2,066
Antwerp, &c.	8,499	17,693	5,209	2,264	7,377	..	1,598	2,782	5,348	1,122	2,178	5,657	3,690	1,219	1,090	..	..	713	'1,011	
Hamburg	3,156	13,664	5,678	2,983	6,846	310	3,149	2,538	4,330	1,863	2,303	1,477	3,401	1,064	1,465	..	206	674	852	704
Gottenburg	402	114	286	2,793	2,994	947	343	553	1,025	552	734	963	946	1,559	745	939	576	342	1,545	1,173
Spain and Gibraltar	..	401	78	561	1,508	1,225	5,423	3,490	1,323	1,316	10,681	4,496	7,204	4,142	3,843	3,400	1,542	1,628	414	902
West Indies	33,151	21,177	12,818	19,002	30,594	3,380	2,659	1,807	521	..	1,601	1,063	981	1,020	1,013	618	725	1,317	786	859
Genoa, Trieste, &c.	19,704	17,662	10,610	16,801	25,652	4,820	5,910	7,875	10,239	5,588	1,556	1'760	550	2	44	598	563	..	394	
China	..	4,303																		
Other foreign ports	1,208	1,342	174	90	1,044	113	902	233	2,117	..	1,177	217	516	667	343	315	186	612	274	188
New York	82,814	48,036	31,215	55,930	46,354	62,175	39,384	23,622	29,010	52,678	6,960	10,533	7,090	7,466	8,132	8,174	'9,758	4,838	9,544	10,639
Boston	72,400	73,891	54,062	81,626	54,042	49,497	39,853	39,244	35,982	42,928	9,586	3,650	2,351	3,109	2,888	2,816	2,616	3,520	2,795	4,847
Providence, R. I.	211	674	1,910	3,132	1,811	3701	1,607	1,177	3,211	5,431	..	..	..	..	..	..	..	..	..	1
Philadelphia	6,919	3,253	2,846	5,721	6,195	6371	8,224	6,483	6,767	7,918	1,286	2,845	936	2,126	1,963	1,291	1,649	1,494	2,043	3,002
Baltimore	4,698	3,278	1,703	4,832	3,045	3450	6,341	2,785	1,128	989	1,167	2,433	208	517	219	296	770	541	878	410
Portsmouth	4,136	..	2,658	9,025	5,099	5369	4,819	8,944	11,989	8,707										
Other coastwise ports	3,280	3,000	3,716	581	6,020	7171	5,026	3,781	2,098	5,741	1,100	2,194	225	287	482	225	617	916	3,691	684
Western states	2,500	2,000	1,722																	
Total	895,375	1,088,870	749,267	821,288	949,320	579,179	738,313	588,969	490,495	536,991	81,249	89,891	68,058	54,667	40,436	30,780	35,555	35,821	41,634	33,801

RECAPITULATION.

Great Britain	527,675	679,438	421,450	430,310	504,768	309,787	483,204	350,700	237,089	259,243	22,523	27,437	20,969	20,665	9,139	8,748	9,969	10,458	14,426	5,934
France	119,980	180,875	183,272	183,931	240,490	120,767	128,303	133,530	133,140	141,872	11,104	11,645	6,975	6,812	6,606	1,770	4,878	3,778	1,137	1,460
North of Europe	17,907	50,882	21,207	9,836	23,742	1,466	7,560	6,431	17,989	4,580	20,175	21,618	20,252	8,040	6,005	2,654	2,438	6,760	5,526	4,943
S. of Europe and China	52,855	43,543	23,506	36,364	57,654	9,425	13,922	13,172	12,083	6,904	14,349	7,536	9,053	5,645	5,002	4,806	2,860	3,516	1,591	1,881
Coastwise	176,958	134,123	99,832	160,847	122,566	137,734	105,254	85,136	90,194	124,392	13,098	21,655	10,810	13,305	13,684	12,802	15,410	11,309	18,951	19,583
Total	895,375	1,088,870	749,267	821,288	949,320	579,179	738,313	588,969	490,495	536,991	81,249	89,891	68,058	54,667	40,436	30,780	35,555	35,821	41,634	33,801

Exports of Sugar and Molasses, from New Orleans, for Five Years (up the river excepted), from 1st of September to 31st of August.

EXPORTED TO	SUGAR.		MOLASSES.	
1843–44.	hogsheads.	barrels.	hogsheads.	barrels.
New York	11,422	217	1,882	15,744
Philadelphia	8,478	697	354	4,214
Charleston, South Carolina	1,502	....	....	5,467
Savannah	483	....	....	1,254
Providence and Bristol, Rhode Island	....	....	475	55
Boston	217	....	....	1,001
Baltimore	5,492	42	586	5,231
Norfolk	562	....	....	2,039
Richmond and Petersburg, Virginia	1,590	1	....	1,781
Alexandria, district of Columbia	280	....	....	350
Mobile	3,257	17	....	2,836
Apalachicola and Pensacola	1,070	548	....	2,440
Other ports	42	22	112	750
Total	34,395	1544	3,409	42,962
1842–43				
New York	31,549	....	7,285	28,030
Philadelphia	14,474	708	1,288	9,091
Charleston, North Carolina	1,090	100	63	3,986
Savannah	240	....	....	1,[illegible]40
Providence and Bristol, Rhode Island	....	....	576	106
Boston	2,814	....	976	4,809
Baltimore	8,660	663	1,162	8,459
Norfolk	610	28	....	947
Richmond and Petersburg, Virginia	2,337	....	216	2,316
Alexandria, district of Columbia	592	....	....	575
Mobile	3,011	375	....	3,313
Apalachicola and Pensacola	565	306	....	2,260
Other ports	102	100	800	1,369
Total	66,044	2260	12.366	66,901
1841–42.				
New York	13,620	405	6,377	23,525
Philadelphia	4,170	438	882	2,169
Charleston, North Carolina	614	2	270	3,311
Savannah	313	....	....	836
Providence and Bristol, Rhode Island	....	....	345	347
Boston	212	58	411	3,208
Baltimore	6,504	288	826	11,842
Norfolk	304	....	....	1,242
Richmond and Petersburg, Virginia	1,419	56	11	2,843
Alexandria, district of Columbia	539	....	192	934
Mobile	759	102	....	4,190
Apalachicola and Pensacola	517	548	....	1,290
Other ports	303	335	....	1,378
Total	29,334	2232	9,314	57,165
1840–41				
New York	18,759	822	5,496	17,081
Philadelphia	6,726	431	1,002	4,694
Charleston, South Carolina	1,716	1	550	5,216
Savannah	357	39	....	1,008
Providence and Bristol, Rhode Island	....	3	208	103
Boston	422	114	496	2,756
Baltimore	7,588	48	1,582	7,275
Norfolk	664	48	350	539
Richmond and Petersburg, Virginia	1,520	64	91	716
Alexandria, district of Columbia	374	2	85	153
Mobile	1,530	445	....	4,778
Apalachicola and Pensacola	566	782	....	1,124
Other ports	304	1293	1,424	2,661
Total	40,526	4092	11,284	48,104
1839–40				
New York	18,556	598	3,511	15,105
Philadelphia	8,622	134	962	3,078
Charleston, South Carolina	1,513	88	....	2,309
Savannah	722	....	117	1,309
Providence and Bristol, Rhode Island	20	12	99	251
Boston	951	327	811	4,451
Baltimore	8,403	942	1,267	5,850
Norfolk	819	553	50	971
Richmond and Petersburg, Virginia	1,923	179	89	1,694
Alexandria, district of Columbia	372	....	....	98
Mobile	2,214	315	38	3,867
Apalachicola and Pensacola	947	1567	51	1,710
Other ports	234	1880	1,942	1,704
Total	45,296	6595	8,937	42,397

(continued)

EXPORTED TO	SUGAR.		MOLASSES.	
1838-39	hogsheads.	barrels.	hogsheads.	barrels.
New York	9,911	229	7,584	3,884
Philadelphia	4,516	126	173	753
Charleston, South Carolina	1,535	97	863	2,844
Savannah	670	30	182	1,174
Providence and Bristol, Rhode Island	3	3	273	696
Boston	1,612	131	456	328
Baltimore	5,804	79	1,734	3,552
Norfolk	659	5	....	391
Richmond and Petersburg, Virginia	1,215	19	231	765
Alexandria, district of Columbia	137	....	....	399
Mobile	1,816	140	....	2,009
Apalachicola and Pensacola	457	661	232	1,542
Other ports	480	1273	1,387	1,495
Total	28,815	2793	13,115	20,432
1837-38				
New York	12,593	75	4,897	8,536
Philadelphia	5,417	....	782	725
Charleston, South Carolina	1,745	....	591	3,596
Savannah	404	81	....	1,322
Providence and Bristol, Rhode Island	29	....	383	162
Boston	415	....	227	1,826
Baltimore	4,867	....	1,216	3,666
Norfolk	188	....	....	770
Richmond and Petersburg, Virginia	1,039	110	236	1,678
Alexandria, district of Columbia	59	15	257	108
Mobile	1,271	234	....	2,018
Apalachicola and Pensacola	397	1271	15	900
Other ports	227	1910	1,610	2,441
Total	28,651	3696	10,214	27,748

IMPORTS of Sugars, Coffee, and Salt, imported into New Orleans, for the Years 1841-2 to 1843-4, inclusive.

FROM WHENCE IMPORTED.	1841-2.	1842-3.	1843-4.
Sugar, from Havanna .....boxes	7,736	2,233	10,152
Coffee, from Havanna .....bags	37,509	60,183	52,857
Do. do. Rio .....do.	12 666	85,438	101,082
Salt, from Liverpool .....sacks	156,781	230,427	302 350
Do. do. Turk's I-land .....bushels	113,400	129,520	309,650

Sugar produced.—The growth of the cane, though one of the most valuable, is the most uncertain. Of 126,400,310 lbs. of cane, maple, and other sugars produced in all the states, in 1843, Louisiana yielded 97,173,500 lbs. of cane sugar. There were, during that year, 668 sugar plantations; of which 301 worked by steam, and the number of slaves employed were about 26,000.

For further details of the Trade and Navigation of Louisiana and New Orleans, see Internal Trade, Cotton Trade, Sugar Trade, and general Foreign Trade and Navigation of the United States hereafter.

STATEMENT of Exports, by Sea, out of the State, from the Port of Franklin, District of Teche, 144 miles west of New Orleans, from the 30th of September, 1842, to the 30th of June, 1843.

EXPORTED TO	SUGAR.		MOLASSES.		LIVE OAK.	MOSS.
	hogsheads.	barrels.	hogsheads.	barrels.	feet.	bales.
Portsmouth	....	....	....	....	12,300	
Norfolk	270	....	42	318	36,000	
Charleston	1481	....	10	1722		
New York	2138	1	3727	1445	33,400	39
Mobile	317	....	176	458		
Richmond	507	....	119	149		
Philadelphia	503	25	....	500	....	47
Baltimore	115	....	100	140		
Newhaven	....	....	300	....	....	9
Total	5331	26	4474	4732	81,700	95

STATEMENT of the Number of Vessels, Outward and Inward, at the Port of Franklin.

OUTWARD BOUND.	Number of Vessels.	TOTAL.	INWARD BOUND.	Number of Vessels.	TOTAL.
		tons.			tons.
From Sept. 30, to Dec. 31, 1842	21	2,618 92	From Sept. 30, to Dec. 31, 1842	32	3,852 10
„ Dec. 31, 1842, to March 31, 1843	47	5,573 00	„ Dec. 3, 1842, to March 31, 1843	43	4,805 46
„ March 31, to June 30, 1843	26	2,866 69	„ March 31, to June 30, 1843	16	1,983 75
Total	94	11,038 66	Total	91	10,641 36

Exports of Flour, Pork, Bacon, Lard, Beef, Lead, Whiskey, and Corn, from New Orleans, for Five Years, from the 31st of September to the 31st of August.

DESTINATION.	Flour.	Pork.	Bacon.	Lard.	Beef.	Lead.	Whisky.	Corn.
1843—44.*	barrels.	barrels.	hhds.	kegs.	barrels.	pigs.	barrels.	sacks.
New York	48,323	219,756	5,104	324,776	9,112	264,834	2,216	44,367
Boston	63,653	109,410	1,742	216,773	5,871	111,614	138	27,536
Philadelphia	....	13,702	1,718	30,493	1,042	53,901	730	
Baltimore	....	11,939	1,217	25,831	383	12,561	631	
Charleston	1,395	2,255	3,986	8,924	637	....	4,332	2,775
Other coastwise ports	48,718	9,229	10,424	13,327	2,640	2,455	33,536	60,278
Cuba	29,314	397	504	100,764	509	....	....	15,809
Other foreign ports	108,679	26,491	157	151,382	15,192	154,955	544	53,516
Total	300,082	393,179	24,852	872,270	35,386	600,320	42,127	204,281
1842–43.*								
New York	101,336	69,275	6,669	203,057	1,140	225,077	5,402	160,707
Boston	81,955	60,278	1,359	115,475	561	112,670	216	166,599
Philadelphia	3,540	4,794	1,363	8,953	....	55,594	534	2,873
Baltimore	67	6,881	1,343	12,630	....	12,765	25,73	
Charleston	1,494	137	2,906	3,441	30	....	2,613	20,507
Other coastwise ports	40,717	6,974	6,678	6,705	638	....	20,663	128,266
Cuba	26,747	520	255	88,607	150	510	....	50
Other foreign ports	82,916	10,895	2,810	298,861	1,905	135,556	135	193,314
Total	338,772	159,774	23,383	737,729	4,424	542,172	32,136	672,316
1841–42.†								
New York	79,471	72,671	4,221	132,848	601	226,456	5,986	90,283
Boston	74,715	71,254	1,657	94,870	1,762	115,924	757	154,862
Philadelphia	446	10,165	1,451	19,099	246	50,937	52	4 085
Baltimore	394	9,336	1,597	13,134	354	10,929	4,364	2,646
Charleston	1,150	2,700	2,462	4,862	154	....	2,425	7,408
Other coastwise ports	17,856	8,533	2,413	4,335	828	....	12,207	64,731
Cuba	23,867	237	302	74,847	135			
Other foreign ports	73,596	12,220	376	97,413	2,181	43,637	960	27,212
Total	271,495	187,116	14,479	441,408	6,261	447,883	26,751	351,227
1840–41.†								
New York	37,335	40,035	2,866	48,460	1,923	157,294	6,162	460
Boston	55,205	46,115	2,083	70,594	2,740	127,329	1,538	7,881
Philadelphia	100	14,781	1,321	16,494	939	84,477	300	
Baltimore	214	8,806	849	7,832	867	16,182	959	
Charleston	974	1,681	1,565	4,387	441	441	2,945	3,498
Other coastwise ports	33,311	6,715	3,155	5,761	1,082	597	19,210	62,234
Cuba	42,713	1,576	344	101,651	571	746	80	530
Other foreign ports	141,491	14,750	342	20,690	9,086	1,171	1,871	18,954
Total	311,343	134,459	12,525	275,869	17,649	388,237	33,065	93,557
1839–40.†								
New York	44,083	15,083	1,473	13,915	152	105,103	52	7,054
Boston	38,253	24,001	751	38,972	1,366	101,532	145	9,517
Philadelphia	649	3,209	440	6,570	411	69,015	....	350
Baltimore	....	4,261	133	5,182	79	14,945		
Charleston	700	832	289	417	10	111	50	2,940
Other coastwise ports	27,324	7,802	2,156	5,587	415	3,771	6,823	80,363
Cuba	42,269	1,164	133	79,683	560			
Other foreign ports	131,749	4,206	248	5,369	98	1,783	469	10,384
Total	285,027	60,858	5,623	155,695	3 091	296,260	7,539	110,608

* In the above, the Exports to Mobile, &c., *viâ* the Pontchartrain Railroad, are included. Vessels reported in the clearances as having Provisions and merchandise are not included.

† In the above, the Exports to Mobile, &c., *viâ* the Pontchartrain Railroad, are not included. Also vessels reported in the clearances as having provisions and merchandise.

Towns.—Baton Rouge, on the east bank of the Mississippi, thirty miles above Donaldsonville, 120 miles above New Orleans, 150 miles below Natchez. It is situated on a bluff, or high land, extending to the Mississippi, mostly along one street, at the foot of the hill, about twenty-five feet above high water mark, which is a considerable elevation for this region. It had, in 1840, three banks, twenty-seven stores, one printing-office, and 500 dwellings. Population, 2269.

The statistics of the two following parishes of Baton Rouge, are characteristic of Louisiana.

1. Baton Rouge, East, parish, is the first land elevated above the overflow, in ascending the Mississippi. The productions are cotton, and Indian corn, and some sugar. There were, in 1840, neat cattle 9947, sheep 3690, swine 20,659; Indian corn 180,291 bushels produced, potatoes 23,371 bushels, rice 14,550 lbs., tobacco 4,016,183 lbs., sugar 2,466,000 lbs.; thirty-four stores, capital 243,550 dollars; three grist mills, two saw mills, one printing-office, one weekly newspaper. Capital in manufactures 31,400 dollars. One college seventy students, five acade-

mies 196 students, seven schools 168 scholars. Population, in 1830, 6698; in 1840, whites 3750, slaves 4206, free coloured 182. Total, 8138.

2. Baton Rouge, West, lies opposite East Baton Rouge, on the west side of the Mississippi river. The surface is almost an entire level. The land on the streams, however, is a little elevated above the rest, and is the part, chiefly, which is capable of cultivation, and is very productive. Cotton is principally cultivated. The remainder is subject to be overflowed. There were, in 1840, neat cattle 2513, sheep 1773, swine 2835; Indian corn 122,971 bushels produced, potatoes 4149 bushels, cotton 3,180,875 lbs., sugar 1,947,400 lbs.; five stores, capital 18,300 dollars; two lumber yards, capital 15,000 dollars; two grist mills, two saw mills. Capital in manufactures 9650 dollars. Two academies fifty-one students, four schools forty-two scholars. Population, in 1830, 3084; in 1840, whites 1371, slaves 4638, free coloured 120. Total, 4638.

FINANCES OF LOUISIANA.

(From a Report to the Legislature, February 23, 1844.)

	dollars.
The receipts from January 1, 1843, to December 31, 1843	746,797.64
Expenditures during the same year	652,560.43
Balance, January 1, 1844	94,237.21
Of this balance, 42,157 dollars 14 cents are in notes and bonds at present unavailable.	
There was, however, at this date, a balance of interest due on bonds issued by the state for her own benefit, other than those issued to the property banks, amounting to	142,515 42
And appropriations due to schools	88,490.08
Making amount due January 1, 1844	231,005.50

The state is responsible on the various bonds issued by her, and on deposits made with her, for a sum amounting to 21,433,523 dollars 03 cents, exclusive of interest.

From this should be deducted—

	dollars.	dollars.
1st. The amount of the surplus revenue of the federal government, deposited with the state	477,910.14	
2nd. The amount deposited for vacant estates	27,692.89	
	505,602 03	
3rd. The amount of bonds issued to municipalities Nos. 2 and 3	529,920.00	1,035,523.03
Which leave a balance of state liabilities for		20,398,000.00

These liabilities consist of two distinct and separate classes:—

1st. Such as were incurred by the state for administration purposes; for the purpose of sustaining and carrying on the government of the state; for the furtherance and prosecution of enterprises undertaken for the advantage of the citizens; or, for objects which seemed to promise pecuniary profits to the state. These, excluding interest, amount to 3,898,000 dollars.

2nd. Such as were incurred by the state for the purpose of furnishing different corporate institutions with capital to be employed in banking.

These consist of the following, viz.:—	dollars.
For the Union Bank	7,000,000
For the Citizens' Bank	7,120,000
For the Consolidated Association	2,380,000
Making, exclusive of interest	16,500,000

The Union Bank has thus far faithfully paid the amount due on the bonds issued to her by the state. The two other institutions have failed, and gone into liquidation; but they hold notes, secured by mortgages of real estate, from which, it is believed, enough will ultimately be obtained to pay off all the bonds issued to them.

The state owns property which is thought to be abundantly sufficient for the redemption of the bonds issued for her own proper use and benefit. This property consists, first, of bank stock (bank of Louisiana, 2,000,000 dollars; Mechanics' and Traders' bank, 150,000 dollars; Louisiana state bank, 60,000 dollars), amounting to 2,210,000 dollars. Secondly, the right to select 500,000 acres from the unappropriated United States' lands remaining in the state, worth at least four dollars an acre. The value of these lands then is 2,000,000 dollars. Thirdly, various lands and public improvements, estimated at 650,000 dollars. The whole available property, then, is 4,860,000 dollars. It is proposed to sell this property as fast as it can be done without materially depreciating its value, and with the proceeds to pay off the state's own proper debt.

WESTERN STATES.—I. ARKANSAS.

Arkansas is bounded on the north by Missouri; east by the Mississippi river, which separates it from Tennessee and Mississippi; and west by the Indian territory. It lies between 33 deg. and 36 deg. 30 min. north latitude, and between 89 deg. 30 min. and 94 deg. 30 min. west longitude, and between 12 deg. 30 min. and 17 deg. 30 min. west longitude from Washington. It is about 240 miles long, and 228 miles broad, comprising an area of about 54,500 square miles, or 34,880,000 British statute acres. The population, in 1830, was 30,388; in 1840, 97,574, of which 19,935 were slaves. Of the free population, 42,211 were white males; 34,963 white females; 248 were coloured males; 217 coloured females. Employed in agriculture, 26,355; in commerce, 215; in manufactures and trades, 1173; navigating the ocean, three; navigating rivers, canals, &c., thirty-nine; learned professions, 301.

This state is divided into forty counties, which, with their population in 1840, and their capitals, were as follows:—Arkansas, 1346, C. Arkansas Post; Benton, 2228, C. Bentonville; Carroll, 2844, C. Carrollton; Chicot, 3806, C. Columbia; Clarke, 2309, C. Greenville; Conway, 2892, C. Lewisburg; Crawford, 4266, C. Van Buren; Crittenden, 1561, C. Marion; Desha, 1598, C. Belleville; Franklin, 2665, C. Ozark; Greene, 1586, C. Gainesville; Hempstead, 4921, C. Washington; Hot Springs, 1907, C. Hot Springs; Independence, 3669, C. Batesville; Izard, 2244, C. Athens; Jackson, 1540, C. Elizabeth; Jefferson, 2566, C. Pine Bluff; Johnson, 3433, C. Clarkesville; La Fayette, 2200, C. Lewisville; Lawrence, 2835, C. Smithville; Madison, 2775, C. Huntsville; Marion, 1325, C. Yellville; Mississippi, 1410, C. Osceola; Monroe, 936, C. Lawrenceville; Phillips, 3547, C. Helena; Pike, 969, C. Murfreesboro; Poinsett, 1320, C. Bolivar; Pope, 2850, C. Dover; Pulaski, 5350, C. Little Rock; Randolph, 2196, C. Pochahontas; St. Francis, 2499, C. Mount Vernon; Saline, 2061, C. Benton; Scott, 1694, C. Booneville; Searcy, 936, C. Lebanon; Sevier, 2810, C. Paraclifta; Union, 2889, C. Union C. H.; Van Buren, 1518, C. Clinton; Washington, 7148, C. Fayetteville; White, 929, C. Searcy; Bradley, C. Warren.

Towns.—Little Rock, on the south bank of the Arkansas, 300 miles from the Mississippi, 1065 miles from Washington, is the seat of government. It contains five places of worship, a state prison, two banks, an arsenal, land office, two printing offices, and about 2600 inhabitants. This state contains no other place ranking above a small village.

Soil.—In the eastern part of the state, bordering on the Mississippi and the rivers which fall into it, the country is low and swampy, with a heavy growth of timber, and is frequently overflowed. In the central part it is undulated and broken; and the Ozark mountains, rising sometimes to the height of 1000 or 2000 feet, cross the north-west part of the state. The Black hills rise north of the Arkansas, and the Washita hills north of the Washita river. The soil is of every variety, from the most productive to the most sterile, sandy, and rocky. On the margins of the rivers it is exceedingly fertile, beyond which the land is generally arid and unproductive. The numerous prairies are of great extent. In many parts there is a scarcity of water. Cotton and Indian corn are the staple productions; but the country is well adapted for rearing cattle. The buffalo, deer, elk, otter, beaver, rabbit, racoon, wild cat, catamount, wolf, bear, and wild geese, turkeys, and quails, abound. Near the centre of the state there are numerous hot-springs, the temperature of which sometimes rises nearly to the boiling point. Iron ore, gypsum, coal, and salt are found.

Live Stock and Agricultural Products.—In 1840, there were in this state 51,472 horses and mules; 188,786 neat cattle; 42,151 sheep; 393,058 swine; poultry to the value of 109,468 dollars. There were produced 105,878 bushels of wheat; 6219 bushels of rye; 4,846,632 bushels of Indian corn; 189,553 bushels of oats; 293,608 bushels of potatoes; 64,943 lbs of wool; 1079 lbs. of wax; 148,439 lbs. of tobacco; 5454 lbs. of rice; 6,028,642 lbs. of cotton; 1542 lbs. of sugar; 586 tons of hay; 1039 tons of hemp and flax. The products of the dairy were valued at 59,205 dollars; of the orchard, 10,680 dollars; of the forest, 176,617 dollars.—*Official Returns.*

Trade.—There were ten commercial and ten commission houses engaged in foreign trade, with a capital of 91,000 dollars; 263 retail dry goods and other stores, with a capital of 1,578,719 dollars; 263 persons employed in the lumber trade, with a capital of 12,220 dollars. The foreign trade of this state not being direct, is merged in that of other states, especially Louisiana.

Manufactures.—The value of home-made or family manufactures was 489,750 dollars; two cotton manufactories with ninety spindles, employed seven persons, and had a capital of 2125 dollars; seven persons produced 5500 bushels of bituminous coal, with a capital of 605 dollars; twenty-five persons produced 8700 bushels of salt, with a capital of 20,800 dollars; thirty persons produced granite and marble to the amount of 15,500 dollars; three persons produced hats and caps to the amount of 1400 dollars, with a capital of 400 dollars; thirty-seven tanneries employed seventy persons, and a capital of 43,510 dollars; 545 other manufactories of leather, as saddleries, &c., produced articles to the amount of 17,400 dollars, with a capital of 8830 dollars; fifty-one persons produced machinery to the amount of 14,065 dollars; sixty-six persons produced bricks

and lime to the amount of 319,696 dollars; six persons produced 142,775 lbs. of soap, and 16,541 lbs. of tallow candles, and 632 lbs. of wax or spermaceti candles, with a capital of 200 dollars; fifty-three distilleries produced 26,415 gallons, employing thirty-eight persons, and a capital of 10,205 dollars; fifteen persons produced carriages and waggons to the amount of 2675 dollars, with a capital of 1555 dollars; one powder mill made 400 lbs. of gunpowder, with a capital of 700 dollars; ten flouring mills produced 1430 barrels of flour, and with other mills employed 400 persons, producing articles to the amount of 330,847 dollars, and employing a capital of 288,257 dollars; forty-five persons manufactured furniture to the amount of 20,293 dollars, with a capital of 7810 dollars; twenty-one brick or stone houses, and 1083 wooden houses built, employed 1251 persons, and cost 1,141,174 dollars; nine printing offices, one bindery, three semi-weekly and six weekly newspapers, employed thirty-seven persons, and a capital of 13,100 dollars. The whole amount of capital employed in manufactures was 424,467 dollars.—*Official Returns.*

Climate.—In the eastern part of the state, particularly in the country bordering on the rivers, and especially on the Arkansas, the climate is moist and unhealthy. But toward the middle and in the western part, the climate becomes healthy.

This state is well situated for interior trade and commerce, by means of its rivers, with the Mississippi. The Arkansas, the principal river, rises in the Rocky mountains, and flows with a broad and deep current through the state, in a south-eastwardly direction. It is navigable for steamboats, 300 miles to Little Rock; and in time of high water, 350 miles further to Fort Gibson, which is west of the limits of the state. The Red river passes through the south-west part of the state. The St. Francis, the White, and the Washita, are other important rivers.

Arkansas, an old French settlement on the Arkansas; Columbia and Helena on the Mississippi; Batesville on White river; Fayetteville in the north-west part of the state; and Fulton on Red river, are conveniently situated, but are not sufficiently populous to be considered more than villages, which will soon become populous towns.

Education.—This state is too young to have done much for education in its higher departments. There is no college in this state. There were, in 1840, eight academies, with 300 students; and 113 common and primary schools, with 2614 scholars. There were 6567 white persons over twenty years of age, who could neither read nor write.—*U. S. Gaz.*

Religion.—The Methodists and Baptists are the most numerous religious denominations though there are some Presbyterians, Episcopalians, and Roman Catholics.

At the commencement of 1840, there was one bank with three branches, and a capital of 1,501,888 dollars, and a circulation of 301,310 dollars.

At the close of 1840, the state debt was 3,755,362 dollars. It was formed for establishing banks.

No lotteries can be established, or lottery tickets sold. No debtor can be imprisoned, without strong presumption of fraud. The legislature may establish one bank with branches, and one banking institution to promote the interests of agriculture. It cannot emancipate slaves without the consent of their owners. Slaves have the right of trial by jury, and suffer the same degree of punishment for a crime as white persons, and no other. Courts of justice are obliged to assign to slaves counsel for their defence.—*U. S. Gaz.*

Arkansas was a part of the Louisiana purchase. It was made a separate territory in 1819, and was admitted to the union in 1836. It derives its name from the great river which runs through it.

II. TENNESSEE.

Tennessee is bounded on the north by Kentucky; on the east by North Carolina; on the south by Georgia, Alabama, and Mississippi; and on the west by the Mississippi river, which separates it from Arkansas and Missouri. It is situated between 35 deg. and 36 deg. 30 min. north latitude, and between 81 deg. 30 min. and 90 deg. 10 min. west longitude, and between 4 deg. 39 min. and 13 deg. 14 min. west from Washington. Its length is about 400 miles, and its mean breadth about 114 miles. Its area comprises 45,600 square miles, or about 29,184,000 British statute acres. The population, in 1790, was 35,691; in 1800, 105,602; in 1810, 261,727; in 1820, 422,813; in 1830, 681,904; in 1840, 829,210, of which 183,059 were slaves. Of the free population 325,434 were white males; 315,193 white females; 2796 free coloured males; 2728 free coloured females. Employed in agriculture, 227,739; in commerce, 2217; in manufactures and trades, 17,815; navigating the ocean, rivers, &c., 357, learned professions, 2042.—*Official Returns.*

This state is divided into seventy-two counties, which, with their population in 1840, and their capitals, were as follows: *Eastern District*—Anderson, 5658, C. Clinton; Bledsoe, 5676, C. Pikeville; Blount, 11,745, C. Marysville; Bradley, 7385, C. Cleveland; Campbell, 6149, C. Jacksborough; Carter, 5372, C. Elizabethtown; Claiborne, 9474, C. Tazewell; Cocke, 6992, C. New-

port; Granger, 10,572, C. Rutledge; Greene, 16,076, C. Greeneville; Hamilton, 8175, C. Dallas; Hawkins, 15,035, C. Rogersville; Jefferson, 12,076, C. Dandridge; Johnson, 2658, C. Taylorsville; Knox, 15,485, C. Knoxville; Marion, 6070, C. Jasper; Mc Minn, 12,719, C. Athens; Meigs, 4794, C. Decatur; Monroe, 12,056, C. Madisonville; Morgan, 2660, C. Montgomery; Polk, 3570, C. Bentonville; Rhea, 3985, C. Washington; Roane, 10,948, C. Kingston; Sevier, 6442, C. Sevierville; Sullivan, 10,736, C. Blountville; Washington, 11,751, C. Jonesborough. *Middle District*—Bedford, 20,546, C. Shelbyville; Cannon, 7193, C. Woodbury; Coffee, 8184, C. Manchester; Davidson, 30,509, C. Nashville; De Kalb, 5868, C. Smithville; Dickson, 7074, C. Charlottle; Fentress, 3550, C. Jamestown; Franklin, 12,033, C. Winchester; Giles, 21,494, C. Pulaski; Hickman, 8618, C. Centreville; Humphreys, 5195, C. Reynoldsburg; Jackson, 12,872, C. Gainesborough; Lawrence, 7121, C. Lawrenceburg; Lincoln, 21,493, C. Fayetteville; Marshall, 14,555, C. Lewisburg; Maury, 28,186, C. Columbia; Montgomery, 16,927, C. Clarksville; Overton, 9279, C. Monroe; Robertson, 13,801, C. Springfield; Rutherford, 24,280, C. Muffreesborough; Smith, 21,179, C. Carthage; Sumner, 22,445, C. Gallatin; Stewart, 8587, C. Dover; Warren, 10,803, C. Mc Minnville; Wayne, 7705, C. Waynesborough; White, 10,747, C. Sparta; Williamson, 27,006, C. Franklin; Wilson, 24,460, C. Lebanon. *Western District*—Benton, 4772, C. Camden; Carroll, 12,362, C. Huntingdon; Dyer, 4484, C. Dyersburg; Fayette, 21,501, C. Somerville; Gibson, 13,689, C. Trenton; Hardeman, 14,563, C. Bolivar; Hardin, 8245, C. Savannah; Haywood, 13,870, C. Brownsville; Henderson, 11,875, C. Lexington; Henry, 14,906, C. Paris; Lauderdale, 3435, C. Ripley; Madison, 16,530, C. Jackson; Mc Nairy, 9385, C. Purdy; Obion, 4814, C. Troy; Perry, 7419, C. Perryville; Shelby, 14,721, C. Raleigh; Tipton, 6800, C. Covington; Weakley, 9870, C. Dresden.

Soil.—Cumberland mountains traverse the middle of the state, from north-east to south-west, dividing the state into *East Tennessee* and *West Tennessee*. The western part of Tennessee is level, or gently undulating; in the middle it is hilly. Between the mountains there are valleys from five to ten miles wide. These valleys open passages for rivers and roads. Caves of great depth and extent are numerous.

"The soil is generally fertile. In the western part the soil is black and rich, in the middle there are large tracts of excellent land. In the eastern part the mountains are sterile, but the valleys of its creeks and streams are rich beyond any of the same description elsewhere in the western country. In East Tennessee it derives its fertility from the quantities of dissolved lime, and nitrate of lime that are mixed with it. In West Tennessee the strata are arranged in the following order: first, a loaming soil or mixtures of clay and sand; next yellow clay; then red sand and red clay; and lastly a white sand. In the southern parts of this state are found immense banks of uncommonly large oyster-shells, situated on high table grounds, remote from any water-course."—*Book of the United States.*

The principal forest trees are poplar, hickory, walnut, oak, beech, sycamore, locust, cherry, sugar-maple, &c., and in some parts a very thick and strong cane abound. Snake root, ginseng, Carolina pink, angelica, senna, anise, and spikenard, grow well. Cotton and tobacco are among the staple commodities of the state; also grain, grass, and fruit.

Live Stock and Agriculture.—In 1840, there were, in this state, 341,409 horses and mules; 822,851 neat cattle; 741,593 sheep; 2,926,607 swine; poultry valued at 606,969 dollars. There were produced 4,569,692 bushels of wheat; 4809 bushels of barley; 7,035,678 bushels of oats; 304,320 bushels of rye; 17,118 bushels of buckwheat; 44,986,188 bushels of Indian corn; 1,060,332 lbs. of wool; 850 lbs. of hops; 50,907 lbs. of wax; 1,904,370 bushels of potatoes; 31,233 tons of hay; 3344 tons of hemp and flax; 29,550,432 lbs. of tobacco; 7977 lbs. of rice; 27,701,277 lbs. of cotton; 1217 lbs. of silk cocoons; 258,073 lbs. of sugar. The products of the dairy were valued at 472,141 dollars; and of the orchard at 367,105 dollars; value of lumber produced 217,606 dollars; 3336 barrels of tar, pitch, &c., were made. Cattle are exported from the southern parts.—*Official Returns.*

Minerals.—There is an abundance of limestone. Gypsum in large quantities has been discovered. Copperas, alum, nitre, and lead, are among the minerals, and some silver has been found. Saltpetre forms a considerable article of commerce. There are numerous salt springs, and some mineral springs.

Climate.—The climate is mild and generally healthy. The winter in Tennessee resembles the spring in New England. Snow seldom falls to a greater depth than ten inches, or lies longer than ten days. Cumberland river has been frozen over but three or four times since the country was settled. Cattle are rarely sheltered during the winter. Some low grounds in the western part of the state are subject to bilious fevers, and fever and ague, but they comprise but a very small portion of the state.—*U. S. Gaz.*

Rivers.—The usual route to a market is down the Cumberland and Tennessee rivers to Ohio, and thence to New Orleans. Foreign goods are brought from the east through Pittsburg.

Tennesse river, though it has not its rise nor its entrance has its chief course in this state. It is 1200 miles long, and is navigable for steamboats to Florence in Alabama, 259 miles above its entrance into the Ohio, and for boats 250 miles further. Cumberland river rises in Kentucky, but

runs chiefly in Tennessee. It is navigable for steamboats 200 miles to Nashville, and for boats 300 miles further. It enters the Ohio in Kentucky, sixty miles from the Mississippi. The Holston, Clinch, French Broad, and Hiwassee, are branches of the Tennessee. Obion, Forked Deer, and Wolf rivers, in the western part of the state, flow into the Mississippi, and are navigable for boats.

Trade.—There were, in 1840, thirteen commercial and fifty-two commission houses engaged in foreign trade, with a capital of 1,495,100 dollars; 1032 retail dry goods and other stores, with a capital of 7,357,300 dollars; 1126 persons employed in the lumber trade, with a capital of 6700 dollars; thirty-one persons employed in internal transportation, who, with five butchers and packers employed a capital of 98,811 dollars. The trade of Tennessee with foreign states is necessarily indirect, or in transit through other states.—*Official Returns.*

Manufactures.—In 1840, the value of home-made or family goods was 2,886,661 dollars. There were twenty-six woollen manufactories and four fulling mills, employing forty-five persons, producing articles to the value of 14,290 dollars, with a capital of 25,600 dollars; thirty-eight cotton manufactories, with 16,813 spindles, employing 1542 persons, producing articles to the value of 325,719 dollars, with a capital employed of 463,240 dollars; thirty-four furnaces, producing 16,128 tons of cast iron, and ninety-nine forges, &c., producing 9673 tons of bar iron, employing 2266 persons, and a capital of 1,514,736 dollars; four persons produced gold to the value of 1500 dollars, with a capital of 400 dollars; two smelting houses for lead; twenty-one persons produced 13,942 bushels of bituminous coal; five paper manufactories produced articles to the value of 46,000 dollars; other manufactories of paper produced articles to the value of 14,000 dollars, the whole employing eighty-seven persons, and a capital of 93,000 dollars; 177 persons produced hats and caps to the value of 104,949 dollars; 454 tanneries employed 909 persons, and a capital of 484,114 dollars; 374 other leather manufactories, as saddleries, &c., produced articles to the value of 359,050 dollars, with a capital of 154,540 dollars; twenty-nine potteries employed fifty persons, producing articles to the value of 51,600 dollars, with a capital of 7300 dollars; 266 persons produced machinery to the value of 257,704 dollars; 142 persons manufactured hardware and cutlery to the value of 57,170 dollars; thirty-four persons manufactured 564 small arms; eleven persons manufactured the precious metals to the value of 28,460 dollars; ten persons manufactured granite and marble to the value of 5400 dollars; 417 persons produced brick and lime to the value of 119,371 dollars; 1426 distilleries produced 1,109,107 gallons, and six breweries produced 1835 gallons, the whole employing 1341 persons, and a capital of 218,182 dollars; 518 persons manufactured carriages and waggons to the value of 219,897 dollars, employing a capital of 80,878 dollars; twenty-eight rope-walks employed 258 persons, producing articles to the value of 132,630 dollars, employing a capital of 84,230 dollars; 255 flouring mills produced 67,881 barrels of flour, and, with other mills, employed 2100 persons, producing articles to the value of 1,020,664 dollars, and employing a capital of 1,310,195 dollars; 203 persons manufactured furniture to the value of 79,850 dollars with a capital of 30,650 dollars; 193 brick or stone houses, and 1098 wooden houses were built by 1467 persons, at a cost of 427,402 dollars; forty-one printing offices, five binderies, two daily, six semi-weekly, and thirty-eight weekly newspapers, and ten periodicals, employed 191 persons, and a capital of 112,500 dollars. The whole amount of capital employed in manufactures was 3,731,580 dollars.—*Official Returns.*

Education.—Greenville college, at Greenville, in East Tennessee, was founded in 1794; Washington college, in Washington county, was founded in 1794; the University of Nashville, in Nashville, the most important literary institution in the state, was founded in 1806; East Tennessee college, at Knoxville, was founded in 1807; Jackson college, near Columbia, was founded in 1830. The Southwestern Theological Seminary, at Marysville, was founded in 1821. The number of students in all these institutions, in 1840, was 369. There were in the state 152 academies, with 5539 students; and 983 common and primary schools, with 25,099 scholars. There were 58,534 white persons, above twenty years of age, who could neither read nor write. The University of Nashville has a permanent fund of about 45,000 dollars, which bears interest at six per cent, out of which interest and the tuition fees, the expenses of the institution are borne. Besides this, there is due to it about 15,000 dollars. These constitute the sum total of its endowments; and when we remember, that the first of these sums was derived from certain lands which Congress, by its act of 1806, c. 31, required the state to appropriate to the use of two colleges, one in East and one in West Tennessee, we are reduced to the mortifying necessity of admitting, that the institution owes nothing to the munificence of the state. The same remark is applicable to the University of East Tennessee, and, indeed to every literary institution in the state. The same act of Congress required the state to appropriate 100,000 acres of land in one body for the use of academies, one in each county in the state. By the act of the legislature of 1837, c. 107, sec. 8, the legislature appropriated the annual sum of 18,000 dollars to the academies, on condition that they should relinquish to the state all claims to those lands. This relinquishment was made, and in consideration of it, the faith of the state is pledged to the annual payment of the 18,000 dollars to those institutions.

A school fund having been created under various laws, and an act passed in 1837-38, "to esta-

blish a system of common schools in the state," were re-enacted and amended by an act passed at the session of 1839-40, by which it is made the duty of the superintendent every year, on the third Monday in July, to apportion the school monies to the counties, according to the ratio of their white children between the ages of six and sixteen years respectively, as compared with the white children of the whole state within those ages, ascertained by the county school commissioners.

The fund now consists of:—

	dollars. cts.
1. Bank Stock.	
Union Bank	48,894.00
Planters' Bank	244,500.00
Farmers' and Merchants' Bank of Memphis	700.00
Bank of Tennessee	821,594.40
2. Turnpike Stock	44,304.80
3. Real estate	3,060.00
4. Suspended Debt.	
Due from the Superintendent, Feb. 1, 1844	77,710.36
From County Agents, &c., Oct. 1, 1843, estimated	109,560.93
Total	1,350,324.49
The amount distributed on the third Monday, 15th July, 1844, was	117,087.40

The scholastic population was then 248,312 children, each of whom of course received about 47 1-7 cents.

Religion.—In 1836, the Methodists had 127 travelling preachers, and 34,266 communicants; the Baptists had 413 churches, 219 ministers, and 20,472 communicants; the Presbyterians had 120 churches, ninety ministers, and 10,000 communicants; the Episcopalians had one bishop and eight ministers. There were besides many Cumberland Presbyterians, and some Lutherans, Friends, Christians, and Catholics.

Banks.—At the commencement of 1839, there were in the state one bank and seven branches, with an aggregate capital of 2,292,757 dollars, and a circulation of 742,542 dollars.—(See Banks of United States hereafter.)

Public Works.—The internal improvements of Tennessee consist of several railroads. Lagrange and Memphis railroad extends from Memphis, on the Mississippi, fifty miles, to Lagrange, in Lafayette county. Somerville branch extends from the main road at Moscow, sixteen miles, to Somerville. The Hiwassee railroad extends from Knoxville, ninety-eight miles and a half, to the Georgia line, where it unites with the Western and Atlantic railroad of Georgia. The New Orleans and Nashville railroad is designed to pass through this state.—(See Railroads of the United States hereafter.)

Nashville, capital of the state, is situated on the south side of Cumberland river, in 36 deg. 9 min. 33 sec. north latitude, and 86 deg. 49 min. 3 sec. west longitude, 110 miles north of Huntsville, 183 miles west of Knoxville, 250 miles south-west of Lexington, Kentucky, 909 miles south-west of New York, 684 miles from Washington. The population, in 1830, was 5566; in 1840, 6929. It has a court house, gaol, and market-house, eleven churches, two Baptist, one Christian, one Cumberland Presbyterian, one Presbyterian, four Methodist, one Episcopal, one Roman Catholic, three banks, the halls of the Nashville university, a lunatic asylum, and a state penitentiary, 310 feet long, 350 deep, and two stories high, containing 200 cells for convicts. The Nashville university was founded in 1806, has a president and five professors, or other instructors, 236 alumni, 292 students, and 10,000 volumes in its libraries. Cumberland river is opposite the town, navigable for vessels of from thirty to forty tons, and at high floods for ships of 400 tons. Fifteen steamboats are employed on the river, besides a great number of keelboats and flatboats. In 1840, there were three foreign commercial and eight commission houses, capital 235,000 dollars; seventy-five retail stores, capital 1,606,400 dollars; one forge, one tannery, one paper factory, four printing-offices, two binderies, one daily, five weekly, and three semi-weekly newspapers. Capital in manufactures, 151,000 dollars. Tonnage 4733.

Knoxville, 183 miles east-by-south from Nashville, 498 miles from Washington, is situated on the north bank of Holston river, four miles below the junction of French Broad river, at the head of steamboat navigation. It contains a court house, a gaol, three churches, two academies, five wholesale and nine retail stores, about 200 dwellings, and 1500 inhabitants. The Hiwassee railroad extends from this place through Athens and Augusta to Charleston, South Carolina.

Memphis, situated on an elevated bluff on the Mississippi, immediately below the mouth of Wolf or Loosahatchie river, contained, in 1840, fifty-three stores, 550 dwellings, and 3300 inhabitants. Its commerce is extensive, being equal to that of any town between St. Louis and New Orleans. A railroad to Lagrange is a part of the Charleston and Memphis railroad.

FINANCES OF TENNESSEE, 1843.

Principal Items of Expenditure.	dollars. cts.	*Chief Sources of Income.*	dollars. cts.
Salaries of executive officers	17,085.82	Direct taxes	119,661.67
Salaries of the judiciary	35,346.25	Bank tax	14,750.00
Incidental expenses of judiciary	2,921.03	Income of state funds	291,678.75
Pay of the legislature	22,018.88	Balance from 1842	189,590.47
Incidental expenses of legislature	5,176.79	Miscellaneous	120.00
Interest on the state debt	173,678.75		
Internal improvement	4,689.00	Amount received in 1843	253,531.67
Common schools	117,087.40	Amount expended	315,188.25
Charitable establishments	1,411.85		
Miscellaneous	7,364 28		
Academies	18,000.00		

	dollars. cts.
Whole amount of state debt	3,260,416.66
Annual interest on this debt	173,678.75

	dollars.	
Of the state debt	1,997,250	pays 5 per cent.
" "	263,166⅔	pays 5¼ "
" "	1,000,000	pays 6 "

The total value of taxable property in Tennessee is as follows:—

	dollars.		dollars.
Land	69,298,493	White polls	85,284
Town lots	8,404,498	Carriages	390,158
Negroes	42,631,238		
		Total	120,809,671

The debt has many years to run before it falls due, and to meet it the state owns—

	dollars. cts.
Stock in the Union bank of Tennesse	646,600 00
Capital in the bank of Tennessee, proceeds of bonds sold	1,000,000 00
Stock paid into the Internal Improvement companies, by state bonds issued	1,516,915 66⅔
Total	3,163,515 66⅔

III. KENTUCKY.

KENTUCKY is bounded on the north by Ohio, Indiana, and Illinois, from which it is separated by the Ohio river; on the east by Virginia; on the south by Tennessee; and on the west by the Mississippi, which separates it from Missouri. It lies between 36 deg. 30 min. and 39 min. 10 deg. north latitude, and between 81 deg. 50 min. and 89 deg. 20 min. west longitude, and between 5 deg and 10 deg. west longitude from Washington. Its greatest length is about 400 miles, and 170 miles its breadth, comprising about 40,500 square miles, or 25,920,000 British statute acres. The population, in 1790 was 73,677; in 1800, 220,959; in 1810, 406,511; in 1820, 564,317; in 1830, 688,844; in 1840, 779,828, of which 182,258 were slaves. Of the free population, 305,323 were white males; 284,930 white females; 3761 were coloured males; 3556 coloured females. Employed in agriculture, 197,738; in commerce, 3448; in manufactures and trades, 23,217; navigating the ocean, forty-four; canals, lakes, and rivers, 968; in mining, 331; learned professions, 2487.—*Official Returns.*

This state is divided into ninety counties, which with their population, in 1840, and their capitals, were as follows:—Adair, 8466, C. Columbia; Allen, 7329, C. Scottsville; Barren, 17,288, C. Glasgow; Bath, 9763, C. Owingsville; Boone, 10,034, C. Burlington; Bourbon, 14,478, C. Paris; Breathitt, 2195, C. Breathitt; Bracken, 7053, C. Augusta; Breckenridge, 8944, C. Hardingsburg; Bullitt, 6334, C. Shepherdsville; Butler, 3898, C. Morgantown; Caldwell, 10,365, C. Princeton; Calloway, 9794, C. Wadesborough; Campbell, 5214, C. Newport; Carroll, 3966, C. Carrollton; Carter, 2905, C. Grayson; Casey, 4939, C. Liberty; Christian, 15,587, C. Hopkinsville; Clark, 10,802, Winchester; Clay, 4607, C. Manchester; Clinton, 3863, C. Albany; Cumberland, 6090, C. Burkesville; Davies, 8331, C. Owensborough; Edmonston, 2914, C. Brownsville; Estill, 5535, C. Irvine; Fayette, 22,194, C. Lexington; Fleming, 13,268, C. Flemingsburg; Floyd, 6302,

C. Prestonburg; Franklin, 9420, C. Frankfort; Gallatin, 4003, C. Warsaw; Garrard, 10,480, C. Lancaster; Grant, 4192, C. Williamstown; Graves, 7465, G. Mayfield; Grayson, 4461, C. Litchfield; Greene, 14,212, C. Greensburg; Greenup, 6297, C. Greenupsburg; Hancock, 2581, C. Hawesville; Hardin, 16,357, C. Elizabethtown; Harlan, 3015, C. Mount Pleasant; Harrison, 12,472, C. Cynthiana; Hart, 7031, C. Munfordsville; Henderson, 9548, C. Henderson; Henry, 10,015, C. New Castle; Hickman, 8968, C. Clinton; Hopkins, 9171, C. Madisonville; Jefferson, 36,346, C. Louisville; Jessamine, 9396, C. Nicholasville; Kenton, 7816, C. Independence; Knox, 5722, C. Barbourville; Laurel, 3079, C. London; Lawrence, 4730, C. Louisa; Lewis, 6306, C. Clarksburg; Lincoln, 10,187, C. Stanford; Livingston, 9025, C. Smithland; Logan, 13,615, C. Russelville; Madison, 16,355, C. Richmond; Marion, 11,032, C. Lebanon; Mason, 15,719, C. Maysville; Mc Cracken, 4745, C. Paducah; Meade, 5780, C. Brandenburg; Mercer, 18,720, C. Harrodsburg; Monroe, 6526, C. Tompkinsville; Montgomery, 9332, C. Mount Sterling; Morgan, 4603, C. West Liberty; Muhlenberg, 6964, C. Greenville; Nelson, 13,637, C. Bardstown; Nicholas, 8745, C. Carlisle; Ohio, 6592, C. Hartford; Oldham, 7380, C. La Grange; Owen, 8232, C. Owenton; Pendleton, 4455, C. Falmouth; Perry, 3089, C. Hazard; Pike, 3567, C. Pikeville; Pulaski, 9620, C. Somerset; Rockcastle, 3409, C. Mount Vernon; Russel, 4238, C Jamestown; Scott, 13,668, C. Georgetown; Shelby, 17,768, C. Shelbyville; Simpson, 6537, C. Franklin; Spencer, 6581, C. Taylorsville; Todd, 9991, C. Elkton; Trig, 7716, C. Cadiz; Trimble, 4480, C. Bedford; Union, 6673, C. Morganfield; Warren 15,446, C. Bowling Green; Washington, 10,596, C. Springfield; Wayne 7399, C. Monticello; Whitley, 4673, C. Williamsburg; Woodford, 11,740, C. Versailles.

Soil.—The eastern counties are mountainous. A tract from five to twenty miles wide, along the Ohio river, through the whole length of the state, is hilly, and the soil generally fertile. The margin of the Ohio, for about a mile in width, consists of bottom or alluvial lands, which are overflowed when the floods rise. Between the hilly country, the more mountainous eastern counties and Green river, there intervenes a rich district, called the garden of the state. It is about 150 miles long, and from fifty to 100 wide. The soil is excellent, the surface is gently undulating, and the forest trees chiefly black walnut, black cherry, buckeye, pawpaw, sugar-maple, mulberry, elm, ash, cotton wood, white thorn, and an abundance of grape-vines. The country in the south-west part of the state, between Green and Cumberland rivers, is called "the barrens." In 1800, the legislature of the state made a gratuitous grant of this tract to actual settlers, under the idea that it was of little value; but it proves to be excellent corn land, and also well adapted to the raising of hogs and cattle. The whole state, below the mountains, has, at the depth of about eight feet, a bed of limestone, which has frequent apertures through which the waters of the rivers sink into the earth, and some of them to disappear for a time, and others are greatly diminished in the summer season. The banks have generally worn deep channels in the calcareous rocks over which they flow. The precipices formed by the Kentucky are in many places stupendous, presenting perpendicular banks of solid limestone 300 feet high, above which there is a steep and difficult ascent several times as high. In the south-west part of the state, between Green and Cumberland rivers, are several remarkable caves. One called the Mammoth cave, 130 miles from Lexington on the road to Nashville, is said to be eight or ten miles in length, with many diverging apartments. The earth at the bottom of it is strongly impregnated with nitre, which has been to a considerable extent manufactured from it.

Wheat, tobacco, and hemp are the staple productions; but Indian corn, rye, oats, barley, buckwheat, flax, and potatoes are extensively cultivated. Apples, pears, peaches, and plums, are the most common fruits. Horses, horned cattle, pork, bacon, and lard are extensively exported. —*Book of the United States.*

Live Stock and Agricultural Products.—In 1840, in this state, there were 395,853 horses and mules; 787,098 neat cattle; 1,008,240 sheep; 2,310,533 swine; poultry to the value of 536,439 dollars; there were produced 4,803,152 bushels of wheat; 17,491 bushels of barley; 7,155,974 bushels of oats; 1,321,373 bushels of rye; 8169 bushels of buckwheat; 39,847,120 bushels of Indian corn; 1,786,847 lbs. of wool; 742 lbs. of hops; 38,445 lbs. of wax; 1,055,085 bushels of potatoes; 88,306 tons of hay; 9992 tons of hemp and flax; 53,436,909 lbs. of tobacco; 16,376 lbs. of rice; 691,456 lbs. of cotton; 737 lbs. of silk cocoons; 1,377,835 lbs. of sugar. The products of the dairy amounted to 931,363 dollars; of the orchard 434,935 dollars; of lumber 130,329 dollars. There were made 2209 gallons of wine.

Minerals.—Among the mineral productions of Kentucky, are iron ore, coal, salt, and lime. The salt licks, as the springs are called, from the fact that cattle and wild animals have been fond of licking around them, are numerous, and salt is extensively manufactured, not only for home consumption, but for exportation. The greater part of the exports of this state pass down the Mississippi to New Orleans, and its chief imports are brought in steamboats by river and the Ohio, and other tributaries.

Climate.—The winters are mild, being only of two or three months' continuance, but the atmosphere at that season is moist. Spring and autumn are delightful; and on the whole, the climate is salubrious.

Rivers.—The Ohio, by its various windings, borders this state on the north for 637 miles. Cumberland and Tennessee rivers pass through the western part of this state as they approach their entrance into the Ohio. Cumberland river also rises in the eastern part of this state. The Big Sandy is 250 miles long, and, for a considerable distance, forms the boundary between this state and Virginia. It is navigable fifty miles for boats. The Kentucky river rises in the Cumberland mountains, and after a course, generally through a deep rocky bed, falls into the Ohio, seventy-seven miles above Louisville. It is navigable by steamboats sixty miles to Frankfort. Licking, Green, and Salt, are other considerable rivers. The Mississippi runs on the western border of the state.—*U. S. Gaz.*

Trades.—In 1840, there were in the state five commercial and fifty commission houses engaged in foreign trade, with a capital of 620,700 dollars; 1685 retail dry goods and other stores, with a capital of 9,411,826 dollars; 571 persons employed in the lumber trade, with a capital of 105,925 dollars; 101 persons employed in internal transportation, who, with 183 butchers, packers, &c., employed a capital of 183,850 dollars.—*Official Returns.*

Manufactures.—The value of home-made or family manufactures, was 2,622,462 dollars; there were forty woollen manufactories, employing 200 persons, manufacturing articles to the value of 151,246 dollars, with a capital of 138,000 dollars; fifty-eight cotton manufactories, with 12,358 spindles, employing 523 persons, producing articles to the value of 329,380 dollars, with a capital of 316,113 dollars; seventeen furnaces, producing 29,206 tons of cast iron, and thirteen forges, &c., producing 3637 tons of bar iron, employing 1108 persons, and a capital of 449,000 dollars; twenty-seven persons produced 2125 tons of anthracite coal, with a capital of 14,150 dollars; 213 persons produced 588,167 tons of bituminous coal, with a capital of 76,627 dollars; 291 persons produced 219,695 bushels of salt, with a capital of 163,585 dollars; 100 persons produced granite and marble to the value of 19,592 dollars, with a capital of 6212 dollars; seven paper mills employed forty-seven persons, and produced articles to the value of 44,000 dollars, employing a capital of 47,500 dollars; hats and caps were produced to the value of 201,310 dollars, and straw bonnets to the value of 4483 dollars, employing 194 persons, with a capital of 118,850 dollars; 587 persons manufactured tobacco to the value of 413,585 dollars, with a capital of 230,400 dollars; 387 tanneries employed 978 persons, and a capital of 567,954 dollars; 548 other manufactories of leather, as saddleries, &c., produced articles to the value of 732,646 dollars, with a capital of 369,835 dollars; one glass house produced articles to the value of 3000 dollars, with a capital of 500 dollars; sixteen potteries, employing fifty-one persons, produced articles to the value of 24,090 dollars, with a capital of 9670 dollars; eleven powder mills employed fifty-eight persons, and produced 282,500 lbs. of gunpowder, with a capital of 42,000 dollars; twenty-five persons produced paints and drugs to the value of 26,994 dollars, and turpentine and varnish to the value of 2000 dollars, with a capital of 16,630 dollars; twenty-eight persons produced confectionary to the value of 36,050 dollars, with a capital of 14,250 dollars; 111 rope walks employed 1888 persons, and produced cordage to the value of 1,292,276 dollars, with a capital of 1,023,130 dollars; six persons produced musical instruments to the value of 4500 dollars, with a capital of 5000 dollars; 149 persons produced machinery to the value of 46,074 dollars; thirty persons produced hardware and cutlery to the value of 22,350 dollars; 109 persons produced 2341 small arms, with a capital of 19,060 dollars; twenty-one persons manufactured the precious metals to the value of 19,060 dollars; 657 persons produced bricks and lime to the value of 240,919 dollars; 516 persons manufactured 2,282,426 lbs. of soap, 563,635 lbs. of tallow candles, and 315 lbs. of spermaceti or wax candles, with a capital of 28,765 dollars; 889 distilleries produced 1,763,685 gallons, and fifty breweries produced 214,589 gallons, the whole employing 1092 persons, and a capital of 315,308 dollars; 533 persons produced carriages and waggons to the value of 168,724 dollars, with a capital of 79,378 dollars; 258 flouring mills produced 273,088 barrels of flour, and with other mills employed 2067 persons, producing articles to the value of 2,437,937 dollars, with a capital of 1,650,689 dollars; 453 persons manufactured furniture to the value of 273,350 dollars, with a capital of 139,295 dollars; 485 stone or brick houses, and 1757 wooden houses employed 2883 persons, and cost 1,039,172 dollars; thirty-four printing offices, three binderies, five daily, seven semi-weekly, and twenty-six weekly newspapers, and eight periodicals, employed 226 persons and a capital of 86,325 dollars. The whole amount of capital employed in manufactures, was 5,945,259 dollars.—*Official Returns.*

Education.—The Transylvania university, at Lexington, was founded in 1798, and is an important institution. Centre college, at Danville, was founded in 1822; St. Joseph's college, at Bardstown (Catholic), was founded in 1819; Augusta college, at Augusta (Methodist), was founded in 1825; Cumberland college, at Princetown, was founded in 1825; Georgetown college, at Georgetown (Baptist), was founded in 1829; Bacon college, at Harrodsburg, was founded in 1836; St. Mary's college, Marion county (Catholic), was founded in 1837. There is a flourishing medical department connected with the Transylvania university, and a medical institution at Louisville. In these institutions there were, in 1840, 1419 students. There were in the state, 116 academies and grammar schools, with 4906 students; 952 common and primary schools, with

24,641 scholars; and 40,010 free white persons, over twenty years of age, who could neither read nor write.—*U. S. Gaz.*

Religion.—In 1836, the Baptists, the most numerous denomination, had 500 churches, about 300 ministers, and 35,000 communicants; the Methodists, 100 travelling preachers, and 31,369 communicants; the Presbyterians, 120 churches, and 8000 or 10,000 communicants; the Episcopalians, one bishop and thirteen ministers; the Roman Catholics, one bishop and thirty-four ministers. There is also a considerable number of Cumberland Presbyterians, Reformed Baptists, two societies of Shakers, and one of Unitarians.—*U. S. Gaz.*

Banks.—At the commencement of 1840, this state had fourteen banks and branches, with an aggregate capital of 7,789,003 dollars, and a circulation of 3,476,367 dollars.—(See Banks of the United States hereafter.)

Public Works.—A short but most important work of internal improvement, is the Louisville and Portland canal, two miles and a half long, around the rapids in the Ohio river at Louisville. It admits steamboats of the largest class, is excavated ten feet deep, in solid limestone, and cost 730,000 dollars. The navigation of Kentucky, Licking, and Green rivers, has been extensively improved by dams and locks. The Lexington and Ohio railroad extends from Lexington to Frankfort, and is intended to be continued to Louisville. Several other railroads have been projected.—*U. S. Gaz.*

PRINCIPAL TOWNS.

Louisville, the most populous city in the state of Kentucky, is advantageously situated on the south bank of the Ohio river, at the head of the Rapids. In latitude 38 deg. 8 min. north; longitude, 85 deg. 26 min. west; 120 miles below Cincinnati, and 596 miles from Washington. It has increased and thriven with extraordinary rapidity. In 1800, the population consisted of about 600 inhabitants; increased in 1810, to 1357; in 1820, to 4012; in 1830, to 10,336; in 1840, to 21,210; and in 1845, the population may be estimated at about 30,000 inhabitants. In 1840, it contained twelve churches, 375 stores, several printing offices, published three daily and seven semi-weekly newspapers; twelve foreign trade houses, capital 192,000 dollars; value of goods sold annually, about 30,000,000 dollars. The Ohio is more than a mile wide opposite the town, and there is a constant and rapid arrival and departure of steamboats and river craft. Its trade has greatly increased since 1840.—(See Internal Trade of the United States hereafter.)

Frankfort, capital of the state, is situated on a plain, and on the east side of Kentucky river, sixty miles above its junction with the Ohio; twenty-two miles west-north-west of Lexington, fifty-one miles east of Louisville, 102 miles south-south-west of Cincinnati, 542 miles from Washington. In 38 deg. 14 min. north latitude, and 84 deg. 40 min. west longitude. Population, in 1810, 1099; in 1820, 1679; in 1830, 1680; in 1840, 1917. The river is, at this town, about eighty yards wide, and after heavy rains, frequently rises sixty feet. Steamboats of 300 tons come up to this place when the water is high, and a large quantity of foreign goods is brought here to supply the rich and fertile country around. The banks of the river here are high, and a chain bridge crosses it to the flourishing village of South Frankfort, which may be regarded as an appendage, though its population is not included in the above. Large vessels, designed to navigate the ocean, have been built here, and floated to New Orleans.

Lexington, is situated on a branch of the Elkhorn river, in 38 deg. 6 min. north latitude, and 48 deg. 18 min. west longitude; twenty-four miles east-south-east of Frankfort, eighty-five miles south of Cincinnati, seventy-four miles east of Louisville, and 522 miles from Washington. Population, in 1820, 5279; in 1830, 6404; in 1840, 6997. It is the oldest town in the state, was formerly the capital, and is one of the best built places in the western states. It is regularly laid out, and some of the streets are paved. The main street is eighty feet wide, and one mile and a half in length, and the principal roads leading to the city are macadamised for some distance from it. Many of the streets are bordered with trees, and the environs are beautiful. There is a public square near the centre of the place, surrounded by fine brick buildings. The city contained, in 1840, about 1200 dwellings, ten churches, a masonic hall, the state lunatic asylum, the halls of Transylvania university, the libraries of which contained 12,242 volumes. It had, in 1840, two foreign commission houses, capital 35,500 dollars; seventy-two retail stores, capital 892,285 dollars; value of machinery produced, 12,800 dollars; hardware, cutlery, &c., 10,000 dollars; one woollen factory, nine rope-walks, capital 186,860 dollars; three tanneries, one brewery, four printing offices, one bindery, three weekly and two semi-weekly newspapers, and seven periodicals. Capital in manufactures, 428,340 dollars. In 1797, it contained only fifty houses. The country around Lexington is one of the most fertile districts in the United States.

Maysville, is situated on the south side of Ohio river, on a narrow bottom between the river, and the high hills which rise in its rear. It has three streets, running parallel with the river, and four crossing them at right angles. It contained, in 1840, three churches, about 500 dwellings,

and 2741 inhabitants. It has a good harbour for boats. Most of the goods imported into the north-east part of the state are landed here. There were, in 1840, nine commission houses, capital 111,600 dollars; twenty-nine stores, capital 133,000 dollars; two lumber yards, capital 10,500 dollars; one cotton factory, 1100 spindles, one tannery, one brewery, one flouring mill, one saw mill, two printing offices, three weekly and one semi-weekly newspapers. Capital in manufactures, 94,300 dollars.

Finances.—The state debt is 4,064,500 dollars, of which 615,000 dollars is at the rate of five per cent, and the balance at six per cent interest. The commissioners of the Sinking Fund have promptly paid the interest on the debt. Value of taxable property, in 1843, 196,729,033 dollars; white males over twenty-one, in 1843, 124,700. Total revenue, 312,235 dollars 86 cents, exclusive of bank stocks, tolls on rivers and roads, and profits of the Penitentiary. Surplus in the Treasury, October 10, 1843, 64,614 dollars 10 cents.

IV. MISSOURI.

Missouri is bounded north by Iowa territory; east by Illinois, Kentucky, and Tennessee, from which it is separated by the Mississippi river; south by Arkansas; and west by the Indian territory. It is between 36 deg. and 40 deg. 36 min. north latitude, and between 89 deg. and 95 deg. 30 min. west longitude, and between 12 deg. 17 min. and 17 deg. 28 min. west longitude from Washington. It is 287 miles long, and 230 miles broad, containing 64,000 square miles, or 40,960,000 acres. The population, in 1810, was 19,833; in 1820, 66,586; in 1830, 140,074; in 1840, 383,702, of which 58,240 were slaves. Of the free population, 173,470 were white males; 150,418 white females; 883 were coloured males; 691 coloured females. Employed in agriculture, 92,408; in commerce, 2522; in manufactures and trades, 11,100; in mining, 742; navigating the ocean, 39; navigating canals, rivers, &c., 1885; learned professions, 1469.

This state is divided into sixty-two counties, which, with their population, in 1840, and their capitals, were as follows:—Audrain, 1949, C. Mexico; Barry, 4795, C. M'Donald; Benton, 4205, C. Warsaw; Boone, 13,561, C. Columbia; Buchanan, 6237, C. Sparta; Caldwell, 1458, C. Far West; Callaway, 11,765, C. Fulton; Cape Girardeau, 9359, C. Jackson; Carrol, 2433, C. Carrollton; Chariton, 4746, C. Keytesville; Clark, 2846, C. Waterloo; Clay, 8282, C. Liberty; Clinton, 2724, C. Plattsburg; Cole, 9286, C. Jefferson City; Cooper, 18,484, C. Booneville; Crawford, 3561, C. Steelville; Daviess, 2736, C. Gallatin; Franklin, 7515, C. Union; Gasconade, 5330, C. Herman; Greene, 5372, C. Springfield; Howard, 13,108, C. Fayette; Jackson, 7612, C. Independence; Jefferson, 4296, C. Hillsborough; Johnson, 4471, C. Warrensburg; La Fayette, 6815, C. Lexington; Lewis, 6040, C. Monticello; Lincoln, 7449, C. Troy; Linn, 2245, C. Linneus; Livingston, 4325, C. Chilicothe; Macon, 6034, C. Bloomington; Madison, 3395, C. Fredericktown; Marion, 9623, C. Palmyra; Miller, 2282, C. Tuscumbia; Munroe, 9505, C. Paris; Morgan, 4407, C. Versailles; Montgomery, 4371, C. Danville; New Madrid, 4554, C. New Madrid; Newton, 3790, C. Neosho; Perry, 5760, C. Perryville; Pettis, 2930, C. Georgetown; Platte, 8913, C. Platte City; Pike, 10,646, C. Bowling Green; Polk, 8449, C. Bolivar; Pulaski, 6529, C. Waynesville; Ralls, 5670, C. New London; Randolph, 7198, C. Huntsville; Ray, 6553, C. Richmond; Ripley, 2856, C. Van Buren; Rives (named changed to Henry), 4726, C. Clinton; St. Charles, 7911, C. St. Charles; St. Francis, 3211, C. Farmington; St. Genevieve, 3148, C. St. Genevieve; St. Louis, 35,979, C. St. Louis; Saline, 5258, C Marshall; Scott, 5974, C. Benton; Shelby, 3056, C. Shelbyville; Stoddard, 3153, C. Bloomfield; Taney, 3264, C. Forsyth; Van Buren, 4693, C. Harrisonville; Warren, 4253, C. Warrenton; Washington, 7213, C. Potosi; Wayne, 3403, C. Greenville. There have been several new counties erected since 1840.

Soil.—This state presents a great variety of surface and of soil. Alluvial, or bottom soil, extends along the margin of the rivers; receding from which, the land rises in some parts imperceptibly, in others very abruptly, into elevated barrens, or rocky ridges. In the interior, bottoms and barrens, naked hills and prairies, heavy forests and streams of water, may often be seen at one view, presenting a diversified and beautiful landscape. The south-east part of the state has a very extensive tract of low, marshy country, abounding in lakes,

and liable to inundation. Back of this a hilly country extends as far as the Osage river. This portion of the state, though not generally distinguished for the fertility of its soil, though it is interspersed with fertile portions, is particularly celebrated for its mineral treasures.—*U. S. Gaz.*

Between the Osage and Missouri rivers, is a tract of country very fertile, and agreeably diversified with woodland and prairie, and abounding with coal, salt springs, &c. The country north of the Missouri is emphatically "the garden of the west." There is no country where a greater extent of territory can be traversed more easily, when in its natural state. The surface is for the most part undulated. The scenery diversified by picturesque hills, and extensive prairies, interspersed with shady groves and clear rivers and streams. Almost every acre of this country is susceptible of high agricultural improvement, and the soil and climate capable of producing all the products of even the southern states, except sugar. The chief productions are tobacco, cotton, Indian corn, wheat, rye, oats, barley, and grasses. Large numbers of horses, mules, horned cattle, sheep, and hogs, are annually raised for exportation. "All that part of the state north of Missouri river, and that south of the Missouri and west of the Gasconade, may be called rolling prairie, nearly the whole of which is capable of cultivation. That part of the state between the Gasconade and Mississippi rivers, may be called hilly, but it affords good grazing, and abounds in mineral wealth. The soil generally, throughout the state, is deep and rich, produced by the decayed vegetable matter of centuries. Wherever the prairie fires are kept down, there springs up a thick underbrush, which, in a few years is converted into a forest. Some parts of St. Louis county, which, a few years ago, were prairie, are now covered with timber, so that hardly any prairie can now be found in the county. And so it is throughout the state. The country on the St. François river, which was formerly capable of cultivation, has, by the effects of the earthquake which destroyed New Madrid, become marshy, but it might again be capable of cultivation, by clearing out the St. François, and by draining; but at present, while so much good land is to be obtained at the government price, it would be unprofitable. There is no doubt, however, that this part of the country will, in the course of time, be all drained and cultivated. Timber is found in larger or smaller quantities throughout the state. The river bottoms throughout the state, are covered with a thick growth of cotton wood, oak, elm, ash, black and white walnut, hickory, &c. The head waters of the Gasconade are covered with a thick growth of the yellow pine, of which large quantities are sawed into lumber and floated to market. The value of lumber produced, according to the census of 1840, in the state, was 70,355 dollars, of which Pulaski county furnished 25,300 dollars, and Cooper 10,580 dollars. The amount has more than doubled since that time, and the annual value produced for 1842, was at least 200,000 dollars. In 1840, 356 barrels of pitch, tar, &c., were produced."—*Hunt's Magazine.*

Live Stock and Agricultural Produce.—In the year 1840, there were in this state, 196,132 horses and mules; 433,875 neat cattle; 348,018 sheep; 1,271,161 swine; poultry valued at 270,647 dollars. There were produced 1,037,386 bushels of wheat; 9801 bushels of barley; 2,234,947 bushels of oats; 68,608 bushels of rye; 15,318 bushels of buckwheat; 17,332,524 bushels of Indian corn; 562,265 lbs. of wool; 56,461 lbs. of wax; 783,768 bushels of potatoes; 49,083 tons of hay; 18,010 tons of hemp and flax; 9,067,913 lbs. of tobacco; 121,121 lbs. of cotton; 274,853 lbs. of sugar. The products of the dairy were valued at 100,432 dollars; of the orchard at 90,878 dollars; of lumber at 70,355 dollars.

Climate.—The climate of this state, though generally healthy, is subject to great extremes of heat and cold. The Missouri is frozen so hard for a number of weeks in the winter, as to be safely crossed with loaded waggons. In the summer the heat is often great, but the air is generally pure, dry, and salubrious.

Minerals.—Of the minerals and fossils already discovered, the principal are lead, coal, plaster, iron, manganese, zinc, antimony, cobalt, various kinds of ochre, common salt, nitre, plumbago, porphyry, jasper, chalcedony, and marble. Lead is extensively found; a district 100 miles long and forty miles broad, the centre of which is seventy miles south-west of St. Louis, and about thirty-five miles from Herculaneum, is the part of the state where it is procured in the greatest abundance. This lead region covers an area of more than 3000 square miles. The ore is of the richest kind, and exists in quantities more than sufficient to supply the demand of the whole United States. The iron mines are scarcely

less remarkable than the lead. In St. Francis county exists the celebrated "mountain" of micaceous oxide of iron, which has an elevation of 300 feet above the surrounding plain, is a mile and a half across its summit, and yields eighty per cent of pure metal. Five miles south is another magnificent pyramidal "mountain," denominated the Pilot Knob, 300 feet high, with a base a mile and a half in circumference, of the same rich species of iron ore. This pyramid is not in plates, but huge masses of several tons in weight, which yields also eighty per cent of pure metal. Washington county is a perfect bed of metallic treasures. Throughout the mineral district are found beds of rich, red, marl clay, which proves to be the very best manure for the soil.

Rivers.—The Mississippi winds along the entire eastern boundary of the state, for a distance of 400 miles, and receives in its course the waters of the great Missouri, which, indeed, deserves to be regarded as the main stream. Through the central and richest part of the state the Missouri rolls its immense volume of water, being navigable for steamboats, 1800 miles from its entrance into the Mississippi, for four or five months in the year. The La Mine, Osage, and Gasconade, on the south, and the Grand and Chariton on the north side, are navigable tributaries of the Missouri. Maramec river runs through the mineral district, is a navigable stream, and enters the Mississippi eighteen miles below St. Louis. Salt river, which is also navigable, enters the Mississippi eighty-five miles above the Missouri. The White and St. Francis drain the south-east, and the tributaries of the Neosho the south-west part of the state.—*U. S. Gaz.*

Towns.—St. Louis is much the largest and most commercial place in the state. It is situated on the west bank of the Mississippi, eighteen miles below the mouth of the Missouri. St. Genevieve, about 100 miles west of the Mississippi, and sixty-four miles below St. Louis, is settled principally by French, and has considerable trade, particularly in lead. Potosi, in the mining district, is a flourishing town. Herculaneum is the principal place of deposit for lead from the mines. New Madrid is the most noted landing-place for boats on the Mississippi, above Natchez, and Clarkesville and Hannibal, north of St. Louis. St. Charles, on the Missouri, twenty miles above St. Louis, is an important place, and Booneville, Lexington, Liberty, and Independence, in the west part of the state. Jefferson city, the capital, on the Missouri, 134 miles from St. Louis, is a growing place.—*U. S. Gaz.*

Trade.—There were, in 1840, three commercial and thirty-nine commission houses engaged in foreign trade, with a capital of 746,500 dollars; 1107 retail dry goods and other stores, with a capital of 8,158,802 dollars; 345 persons employed in the lumber trade, with a capital of 318,029 dollars; seventy-nine persons engaged in internal transportation, who, with 128 butchers, packers, &c., employed a capital of 173,650 dollars.

Manufactures.—In 1840, the value of home-made or family manufactures was 1,149,544 dollars; there were nine woollen manufactories, employing thirteen persons, producing articles to the value of 13,750 dollars, and employing a capital of 5000 dollars; two furnaces producing 180 tons of cast iron, and four forges, &c., producing 118 tons of bar iron, the whole employing eighty persons, and a capital of 79,000 dollars; twenty-one smelting houses, producing 5,295,455 lbs. of lead, employing 252 persons, and a capital of 235,806 dollars; sixty-nine persons produced 249,302 bushels of bituminous coal, employing a capital of 9488 dollars; thirty-six persons produced 13,150 bushels of salt, with a capital of 3550 dollars; twelve potteries produced articles to the value of 12,175 dollars, employing thirty-three persons, and a capital of 7250 dollars; 191 persons produced machinery to the value of 190,412 dollars; forty-eight persons produced 959 small-arms; twelve persons manufactured the precious metals to the value of 5450 dollars; seventy-three persons produced granite and marble to the value of 32,050 dollars; 671 persons produced bricks and lime to the value of 185,234 dollars; 293 distilleries produced 508,368 gallons, and seven breweries produced 374,700 gallons, the whole employing 365 persons, and a capital of 189,976 dollars; 201 persons produced carriages and waggons to the value of 97,112 dollars, with a capital of 45,074 dollars; one powdermill, employing two persons, produced 7500 lbs. of gunpowder, with a capital of 1050 dollars; eight persons produced drugs and paints to the value of 13,500 dollars, with a capital of 7000 dollars; sixty-four flouring mills produced 49,363 barrels of flour, and, with other mills, employed 1326 persons, producing articles to the value of 960,058 dollars, with a capital of 1,266,019 dollars;

413 brick or stone houses, and 2202 wooden houses, were built by 1966 persons, and cost 1,441,573 dollars; forty printing offices, six daily, five semi-weekly or tri-weekly, and twenty-four weekly newspapers, employed 143 persons, and a capital of 79,350 dollars. The whole amount of capital employed in manufactures was 2,704,405 dollars.

Education.—The University of St. Louis (a Catholic institution), at St. Louis, was founded in 1829; St. Mary's college at Barren's (also Catholic), was founded in 1830; Marion college, at New Palmyra, was founded in 1831; Missouri university, at Columbia, was founded in 1840; St. Charles college, at St. Charles, is a Methodist institution, founded in 1839; Fayette college, at Fayette, is a new institution. In all these colleges there were, in 1840, 495 students. There were in the state, forty-seven academies, with 1926 students; and 642 primary and common schools, with 16,788 scholars. There were 19,457 white persons over twenty years of age, who could neither read nor write.

Religion.—In 1840, there were fifty-one Methodist itinerant preachers, who travelled 8692 miles. The Baptists had 146 churches and eighty-six ministers; Presbyterians thirty-three churches, seventeen ministers; Roman Catholics, one bishop, thirty priests; Episcopalians three ministers.

Saint Louis is situated on the west bank of the Mississippi, eighteen miles by water below the junction of the Missouri. It lies in 38 deg. 36 min. north latitude, and 89 deg. 56 min. west longitude from Greenwich, and 13 deg. 14 min. west longitude from Washington; thirty miles below the junction of the Illinois; 200 miles above that of the Ohio; 1132 miles, by the course of the river, above New Orleans; 1100 miles below the falls of St. Anthony; 120 miles east of Jefferson city; 808 miles from Washington. The population, in 1810, was 1600; in 1820, 4598; in 1830, 6694; in 1840, 16,469, of whom 1531 were slaves. Employed in commerce, 845; in manufactures and trades, 2012; navigating rivers, &c., 891; in the learned professions, &c., 188.—*U. S. Gaz.*

"The situation of the city is pleasant and healthy. The ground rises gradually from the first to the second bank of the river; and on the second bank, which is about forty feet higher than the first, the city is chiefly built. It presents a beautiful appearance as seen from the opposite side of the river, or as it is approached on the river. At the distance of about half a mile from the river, the ground attains its highest elevation, and spreads out in a plain to the west. There are five principal streets running parallel with the river, which are crossed by many others, at right angles. Two streets along the river are narrow, but those which have been more recently laid out, on the second bank, are regular and spacious, and present many commanding situations. The compact part of the city extends about a mile and a half along the river; but there are suburbs on the north and south making the whole extent five miles. It contains many neat, and some elegant buildings. The more recent houses have been built of brick, made of an excellent quality in the immediate vicinity; some are of stone, quarried on the spot, and generally white-washed. Many of the houses have spacious and beautiful gardens attached to them.

"Front-street is open on the side toward the water, and on the other side is a range of warehouses four stories high, built of limestone, which have a very commanding appearance, and are the seat of a heavy business. In First-street, the wholesale and retail dry goods stores are located; and in the streets back of this are the artisans and tradesmen.

"The city is watered from the Mississippi. The water is raised by steam power to a reservoir situated on an elevated ancient mound, whence it is distributed in iron pipes through the city. A company is also formed for lighting the city with gas. The country around St. Louis, and west for fifteen miles, is a very fertile prairie.

"The city is admirably situated for commerce, and already surpasses in its trade every other place north of New Orleans. The Mississippi and the Illinois to the north, the Ohio and its tributaries to the south-east, and the Missouri to the west, give it a ready access to a vast extent of country; and to the south the Mississippi furnishes an outlet to the ocean for its accumulated productions. It is the principal western depôt of the American Fur company, who have a large establishment in the place, and nearly 1000 men in their employ. A vast amount of furs of every description is here collected; and 10,000 dried buffalo tongues have been brought in in a single year.—(See Fur Trade hereafter.) Numerous steamboats ply from this place in various directions. The steamboat arrivals,

in a single year, have amounted to over 800, with a tonnage of over 100,000. The total tonnage of this port, in 1840, was 11,259.

"Among the public buildings, the city hall, a splendid building of brick, several of the churches, and particularly the Roman Catholic cathedral, deserve notice. The cathedral is 136 feet long, eighty-four feet wide, and the walls are forty feet high. The front of the edifice is fifty-eight feet high, above which the tower of the steeple rises twenty feet square to the height of forty feet. This is surmounted by an octagon spire covered with tin, crowned with a brass gilt ball five feet in diameter, surmounted by a cross of gilt brass ten feet high. In the steeple is a peal of six bells, the three largest of which weigh from 1600 lbs. to 2600 lbs. each. The front of the building is of polished freestone, with a portico of four massive Doric columns. There is also a United States' land office, a theatre, and a concert hall.

"There are several literary and benevolent institutions in the city. The St. Louis university is under the direction of the Catholics, and has fifteen instructors, sixty students, and 7900 volumes in its libraries. It has a spacious building in the city, and is amply endowed. Kemper college is under the direction of the Episcopalians, and is beautifully situated four miles from the city, with extensive grounds around it. Its medical department is within the city, and has a spacious building capable of accommodating 400 students, a hall for lectures, chemical laboratory, &c. The Western academy of sciences has an extensive museum of natural history and mineralogy, &c. There is also a museum, containing Indian antiquities, fossil remains, and other curiosities.

"The Convent of the Sacred Heart is an institution of nuns, for conducting female education. The Protestant ladies conduct an Orphan Asylum; and there is a Catholic Orphan Asylum, conducted by the Sisters of Charity.

"There are fourteen churches in the city—two Episcopal, two Methodist, two Presbyterian, two Roman Catholic, one Associate Reformed Presbyterian, one German Lutheran, one Baptist, one Unitarian, one African Methodist, and one African Baptist."—*U. S. Gaz.*

The city has a bank and two insurance companies. In the southern limits of the city is a United States' arsenal, and fourteen miles distant from it are the United States' Jefferson barracks, capable of accommodating 600 or 700 men.

Trades.—There were, in 1840, one foreign commercial and twenty-four commission houses, with a capital of 717,000 dollars; 214 retail stores, with a capital of 3,875,050 dollars; seventeen lumber yards, with a capital of 287,529 dollars; forty persons employed in internal transportation, together with thirty-seven butchers and packers, employed a capital of 141,500 dollars; furs, skins, &c., valued at 306,300 dollars; machinery, 169,807 dollars; two tanneries, capital 54,500 dollars; one distillery, and six breweries, capital 48,800 dollars; one rope walk, capital 10,000 dollars; two flouring mills, one grist mill, six saw mills, one oil mill, capital 106,500 dollars; twenty-two printing offices, six daily, seven weekly, and five semi-weekly newspapers, employed a capital of 49,650 dollars; 210 brick and stone, and 130 wooden houses, cost 761,980 dollars. Total capital in manufactures, 674,250 dollars. Ten academies, 577 students; seven schools, 713 scholars. —*Official Returns.*

St. Louis was founded, in 1764, by the French from Canada, as a trading post with the Indians; but during the French and Spanish possession of it, it remained an inconsiderable village.—*U. S. Gaz.*

In an article on the Resources of Missouri, in "Hunt's Magazine," it is remarked, that "many thriving towns have sprung up, within a few years, in this state, and which bid fair to become of some importance—situated on the banks of our large rivers, and shipping ports for large and fertile districts of country. Among these may be mentioned Hannibal, Booneville, Independence, Weston, Rocheport, and several others. St. Louis, however, is destined to be the largest city in the state; and, in all probability, will become the largest west of the Alleghanies, next to that of New Orleans. Any one who will glance at the map of the Mississippi and Missouri valleys, will see that its geographical position, and natural advantages, ensure this. Situated on the first bluff below the mouth of the Missouri, it is the first point, below that stream, that affords a good site for a city. The Mississippi, below this point, is navigable for boats of the largest class, at nearly all seasons of the year:

some of which carry from 800 tons to 1000 tons of freight, down stream. Above this point, the rivers are shallower, so that freight, to be sent either up or down, must be here landed and reshipped. The Missouri, a few miles above, runs westwardly—navigable for steamboats for 1000 miles, draining one of the most fertile states of the union. North, runs the Mississippi, to the falls of St. Anthony, between the fertile and rapidly growing territories of Iowa and Wisconsin, and the state of Illinois. A few miles above the mouth of the Missouri, is the Illinois river, running for 300 miles to the north-east, through the fertile state of Illinois. It is to be hoped that, in the course of a few years, a canal will unite this river with the waters of Lake Michigan; which will open the trade of the eastern part of Wisconsin, and western part of Michigan, to the markets of St. Louis. The trade of the whole of this part of the country passes by St. Louis, and it is constantly increasing. Groceries of all kinds will seek this market, to be reshipped to the north, east, and west. Instances have been known of persons purchasing cigars and coffee in St. Louis, shipping them to Peru, on the Illinois, by steamboats, and waggoning thence to Chicago; and selling them there at lower prices than those brought from New York, by a continuous water navigation. From this point is shipped nearly all the lead produced at the mines in Illinois and Wisconsin.

"The population of St. Louis, within the present city limits, is more than 30,000; when, by the census of 1840, it was but little above 24,000. The imports and exports, for 1841, exceeded 30,000,000 dollars. From the 1st of January, 1841, to the 1st of January, 1842, the number of steamboats visiting St. Louis amounted to 1928, with an aggregate tonnage of 262,281. The number of boats, in 1842, was 2050, with a tonnage of 302,698."—(See Internal Trade of the United States hereafter.)

FINANCES OF MISSOURI.

Principal Items of Expenditure.	dollars.	*Chief Sources of Income.*	dollars.
Salaries of executive officers	9,150	Direct taxes	130,000
Expenses of executive	4,000	Income of state funds	32,270
Salaries of judiciary	22,550		
Expenses of legislature*	56,000		
Interest on state debt	71,000	Amount of state debt	922,000
Common schools	12,000	Annual interest on debt	71,000
Charitable establishments	160		

The expenditure of the state is generally equal to its income, leaving little or no balance for a sinking fund.

V. ILLINOIS.

Illinois is bounded north by Wisconsin territory; east, by Lake Michigan and Indiana; south, by the Ohio river, which separates it from Kentucky; and west, by Missouri and Iowa territory, from which it is separated by the Mississippi river. It is between 37 deg. and 42 deg. 30 min. north latitude, and between 87 deg. 17 min. and 91 deg. 50 min west longitude, and between 10 deg. 20 min. and 14 deg. 21 min. west longitude from Washington. It is 350 miles long by 180 miles broad, comprising an area of about 50,000 square miles, or 32,000,000 acres. The population, in 1810, was 12,282; in 1820, 55,211; in 1830, 157,575; in 1840, 476,183; of which 255,235 were white males; 217,019 white females; 1876 were coloured males; 1722 coloured females. Employed in agriculture, 105,337; in commerce, 2506; in manufactures and trades, 13,185; in mining, 782; navigating the ocean, 63; navigating lakes, rivers, and canals, 310; learned professions, 2021.

This state is divided into eighty-seven counties, which, with their population, in 1840, and their capitals, were as follows:—Adams, 14,476, C. Quincy; Alexander, 3313, C.

* The legislature sat, in 1842-43, 100 days.

Unity; Bond, 5060, C. Greenville; Boone, 1705, C. Belvidere; Brown, 4183, C. Mount Sterling; Bureau, 3067, C. Princeton; Calhoun, 1741, C. Gilead; Carroll, 1023, C. Savannah; Cass, 2981, C. Virginia; Champaign, 1475, C. Urbana; Christian, 1878, C. Edinburg; Clarke, 7453, C. Marshall; Clay, 3228, C. Lewisville; Clinton, 3718, C. Carlyle; Coles, 9616, C. Charleston; Cook, 10,201, C. Chicago; Crawford, 4422, C. Palestine; De Kalb, 1697, C. Sycamore; De Witt, 3247, C. Clinton; Du Page, 3535, C. Napierville; Edgar, 8225, C. Paris; Edwards, 3070, C. Albion; Effingham, 1675, C. Ewington; Fayette, 6328, C. Vandalia; Franklin, 3682, C. Benton; Fulton, 13,142, C. Lewiston; Gallatin, 10,760, C. Equality; Greene, 11,951, C. Carrollton; Hamilton, 3945, C. McLeansborough; Hancock, 9946, C. Carthage; Hardin, 1378, C. Elizabethtown; Henry, 1260, C. Morristown; Iroquois, 1695, C. Montgomery; Jackson, 3566, C. Brownsville; Jasper, 1472, C. Newton; Jefferson, 5762, C. Mount Vernon; Jersey, 4535, C. Jerseyville; Jo-Daviess, 6180, C. Galena; Johnson, 3626, C. Vienna; Kane, 6501, C. Geneva; Knox, 7060, C. Knoxville; Lake, 2634, C. Little Fort; La Salle, 9348, C. Ottawa; Lawrence, 7092, C. Lawrenceville; Lee, 2035, C. Dixon; Livingston, 759, C. Pontiac; Logan, 2333, C. Postville; Macon, 3039, C. Decatur; Macoupin, 7826, C. Carlinville; Madison, 14,433, C. Edwardsville; Marion, 4742, C. Salem; Marshall, 1849, C. Lacon; McDonough, 5308, C. Macomb; McHenry, 2578, C. McHenry; McLean, 6565, C. Bloomington; Menard, 4431, C. Petersburg; Mercer, 2352, C. Millersburg; Monroe, 4481, C. Waterloo; Montgomery, 4490, C. Hillsborough; Morgan, 19,547, C. Jacksonville; Ogle, 3479, C. Oregon city; Peoria, 6153, C. Peoria; Perry, 3222, C. Pinckneyville; Pike, 11,728, C. Pittsfield; Pope, 4094, C. Golconda; Putnam, 2131, C. Hennepin; Randolph, 7944, C. Kaskaskia; Rock Island, 2610, C. Rock Island; Sangamon, 14,716, C. Springfield; Schuyler, 6972, C. Rushville; Scott, 6215, C. Winchester; Shelby, 6659, C. Shelbyville; Stark, 1573, C. Toulon; Stephenson, 2800, C. Freeport; St. Clair, 13,631, C. Belleville; Tazewell, 7221, C. Tremont; Union, 5524, C. Jonesborough; Vermilion, 9303, C. Danville; Wabash, 4240, C. Mount Carmel; Warren, 6739, C. Monmouth; Washington, 4810, C. Nashville; Wayne, 5133, C. Fairfield; White, 7919, C. Carmi; Whiteside, 2514, C. Sterling; Will, 10,167, C. Juliet; Williamson, 4457, C. Bainbridge; Winnebago, 4609, C. Rockford.

Soil.—The surface of this state is generally level. There is no mountain in its whole extent, though the northern and southern parts are hilly and broken. The portion of the state south of a line from the mouth of the Wabash to the mouth of the Kaskaskia, is generally covered with timber, but, north of this, the prairie country predominates. The eye sometimes wanders over immense plains, covered with grass, with no other boundary of its vision but the distant horizon, though the view is often broken by occasional woodlands. The dry prairies are generally from thirty to 100 feet higher than the bottom land on the rivers, and frequently no less fertile. A range of bluffs commences on the margin of the Mississippi, a short distance above the mouth of the Ohio, and extends north beyond the Des Moines rapids, sometimes rising abruptly from the water's edge, but generally a few miles distant from it, leaving, between the bluffs and the river, a strip of alluvial formation of inexhaustible fertility. The banks of the Illinois and Kaskaskia, in some places, present sublime and picturesque scenery. Several of their tributary streams have excavated for themselves deep gulfs, particularly those of the Kaskaskia, whose banks, near the junction of Big Hill creek, present a perpendicular front of solid limestone 140 feet high.—*U. S. Gaz.*

The peninsula between the Mississippi and Illinois rivers has been surveyed as military bounty lands by the United States, making an area equal to 240 townships of six miles square, which would be equal to 8640 square miles, or nearly to 5,530,000 acres. These lands are said to be of excellent quality. The soil throughout the state generally may be considered as fertile.

Live Stock and Agricultural Produce.—In 1840, in this state there were 199,235 horses and mules; 626,274 neat cattle; 395,672 sheep; 1,495,254 swine; poultry, valued at 309,204 dollars. There were produced 3,335,393 bushels of wheat; 82,251 bushels of barley; 4,988,008 bushels of oats; 88,197 bushels of rye; 57,884 bushels of buckwheat; 22,634,211 bushels of Indian corn; 650,007 lbs. of wool; 17,742 lbs. of hops; 29,173 lbs. of wax; 2,025,520 bushels of potatoes; 164,932 tons of hay; 1976 tons of

hemp and flax; 564,326 lbs. of tobacco; 460 lbs. of rice; 200,947 lbs of cotton; 1150 lbs. of silk cocoons; 399,813 lbs. of sugar. The products of the dairy were valued at 428,175 dollars; of the orchard, at 126,756 dollars; of lumber, 203,666 dollars. Value of skins and furs, 39,412 dollars. There were made 474 gallons of wine.—*Official Returns.*

Climate.—The climate is generally healthy, the air pure and serene, but the winters cold. The average temperature through the year is from 50 deg. to 53 deg. of Fahrenheit. In the neighbourhood of low and wet lands, particularly near the mouths of the Wabash and the Ohio, the country is unhealthy. The summers in the southern part of the state are warm.

Rivers.—The Illinois is the largest river in the state. Fox and Des Plaines rivers, its two largest branches from the north, rise in Wisconsin, and with Kankakee river, from Indiana, form the Illinois, and after a course of more than 400 miles, it enters the Mississippi twenty miles above the Missouri. It is navigable a distance of about 250 miles. Rock river rises in Wisconsin, and after a course of 300 miles, mostly in Illinois, it falls into the Mississippi. The Kaskaskia rises near the middle of the state, and after a southwestwardly course of 250 miles, enters the Mississippi, sixty-three miles below the Missouri. It is navigable for boats for 150 miles. The Wabash forms a part of the east boundary. (See Indiana.) The Little Wabash, after a course of 130 miles, enters the Wabash a little above its confluence with the Ohio. Peoria lake, through which the Illinois river flows, about 200 miles from its mouth, is a beautiful sheet of water, twenty miles long, and two miles broad.

The principal commercial depôt in the north is Chicago, on Lake Michigan, at the mouth of Chicago river, with a tolerable harbour, which has been improved by piers extending into the lake. The most commercial place on the Mississippi is Alton, two miles and a half above the Missouri. It has a fine landing-place, with a natural wharf consisting of a flat rock, well suited to the purpose. The other principal places are Springfield, Quincy, Galena, Peoria, Vandalia, and Kaskaskia.

Trade.—There were in this state, in 1840, two commercial and fifty-one commission houses engaged in foreign trade, with a capital of 333,800 dollars; 1348 retail dry goods and other stores, with a capital of 4,904,125 dollars; 405 persons employed in the lumber trade, with a capital of 93,350 dollars; 117 persons employed in internal transportation, who, with 268 butchers, packers, &c., employed a capital of 642,425 dollars.—*Official Returns.*

Manufactures.—The value of home-made or family manufactures was 993,567 dollars. There were four fulling mills, and sixteen woollen manufactories, employing thirty-four persons, producing goods to the value of 9540 dollars, with a capital of 26,205 dollars; four furnaces produced 158 tons of cast iron; twenty smelting houses produced 8,755,000 lbs. of lead, employing seventy-three persons, and a capital of 114,500 dollars; twenty-two persons produced 20,000 bushels of salt, with a capital of 10,000 dollars; three persons produced confectionery to the value of 2240 dollars; one paper mill produced 2000 dollars; twenty-four persons manufactured tobacco to the value of 10,139 dollars; sixty-eight persons manufactured hats and caps to the value of 28,395 dollars, and straw bonnets to the value of 1570 dollars, employing a capital of 12,918 dollars; twenty-three potteries, employed fifty-six persons, producing articles to the value of 26,740 dollars, with a capital of 10,225 dollars; 155 tanneries employed 305 persons, and a capital of 155,679 dollars; 626 other manufactories of leather, as saddleries, &c., produced articles to the value of 247,217 dollars, with a capital of 98,503 dollars; seventy-one persons produced machinery to the value of 37,720 dollars; twenty persons produced hardware and cutlery to the value of 9750 dollars; twelve persons produced twenty cannon and 238 small arms; seven persons manufactured the precious metals to the value of 2400 dollars; twenty-six persons manufactured granite and marble to the value of 116,112 dollars; 995 persons produced bricks and lime to the value of 263,398 dollars, with a capital of 104,648 dollars; twenty-five persons produced 519,673 lbs. of soap, and 117,698lbs. of tallow candles, with a capital of 17,345 dollars; 150 distilleries produced 1,551,684 gallons, and eleven breweries 90,300 gallons, the whole employing 233 persons, and a capital of 138,155 dollars; 307 persons produced carriages and waggons to the value of

144,362 dollars, with a capital of 59,263 dollars; ninety-eight flouring mills produced 172,657 barrels of flour, and, with other mills, employed 2204 persons, and manufactured articles to the value of 2,417,826 dollars, with a capital of 2,147,618 dollars; vessels were built to the value of 39,200 dollars; 244 persons produced furniture to the value of 84,410 dollars, with a capital of 62,223 dollars; 334 brick or stone houses, and 4133 wooden houses were built by 5737 persons, and cost 2,065,255 dollars; forty-five printing offices, and five binderies, three daily, two semi-weekly, and thirty-eight weekly newspapers, and nine periodicals, employed 175 persons, and a capital of 71,300 dollars. The whole amount of capital employed in manufactures was 3,136,512 dollars.—*Official Returns.*

Education.—The Illinois college, at Jacksonville, was founded in 1829; Shurtleff college (Baptist), in Upper Alton, in 1835; M'Kendree college (Methodist), in Lebanon, in 1834; McDonough college, at Macomb, in 1837. In these institutions there were, in 1840, 311 students. There were in the state forty-two academies, with 1967 students; 1241 common and primary schools, with 34,876 scholars; and 27,502 white persons over twenty years of age who could neither read nor write.

Religion.—The Methodists have 160 travelling preachers; the Baptists have 160 ministers; the Presbyterians, of different descriptions, about 100 ministers; the Episcopalians ten churches, and the Roman Catholics twelve; and there are some of other denominations.

Banks.—At the beginning of 1840, there were, in this state, nine banks and branches, with an aggregate capital of 5,423,185 dollars, and a circulation of 3,724,092 dollars. At the close of 1840, the state debt amounted to 13,465,682 dollars.—(See Banks of United States hereafter.)

Public Works.—This state has undertaken an extensive system of internal improvements. The Illinois and Michigan canal extends from Chicago 106 miles to near Peru, at the head of steamboat navigation on the Illinois. This distance includes a navigable feeder of four miles, and a few miles of river navigation. It was commenced in 1836, and is estimated to cost 8,654,337 dollars. A railroad extends from Meredosia, fifty-three miles, to Springfield. Coal Mine Bluffs railroad extends from the Mississippi river, six miles, to the coal mine. Besides these, a large system of railroads has been projected, and partly executed, the principal of which is denominated the Central railroad, extending from Cairo, at the junction of the Ohio and Mississippi, and terminating near the south termination of the Illinois and Michigan canal; and thence extending in a north-west direction to Gallena; the whole distance being 457 miles and a half, at an estimated cost of 3,800,000 dollars. This is designed to be intersected by railroads to the east and west, some of them crossing the state. But none of these works are yet completed.

The French, in 1720, from Canada, settled at Kaskaskia and Cahokia, where their descendants are still found. By the treaty of peace between Great Britain and France, in 1763, this country came into the possession of the British. Nearly all the settlements in this state, by emigrants from other states, have been made since 1800. In 1789, it constituted a part of the north-west territory. In 1800, Indiana and Illinois became a separate territory. In 1809 Illinois was made a separate territory under its present name; and in 1818 it was admitted to the union as an independent state, being the twenty-third to that time admitted.—*U. S. Gaz.*

The fertility and resources of Illinois are described in a recent number of "Hunt's Merchant's Magazine" as follows, viz.:—

"Its southern extremity is consequently nearly on a parallel with Richmond, Virginia, and its northern with Albany, in the state of New York. In consequence of this great extent from north to south the climate is various, but there is little essential variation in the inexhaustible richness of its soil, whether it sinks into 'bottoms,' rises into 'bluffs,' or spreads into 'prairies' or 'barrens.'

"It will be seen by a glance at the map, that its situation is exceedingly favourable to a commercial intercourse with the surrounding states. The Mississippi meanders along its western border for 700 miles; the Ohio washes it on the south; and on the east it lies against Lake Michigan and the Wabash. Besides this very extensive water communication along its borders, its interior is also traversed by several large navigable rivers. The Illinois, which is formed by the junction of the Des Plaines and Kankakee, two rivers

which gather their head waters within a few miles of Lake Michigan, sweeps through the state in a south-westerly direction, and joins the Mississippi a few miles above the mouth of the great Missouri. It is navigable for steamboats at a moderate stage of water to Peru, a distance of more than 200 miles, without reckoning the windings of the channel in navigation; from which point the Illinois and Michigan canal, 100 miles long, connects it with Lake Michigan, thus opening to a great portion of the state a market through the lakes and Erie canal to New York. Rock river rises in Wisconsin, and after traversing the north-western part of the state, empties into the Mississippi above the 41st degree of north latitude. It is navigable, with the exception of one or two obstructions in the shape of rapids for near 200 miles. The Kaskaskia, another large river, waters the southern part of the state, and enters the Mississippi about midway between the Missouri and Ohio. The Muddy is still further south, and also discharges its waters into the Mississippi. The large streams on the eastern side of the state are the Iroquois, a tributary of the Kankakee; the Vermilion, emptying into the Wabash; and the Embarras and Little Wabash, both of which also find their way into the Wabash. Besides these are many smaller streams, crossing the country in every direction, some of which, particularly at the north, afford a valuable water-power for propelling machinery.

"These extensive channels of intercommunication have been still further extended by artificial means. The public authorities commenced a system of internal improvements, some years ago, on an extended scale, which, although checked for the present by the embarrassments under which the state is labouring, will, doubtless, ultimately be completed, making every part of the state accessible, and opening to the great markets of the union the inexhaustible productions of the rich interior. Among these the most important is the Illinois and Michigan canal, connecting, as we have already stated, the waters of the Illinois river with those of the lake. It was commenced as a state work in 1836, and congress, to advance its construction, contributed every alternate section of land on each side of the canal, the value of which, when the work is completed, will, it is thought, more than defray the expense of construction. The work is still in progress, notwithstanding the embarrassments of the state, and will probably be completed in the course of the next two years (in 1846). It passes through a region of inexhaustible fertility, and when finished will give a powerful stimulus to the producing interests of the state. It is a curious fact, strongly indicative of the character of the country, that this canal, the length of which is about 100 miles, will be supplied with water for the greater part of this distance from Lake Michigan.

"The low lands lying between the bluffs and the margins of the rivers are called 'bottoms,' and have been formed by the alluvial deposits of the streams.

"These 'bottoms' constitute the richest land in the west. The soil is often twenty-five feet deep, and when thrown up from the digging of wells, produces luxuriantly the first year. The most extensive and fertile tract of this description of soil is what is called the 'American Bottom,' commencing at the mouth of the Kaskaskia, on the Mississippi, and extending northward to the bluffs at Alton, a distance of ninety miles. Its average width is five miles, and it contains about 288,000 acres. The soil is an argillaceous or a silicious loam, according as clay or sand happens to predominate in its formation. This tract, which received its name when the Mississippi constituted the western boundary of the United States, is covered on the margin of the river with a strip of heavy timber, having a thick undergrowth, from half a mile to two miles in width, but from thence to the bluffs it is principally prairie. It is interspersed with sloughs, lakes, and ponds, the most of which become dry in autumn. The land is highest near the margin of the stream, and consequently when overflowed retains a large quantity of water, which is apt to stagnate and throw off miasma, rendering the air deleterious to health. The soil is, however, inexhaustibly productive. Seventy-five bushels of corn to the acre is an ordinary crop, and about the old French towns it has been cultivated and produced successive crops of corn annually for more than 100 years. Besides the American Bottom, there are others that resemble it in its general character. On the banks of the Mississippi there are many places where similar lands make their appearance, and also on the other rivers of the state. The bottoms of the Kaskaskia are generally covered with a heavy growth of timber, and are frequently inundated when the river is at its highest flood. Those of the Wabash are of various qualities, being less frequently submerged by the floods of the river as you ascend

from its mouth. When not inundated they are equal in fertility to the far-famed American Bottom, and in some instances are preferable, as they possess a soil less adhesive.

"These bottoms, especially the American, are the best regions in the United States for raising stock, particularly horses, cattle, and swine. The roots and worms of the soil, the acorns and other fruits from the trees, and the fish of the lakes, are sufficient to subsist and fatten the swine; and the horses and cattle find inexhaustible supplies of grass in the prairies and pea vines, buffalo grass, wild oats, and other herbage in the timber during the summer, and rushes in the winter. The soil is not so well adapted to the production of wheat and other small grain as of Indian corn. They grow too rank, and fall down before the grain is sufficiently ripened to harvest. They are also all, or nearly all, subject to the very serious objection of being unhealthy.

"A large part of Illinois consists of the lesser prairies, which spread out between the creeks, rivers, and timber lands, being mostly undulating, dry, and extremely fertile. They are, however, sometimes level, and in other cases wet. In the southern part of the state they are small, varying in size from those of several miles in width to those which contain only a few acres. As you advance to the north they widen and extend on the more elevated ground between the water-courses, and are frequently from six to twelve miles in width. Their borders are by no means uniform. Long points of timber often project into the prairies, and points of prairie project into the timber between the streams. In many instances there are copses and groves of timber embracing from 100 to 2000 acres in the midst of the prairies, like islands in the ocean. This is a common feature in the country between the Sangamon river and Lake Michigan, and in the northern parts of the state generally. The lead mine region, especially abounds with these groves. These prairies are devoid of timber, and are covered with rank grass, over which the fire annually sweeps, blackening the surface, and leaving a deposit of ashes to enrich the soil. The tough sward which covers them, effectually prevents the timber from taking root; but when this is destroyed by the plough, the surface is soon covered with a thick growth of timber. There are large tracts of country in the older settlements, where thirty or forty years ago the farmers cut their winter's supply of hay, which are now covered with a forest of young and thrifty timber. The prairies have a rich, productive soil; are generally favourable to the preservation of health; and are well adapted to all the various purposes of cultivation.

"Another kind of land which abounds in this state is called, in the dialect of the west, 'Barrens.' In the early settlement of Kentucky, the inhabitants, observing that certain portions of the country had a dwarfish and stunted growth of timber scattered over the surface or collected in clumps, with hazel and shrubbery intermixed, inferred that the soil must necessarily be poor, and hence called these tracts barrens. It was, however, soon ascertained, that so far from their being barren, they were really among the most productive lands in the state. The name has, however, been retained, and received a very extensive application throughout the west. In general, the barrens of Illinois have a surface more uneven or rolling than the prairies, and which more frequently degenerates into ravines and 'sink-holes.' They are almost invariably healthy; have a greater abundance of pure springs, and possess a soil better adapted to all the purposes of cultivation and the different changes of seasons than either the bottoms or prairies. They are covered with wild grass, and with oak and hickory trees and shrubs, which are scattered over their surface, and are gnarled and dwarfish, in consequence of the repeated fires which sweep over them; but when these are stopped, healthy sprouts shoot up from the mass of roots which have accumulated in the earth, and grow with amazing rapidity, so that the want of timber on these tracts can easily be supplied.

"What is called forest, or timber land also abounds in Illinois, but is very unequally distributed over the state. Where the prairie predominates timber is, of course, a desideratum, but as it shoots up with great strength and rapidity as soon as the soil is broken by the plough, this circumstance does not prove a bar to the settlement of the country. The kinds of timber most abundant are oaks of various kinds, black and white walnut, ash, elm, sugar maple, honey locust, hackberry, linden, hickory, cotton wood, pecaun, mulberry, buckeye, sycamore, wild cherry, box, elder, sassafras, and persimmon. In the southern and eastern parts of the state are yellow poplar and beech; near the Ohio are cypress; and on the Calamich, near Lake Michigan, is a small tract covered with white pine. The under-

growth consists of red-bud, pawpaw, sumach, plum, crab-apple, grape vines, dog-wood, spice-bush, green brier, hazel, &c. For ordinary purposes, there is now timber enough in the state without resorting to artificial cultivation.

"The more uneven portions of the country are divided into knobs, bluffs, ravines, and sink-holes. Knobs are ridges of flint limestone intermingled and covered with earth, and elevated 100 or 200 feet above the common surface. They are of little value for cultivation, and have a thin growth of dwarfish trees like the barrens. The steep hills and natural mounds that border the alluvions have obtained the name of bluffs. Some are in long parallel ridges, others like cones and pyramids. They are sometimes formed of precipices of limestone rock from fifty to 100 feet high. The ravines are the depressions formed between the bluffs, and often leading from the prairies down to the streams. Sink-holes are circular depressions of various sizes, from ten to fifty feet deep, and from ten to 100 yards in circumference. They frequently contain an outlet for the water received by the rains, and indicate a substratum of secondary limestone.

"There are but few tracts of ground in the state where loose stones are scattered over the surface or imbedded in the soil, and these are chiefly in the northern part. There are, however, quarries of stone in the bluffs, along the ravines, and on the banks of the streams. The soil throughout the state is mostly porous, easy to cultivate, and exceedingly productive. There are no mountains; no ranges of hills; but few ledges; and only a small amount of irreclaimable wastes of any kind in the state. Its capabilities of production are therefore immense, and probably greater than those of any other state, comparing area with area.

"Among the products of the soil, grapes, plums, crab-apples, wild cherries, persimmons, pawpaws, black mulberries, gooseberries, strawberries, and blackberries, are indigenous, and grow wild in great profusion. Of the cultivated fruits, apples, pears, quinces, peaches, and grapes, thrive well, and can be raised in abundance. The cultivated vegetable productions of the field are Indian corn, wheat, oats, barley, buckwheat, Irish potatoes, sweet potatoes, turnips, rye, tobacco, cotton, hemp, flax, the castor bean, &c. Maize, or Indian corn is the staple. No farmer can live without it, and many raise little else. It is cultivated with great ease; produces ordinarily fifty bushels to the acre; often seventy-five; and not unfrequently reaches even to 100. Wheat is a good and sure crop, especially in the middle part of the state, and in a few years Illinois will probably send immense quantities to market. Hemp grows spontaneously, but is not extensively cultivated. Cotton is raised in the southern part of the state, and in 1840, 200,000 pounds were produced; 30,000 pounds of rice were gathered in the same year, and 2591 pounds of hops.

"The stock of the farmer consists principally of horses, neat cattle, swine, and sheep. Horses are more used here than in the eastern states. They do much the greater proportion of the ploughing, and off from the stage routes the travelling is chiefly performed on horseback. Illinois possesses fine grazing lands, and raises for market considerable quantities of beef, which is sold in the western states. In Alton alone, 5000 beeves were killed during the past winter, prior to the first of February. Pork is one of the staples, and thousands of hogs are produced almost without trouble or expense, as they are raised on the fruits and nuts which grow wild in the woods. Near 70,000 were slaughtered in Alton last fall (1842). Sheep have not been hitherto raised in very great numbers, but the flocks of the Illinois farmers are rapidly increasing, and the number in the state now amounts to 486,751. Poultry are raised in great abundance. Ducks, geese, and other aquatic birds, visit the lakes and streams during winter and spring, and prairie hens (grouse) and quails are very numerous, and are taken in great abundance."

Minerals.—"The resources of Illinois do not stop with her large and navigable rivers, the inexhaustible fertility of her soil, or the abundance of her animal and vegetable productions. She is also rich in minerals. Coal, secondary limestone, and sandstone, are found in almost every part of the state. Iron has been found in the south, and is also said to exist in considerable quantities in the north. Marble and granite are found in several counties, and the quantity quarried in 1839 amounted in value to 71,778 dollars. Copper has been found in small quantities on Muddy river, and in the bluffs of Monroe county; and in greater abundance on the Peekatonokee, near the northern boundary of the state. Crystalised gypsum has been discovered in small quantities in St. Clair county, and quartz

crystals in Gallatin county. Gold is found in Jo-Davies's and Fulton counties, from which gold was produced in 1839 to the value of 5250 dollars. Silver is also supposed to exist in the vicinity of Silver creek, and in early times a shaft was sunk here by the French, and it is said that large quantities of this metal were obtained.

"But of all the mineral productions of the state, lead is the most abundant. In the northern part of Illinois and the territory adjacent, are the richest lead mines hitherto discovered on the globe. They lie principally north of Rock river and south of the Wisconsin, but some have also been found on the west side of the Mississippi. For many years the Indians and French traders were accustomed to dig lead in these regions, but they never penetrated much below the surface. In 1823, the late Colonel James Johnson obtained a lease of the United States government, and made arrangements to prosecute the business of smelting, which he commenced with considerable energy the following year."—(See Account of the Minerals of the United States, hereafter.)

PRINCIPAL TOWNS.

Springfield, capital of the state of Illinois, 105 miles north by east of St. Louis, 780 miles from Washington. Situated near the centre of the state, four miles south of Sangamon river, on the border of a beautiful and extended prairie. It was laid out in 1822, and in 1823 contained thirty families, living in log cabins. It contained, in 1840, a state house, for the erection of which 50,000 dollars has been appropriated, a court house, and market house, on a fine public square, a United States' land office, six churches—two Presbyterian, one Episcopal, one Baptist, one Baptist Reformed, and one Methodist—three academies, thirty-four stores, capital 266,000 dollars; one iron foundry, four carding machines, three printing offices, each issuing a weekly newspaper, and 2579 inhabitants.

Chicago, 204 miles north-north-east of Springfield, and 717 miles from Washington, is beautifully situated on level ground, sufficiently elevated to secure it from ordinary floods, on both sides of a river of the same name, between the junction of its north and south branches and its entrance into Lake Michigan, a distance of three quarters of a mile. It extends along the lake shore for a mile. The river is here from fifty to seventy-five yards wide, and from fifteen to twenty-five feet deep. The bar at the mouth has only about three feet of water. An artificial harbour has been made by the construction of piers, which extend on each side of the entrance of the river for some distance into the lake, to prevent the accumulation of sand upon the bar. Numerous steamboats and vessels ply between this place and Buffalo, and the various intermediate places on the upper lakes. Behind the city, toward Des Plaines river, is a fertile prairie, which for the first three or four miles is elevated and dry. Along the north branch of the Chicago and the lake shore there are extensive bodies of fine timber. White pine lumber is obtained from the regions about Green bay and Grand river, in Michigan, and across the lake from St. Joseph's river. The canal now in progress from this place to the Illinois river will add to its importance and business. It is sixty feet wide at top, and six feet deep, 105 miles in length, including a feeder of four miles, and five miles of river navigation, and is estimated to cost 8,654,337 dollars. It had, in 1840, four foreign commission houses, with a capital of 35,300 dollars; ninety-seven retail stores, capital 400,300 dollars; eleven lumber yards, capital, 38,900 dollars; one furnace, capital 20,000 dollars; one distillery, two flouring mills, three printing offices, one bindery, two daily, and two weekly newspapers, and one periodical, fourteen brick and stone houses, and forty-one wooden houses, built during the year, and cost 57,500 dollars. Capital in manufactures, 61,950 dollars. Eleven schools, 397 scholars. Population, 4470.—(See Internal Trade, hereafter.)

Quincy, 104 miles south of Springfield, and 884 miles from Washington, is situated on a bluff, on the east side of Mississippi river, 125 miles above the mouth of Illinois river by water, and contains a court house, four churches, twenty-five stores, a United States' land office, a large steam flouring and saw mill, a carding machine, about 200 dwellings, and 1500 inhabitants. The court house stands on a fine public square. There are about 300 steamboat arrivals annually; and pork is annually exported to the amount of 100,000 dollars.—*U. S. Gaz.*

Alton, eighty-two miles west by south from Springfield, and 808 miles from Wash-

ington, is situated on the east bank of the Mississippi, two miles and a half above the mouth of the Missouri, eighteen miles below the mouth of the Illinois. It has the best landing for steamboats on the east bank of the Mississippi. A flat rock, level with the surface of the ground, forms an excellent natural wharf. The finest timber surrounds it for several miles. Bituminous coal exists in great abundance, near the town. Limestone, freestone, and water limestone, exist in abundance. The corporate bounds of the city extend two miles along the river, and half a mile back. There are five squares reserved for public purposes, and a large reservation at the landing place. Market-street is 150 feet wide, and other streets from sixty to 180 feet, regularly laid out. Seven or eight steamboats are owned here. The growth of this place has been exceedingly rapid. There were, in 1840, four foreign commission houses, capital 22,000 dollars; thirty-eight stores, capital 319,800 dollars; one brewery, one flouring mill, three saw mills, three printing offices, two weekly newspapers, and one periodical. Capital in manufactures, 80,175 dollars. Population, 2340.—*U. S. Gaz.*

Galena, capital of Jo-Davies's county, 230 miles north-west from Springfield, 882 miles from Washington. It is pleasantly situated on Fêve, or Bean river, and is the metropolis of the great lead region. It is six miles above the mouth of the river, which is navigable to this place, at all stages of the water, for the largest steamboats. It has an intercourse by steamboats with St. Louis, New Orleans, Louisville, Cincinnati, and other places on the Mississippi and Ohio rivers. It contained, in 1840, thirty-five stores, one academy, one flouring mill, one saw mill, various mechanic establishments, 300 dwellings, and about 1500 inhabitants. First settled in 1826. In this region there were produced, in 1841, 22,000,000 lbs. of lead, most of which finds a market in this place. The manufacture of copper is also becoming important, and three furnaces are engaged in smelting it.—(See Minerals of the United States, hereafter.)

Nauvoo, 124 miles north-west from Springfield, 891 miles from Washington. It is situated on the east bank of the Mississippi river, which is here about two miles wide, and where is a good steamboat landing. In consequence of a curve in the river, it bounds the place on the north-west and south. It is 181 miles above the mouth of Illinois river, and the city limits include a space four miles long and three miles wide, at its greatest width, covered with streets of ample width, and crossing each other at right angles. Its buildings, at the end of three years from the time of its establishment, amount to 1000, consisting chiefly of white-washed log cabins, with some frame and brick houses. Its public buildings are the *Nauvoo House*, a spacious hotel, fronting on two streets, 120 feet on each, forty feet wide, and three stories high above the basement. In this building Joe Smith, the pretended prophet and leader of these "Latter-day Saints" was provided, before his murder, with a suite of rooms. The *Nauvoo Temple*, not yet entirely completed, will be 130 feet long, and 100 feet wide. In the basement is a baptistry, or brazen sea, supported on twelve gilded oxen, the model of which is derived from the brazen sea of Solomon. Their property is held as private; but a large farm, without the city is occupied and cultivated in common. The *Nauvoo Legion* consists of from 2000 to 3000 men, armed and disciplined. They have a university, which contains a president, a professor of mathematics and English literature, a professor of the learned languages, and a professor of church history. The population amounts to 7000, within the city limits, a large number of whom are from England, besides about 3000 who belong to the fraternity, in the vicinity. The city is divided into four wards, and has a mayor, and, from each of the wards, two aldermen, four common councilmen, and a constable.—*U. S. Gaz. for* 1844.

Finances.—This is one of the non-paying states.

The debt of Illinois is as follows:—

	dollars.
Internal improvement debt	5,614,196
Canal debt	4,338,907
State house	116,000
School, college, and seminary funds	808,085
Due state bank for warrants	294,190
Total debt upon which interest accrues	11,171,378

"The *improvement debt* was for railroads and other matters. The taxes of the state were twenty cents per 100 dollars of valuation for state purposes, and ten cents for the interest on this improvement debt. This latter tax has been repealed, and the only resource to which the holders of this 10,000,000 dollars of canal and improvement debt are to look for their money, is the completion of the canal, for the construction of which the canal stock was issued. The state offers that canal and its property to those who will advance 1,000,000 dollars to complete it. The value of the property of the canal is as follows, according to the engineer:—

	dollars.
230,467 acres canal lands, at 10 dollars	2,304,670
Lots at Chicago	350,000
Lots at Lockport	300,000
Lots at Ottawa	350,000
Lots at La Salle	500,000
Lots at Juliet and La Page	300,000
Total value canal property	4,104,670

"It is proposed to give this property into the hands of trustees or those who will advance the new loan, to be sold for cash when the canal is completed, and applied to the payment of the loan, principal, and interest. The revenue of the completed canal then to pay the interest of the old canal bonds, and then that of the improvement bonds.

"The land of Illinois comes under taxation five years after its purchase, and the taxable acres are as follows:

	acres.		acres.
1840	7,960,000	1843	14,271,000
1841	10,060,000	1844	15,000,000
1842	13,250,000	1845	16,132,876

"The following is a statement of the taxable property, amount of state tax, and taxes, including town and county tax, in three states:—

	taxable property.	rate of tax.	state tax.	total tax.
Illinois	69,881,419	20 cents.	182,800	331,330
Indiana	100,000,000	46 „	405,000	725,000
„ poll tax		75 „	75,000	
Ohio	134,000,000	50 „	917,153	2,350,000

"At the present rate, it will be observed, that taxes are much lighter than in the other states.

"Since 1840, as seen in the above table, 1,110,000 acres have been settled, or twelve per cent of the whole amount taxable in 1840. In 1837, Illinois *bought* provisions of Ohio. In 1841, she exported several millions. This shows the rapid progress of settlement and produce. The completion of the canal will give value and activity to the whole mass, giving wealth to the citizens, and *ability* and *will* to pay taxes for the remaining debts."—*United States Almanac for* 1845.

VI. INDIANA.

INDIANA is bounded north by Michigan lake and state; east by Ohio; south by Kentucky, from which it is separated by the Ohio river; and west by Illinois. It is between 37 deg. 45 min. and 41 deg. 52 min. north latitude, and between 84 deg. 42 min. and 87 deg. 49 min. west longitude, and between 7 deg. 45 min. and 11 deg. west from Washington. Its length is about 260 miles, and breadth about 140 miles; comprising an area of about 36,000 square miles, or 23,040,000 British statute acres. The population, in 1800, was 5641; in 1810, 24,520; in 1820, 147,178; in 1830, 341,582; in 1840, 685,866. White males, 352,773; white females, 325,925; coloured males, 3731; coloured females, 3434. Employed in agriculture, 148,806; in commerce, 3076; in manu-

factures and trades, 20,590 ; in mining, 238 ; navigating the ocean, 89 ; navigating canals, rivers, and lakes, 677 ; learned professions, 2257.

This state is divided into eighty-seven counties, which, with their population, in 1840, and their capitals, were as follows :—Adams, 2264, C. Decatur; Allen, 5942, C. Fort Wayne; Blackford, 1226, C. Hartford ; Bartholomew, 10,042, C. Columbus ; Boone, 8121, C. Lebanon ; Brown, 2364, C. Nashville ; Benton, C. Benton C.H.; Carroll, 7819, C. Delphi ; Cass, 5480, C. Logansport; Clarke, 14,595, C. Charlestown ; Clay, 5567, C. Bowling Green ; Clinton, 7508, C. Frankfort ; Crawford, 5282, C. Fredonia ; Davies, 6720, C. Washington ; Dearborn, 19,327, C. Lawrenceburg ; Decatur, 12,171, C. Greensburg ; De Kalb, 1968, C. Auburn ; Delaware, 8843, C. Muncytown ; Dubois, 3632, C. Jasper; Elkhart, 6660, C. Goshen ; Fayette, 9837, C. Connersville; Floyd, 9454, C. New Albany; Fountain, 11,218, C. Covington; Franklin, 13,349, C. Brookville; Fulton, 1993, C. Rochester; Gibson, 8977, C. Princeton; Grant, 4875, C. Marion ; Greene, 8321, C. Bloomfield; Hamilton, 9855, C. Noblesville ; Hancock, 7535, C. Greenfield ; Harrison, 12,459, C. Corydon; Hendricks, 11,264, C. Danville ; Henry, 15,128, C. New Castle; Huntington, 1579, C. Huntington ; Jackson, 8961, C. Brownston ; Jasper, 1267, C. Rensselaer ; Jay, 3863, C. Portland ; Jefferson, 16,614, C. Madison ; Jennings, 8829, C. Vernon ; Johnson, 9352, C. Franklin ; Knox, 10,657, C. Vincennes ; Kosciusko, 4170, C. Warsaw; La Grange, 3664, C. Lima ; Lake, 1468, C. Crown Point ; La Porte, 8184, C. La Porte; Lawrence, 11,782, C. Bedford ; Madison, 8874, C. Andersontown ; Marshall, 1651, C. Plymouth ; Marion, 16,080, C. Indianapolis ; Martin, 3875, C. Mount Pleasant ; Miami, 3048, C. Peru ; Monroe, 10,143, C. Bloomington ; Montgomery, 14,438, C. Crawfordsville ; Morgan, 10,741, C. Martinsville ; Noble, 2702, C. Augusta ; Orange, 9602, C. Paoli ; Owen, 8359, C. Spencer ; Parke, 13,499, C. Rockville ; Perry, 4655, C. Rome ; Pike, 4769, C. Petersburg ; Porter, 2162, C. Valparaiso ; Posey, 9683, C. Mount Vernon ; Pulaski, 561, C. Winnimac ; Putnam, 16,843, C. Green Castle ; Randolph, 10,684, C. Winchester ; Ripley, 10,392, C. Versailles ; Rush, 16,456, C. Rushville ; Scott, 4242, C. Lexington ; Shelby, 12,005, C. Shelbyville; Spencer, 6305, C. Rockport ; St. Joseph, 6425, C. South Bend; Stark, 149, C. Stark C.H.; Steuben, 2578, C. Angola; Sullivan, 8315, C. Benton ; Switzerland, 9920, C. Vevay ; Tippecanoe, 13,724, C. Lafayette ; Union, 8017, C. Liberty ; Vanderburg, 6250, C. Evansville ; Vermilion, 8274, C. Newport ; Vigo, 12,076, C. Terre Haute ; Wabash, 2756, C. Wabash ; Warren, 5656, C. Williamsport ; Warwick, 6321, C. Booneville ; Washington, 15,269, C. Salem ; Wayne, 23,290, C. Centreville; Wells, 1822, C. Bluffton; White, 1832, C. Monticello ; Whitley, 1237, C. Columbia.

Soil.—There are no mountains in Indiana. The country bordering on the Ohio is hilly and undulated. A range of hills runs parallel with the Ohio, from the mouth of the Great Miami to Blue river, alternately approaching to within a few rods, and receding to the distance of two miles. Immediately below Blue river, the hills disappear, and then a large tract of level land succeeds, covered with a heavy growth of timber. Bordering on all the principal streams, except the Ohio, there are strips of bottom and prairie land, from three to six miles in width. Remote from the rivers the country is broken, and the soil light. Between the Wabash and Lake Michigan, the country is generally level, interspersed with woodlands, prairies, lakes, and swamps. The shore of this state, which extends along the southern end of Lake Michigan is lined with sand hills, about 200 feet high, behind which there are sandy hillocks, on and between which grow some pine and a few other trees. The prairies bordering on the Wabash are rich, having ordinarily an excellent vegetable soil from two to five feet deep. The natural growth of this soil consists of several kinds of oak, ash, beech, buckeye, walnut, cherry, maple, elm, sassafras, linden, honeylocust, cotton wood, sycamore, and mulberry. The principal productions are wheat, rye, Indian corn, oats, buckwheat, barley, potatoes, beef, pork, butter, cheese, &c. —*U. S. Gaz.*

Live Stock and Agricultural Products.—In 1840, there were in this state 241,036 horses and mules ; 619,980 neat cattle ; 675,982 sheep ; 1,623,608 swine ; poultry to the value of 357,594 dollars. There were produced, 4,049,375 bushels of wheat ; 28,015 bushels of barley ; 5,981,605 bushels of oats ; 129,621 bushels of rye ; 49,019 bushels of buckwheat ; 28,155,887 bushels of Indian corn ; 1,237,919 lbs. of wool ; 38,591 lbs. of

hops; 30,647 lbs. of wax; 1,525,794 bushels of potatoes; 178,029 tons of hay; 8605 tons of flax and hemp; 1,820,306 lbs. of tobacco; 3,727,795 lbs. of sugar. The products of the dairy were valued at 742,269 dollars; of the orchard, at 110,055 dollars; of lumber, at 420,791 dollars. There were made 10,265 gallons of wine; and value of skins and furs, 220,883 dollars.—*Official Returns.*

Minerals.—Iron and coal have been found in this state, and there are some salt springs, and Epsom salts are found in a cave near Corydon; but the mineral productions have no great interest.

The climate is generally healthy and pleasant; the winters are mild in the southern, and more severe in the northern parts.

Rivers.—The Ohio river washes the whole southern border of this state, and furnishes great facilities for trade. The Wabash is the largest river in this state, being 500 miles in length. It rises in Ohio, and passes westwardly and south-westwardly through the state, when it forms a part of the western boundary for 120 miles, and enters the Ohio thirty miles above Cumberland river. It is navigable for steamboats to Lafayette, 300 miles, a part of the year. White river, its largest branch, is 200 miles long, and is navigable in its west fork for steamboats to Indianapolis, in season of floods. It consists of an east fork and west fork, which unite about thirty miles above its junction with the Wabash. The White Water river runs in the eastern part of the state, and enters the Great Miami a little above its mouth. The St. Joseph's river enters the north part of the state from Michigan, and after a course of forty miles, passes through Michigan into Michigan lake. Lake Michigan touches this state in its north-west part.—*U. S. Gaz.*

Trades.—There were in the state, in 1840, eleven commercial and twenty-six commission houses engaged in foreign trade, with a capital of 1,207,400 dollars; 1801 retail dry goods and other stores, with a capital of 5,664,687 dollars; 767 persons employed in the lumber trade, with a capital of 90,374 dollars; 2705 persons engaged in internal transportation, who, with 237 butchers, packers, &c., employed a capital of 582,165 dollars.—*Official Returns.*

Manufactures.—The value of home-made, or family manufactures, was 1,289,802 dollars. There were twenty-four fulling mills, and thirty-seven woollen manufactories, employing 103 persons, producing goods to the value of 58,867 dollars, and employing a capital of 77,954 dollars; twelve cotton manufactories, with 4983 spindles, employing 210 persons, producing articles to the value of 135,400 dollars, with a capital of 142,500 dollars; seven furnaces, producing 810 tons of cast iron, and one forge, producing twenty tons of bar iron, employing 103 persons, and a capital of 57,700 dollars; forty-seven persons produced 242,040 bushels of bituminous coal, with a capital of 9300 dollars; three paper manufactories, producing to the value of 86,457 dollars, and other manufactures of paper producing to the value of 54,000 dollars, the whole employing 100 persons, and a capital of 68,739 dollars; 261 persons manufactured flax to the value of 6851 dollars; eighty-eight persons manufactured tobacco to the value of 65,659 dollars, with a capital of 24,706 dollars; hats and caps were manufactured to the value of 122,844 dollars, and straw bonnets to the value of 2048 dollars, the whole employing 183 persons, and a capital of 69,018 dollars; 428 tanneries employed 978 persons, and a capital of 399,627 dollars; 579 other manufactories of leather, as saddleries, &c., produced articles to the value of 730,001 dollars, and employed a capital of 247,549 dollars; forty-five potteries employed seventy-nine persons, produced articles to the value of 35,835 dollars, with a capital of 13,685 dollars; twenty-six persons produced drugs and paints to the value of 47,720 dollars, with a capital of 17,984 dollars; 120 persons produced machinery to the value of 123,808 dollars; eighty-three persons produced hardware and cutlery to the value of 34,263 dollars; forty-seven persons manufactured 885 small arms; two persons manufactured the precious metals to the value of 3500 dollars; twenty-eight persons manufactured granite and marble to the value of 6720 dollars; 1007 persons produced bricks and lime to the value of 206,751 dollars, with a capital of 140,469 dollars; thirty persons made 1,135,560 lbs. of soap, 228,938 lbs. of tallow candles, 111 lbs. of wax and spermaceti candles, with a capital of 13,039 dollars; 323 distilleries produced 1,787,108 gallons, twenty breweries produced 188,392 gallons, the whole employing 500 persons, and a capital of 292,316 dollars; five rope walks, employing eleven persons, produced cordage to the value of 5850 dollars, with a capital of 2270

dollars; 481 persons manufactured carriages and waggons to the value of 163,135 dollars; with a capital of 78,116 dollars; 204 flouring mills manufactured 224,624 barrels of flour, and, with other mills, employed 2224 persons, producing articles to the value of 2,329,134 dollars, and employing a capital of 2,077,018 dollars; vessels were built to the value of 107,223 dollars; 564 persons produced furniture to the value of 211,481 dollars, with a capital of 91,022 dollars; 346 brick or stone houses, and 4270 wooden houses, employed 5519 persons, and cost 1,241,312 dollars; sixty-nine printing offices, six binderies, four semi-weekly, and sixty-nine weekly newspapers, and three periodicals, employed 211 persons, and a capital of 58,505 dollars. The whole amount of capital employed in manufactures was 4,132,043 dollars.—*Official Returns.*

Education.—Indiana college, at Bloomington, was founded in 1827; South Hanover college, at South Hanover, was founded in 1829; Wabash college, at Crawfordsville, was founded in 1833; the Indiana Asbury university, under the Methodists, was founded in 1839. In these institutions there were, in 1840, 322 students. There were in the state fifty-four academies, with 2946 students; and 1521 common and primary schools, with 48,189 scholars. Of white persons over twenty years of age, 38,100 could neither read nor write.—*U. S. Gaz.*

Religion.—In 1836, the Baptists had 334 churches, and 218 ministers; the Presbyterians had 109 churches and seventy ministers; the Methodists about seventy preachers. The Lutherans, in 1840, had thirty congregations, and eight ministers. Besides these, there is a considerable number of Friends, and some Episcopalians, Roman Catholics, and some Presbyterians, Methodists, and Baptists of different descriptions.—*U. S. Gaz.*

Banks.—In the commencement of 1840, there was one bank, with twelve branches, in the state, with a capital of 2,595,221 dollars, and a circulation of 2,985,370 dollars. At the close of 1840, the state debt amounted to 13,667,433 dollars.—(See Banks of United States hereafter.)

Public Works.—The greatest work of internal improvement undertaken by this state is the Wabash and Erie canal, which extends from Lafayette, on the Wabash, 187 miles to Lake Erie, at Toledo, on the Maumee bay; eighty-seven miles and a quarter of it being in Ohio, and ninety-nine miles and three-quarters in Indiana. The White Water canal extends from Lawrenceburg, thirty miles to Brookville. This canal, when completed, will connect Cambridge, on the national road, with the Ohio river, the entire length being seventy-six miles, at an estimated cost of 1,400,000 dollars. The Central canal is designed to connect the Wabash and Erie canal at Peru, with the Ohio river at Evansville, passing through Indianapolis. The entire length will be 290 miles, and the estimated cost 3,500,000 dollars. Parts of this work have been completed. Terre Haute and Eel River canal will connect Terre Haute, the southern termination of the Wabash and Erie canal, with the Central canal in Greene county, at a distance of forty miles and a half, and an estimated expense of 629,631 dollars. This work is not completed. The Madison and Indianapolis railroad extends from Madison, on the Ohio river, ninety-five miles to Indianapolis. It is nearly completed. Several other canals and railroads have been projected.—*U. S. Gaz.*

PRINCIPAL TOWNS.

La Fayette, seventy miles north-west of Indianapolis, is situated on the east side of the Wabash river, ten miles below the mouth of the Tippecanoe river, at the head of steamboat navigation on the Wabash. In 1840 it contained a court house, gaol, market house, bank, seven churches, an academy, twenty-one stores, two flouring mills, two saw mills, one paper mill, one carding and fulling mill, 400 dwellings, and about 2000 inhabitants. The Wabash and Erie canal connects it with Lake Erie.

Madison, situated on the north bank of the Ohio, 560 miles north-west of Washington. It has an active trade, principally in exporting pork, and other produce; 15,000 hogs have been annually killed. There is a cotton factory, a steam engine factory and some other fabrics. In 1840, there were fifty stores, two iron foundries, two banks, and 3798 inhabitants. The houses are well built, chiefly of brick.

Indianapolis, capital of the state of Indiana, is situated on the east side of White

river, which is navigable to this town in time of high water. It contains a state house, governor's house, court house, a United States' land office, six churches, a female institute, a county seminary, a steam flouring and saw mill, and 2692 inhabitants. The *national* road passes through the place; and the most important roads in the state centre here. The place was originally laid out on a mile square, with streets crossing each other at right angles, and additions have been made to it on the different sides. In the centre, is a circular area of several acres, from which four streets diverge, crossing the other streets diagonally. In the centre of the circular area was originally a mound, on which stands the governor's house, in a very commanding situation, with a circular street around it, eighty feet wide. The state house is 180 feet long, by eighty feet wide, and forty-five feet high from the ground to the cornice, with an appropriate dome. A bridge crosses White river. In 1840, there were thirty stores, capital 92,600 dollars; one fulling mill, one cotton factory, 500 spindles, two tanneries, one brewery, two printing offices, two binderies, two weekly and one semi-weekly newspapers, one flouring mill, four grist mills, nine saw mills, two oil mills. Capital in manufactures, 31,630 dollars. Population, 1452.

Terre Haute, on the east bank of the Wabash, is another famous place, with about 2500 inhabitants.

Evansville, 172 miles south-west by south of Indianapolis, is situated on the north bank of the Ohio river, at the great north bend, below the entrance of Green river, and contained, in 1840, a court house, gaol, a bank, eight churches, a steam flouring mill, one foundry, forty-five stores, 500 dwellings, and 2500 inhabitants.

Fort Wayne, 131 miles north-north-east of Indianapolis, beautifully situated on the south side of the Maumee river, and contained, in 1840, a court house, gaol, five churches, four academies, nine stores, 500 dwellings, and about 2000 inhabitants. It is on the line of the Wabash and Erie canals, and surrounded by a rich and fertile country.

Logan's Port, at the head of the steamboat navigation on the Wabash, seventy-two miles from Indianapolis, and at the junction of the Erie and Wabash canal, is a flourishing and increasing town, with about 2000 inhabitants.

New Albany, situated on the north bank of the Ohio, 121 miles south-by-east of Indianapolis. In 1840, population 4226; had fifty stores, one iron foundry, one steam engine factory, one hemp bagging factory, ten to fifteen steamboats, besides sloops and schooners, built annually. This place is rapidly increasing.

Finances.—The revenue paid in for the year ending October 31st, 1843, was 213,716 dollars 66 cents. The amount of the common school fund, derived from bank dividends, was 59,243 dollars 44 cents. The number of acres of land assessed in 1843 was 14,674,599. The value of all property taxed, was 103,709,853 dollars. The number of polls taxed was 121,919. The internal improvements of the state consist of one railroad, three turnpike roads, and five canals. The amount of the state debt was 13,899,000 dollars; of which sum, 1,527,000 dollars accrued from bank stock, and the balance for internal improvements. The expenses of government, in 1843, were 90,897 dollars; for 1844, they are estimated at 100,000 dollars. The income is estimated at 240,000 dollars, mostly paid in state treasury notes.

VII. OHIO.

Ohio is bounded north by Michigan and Lake Erie; east, by Pennsylvania and Virginia; south, by the Ohio river, which separates it from Virginia and Kentucky; and west by Indiana. It lies between 38 deg. 30 min. and 42 deg. north latitude, and between 80 deg. 35 min. and 84 deg. 47 min. west longitude, and between 3 deg. 31 min. and 7 deg. 41 min. west longitude from Washington. It is about 210 miles long from north to south, and 200 miles broad from east to west; comprising an area of about 40,000 square miles, or 25,600,000 British statute acres. The population, in 1790, was 3000; in 1800, 45,365; in 1810, 230,760; in 1820, 581,434; in 1830, 937,637; in 1840, 1,519,467; being the third in population in the United States. Of these, 775,360 were white males; 726,762 white females; 8740 were free coloured males; 8602 free

coloured females. Employed in agriculture, 272,579; in commerce, 9201; in manufactures and trades, 66,265; in mining, 704; navigating the ocean, 212; navigating rivers, canals, and lakes, 3323; learned professions, 5663.—*Official Returns.*

This state is divided into seventy-nine counties, which, with their population in 1840, and their capitals, are as follows:—Adams, 13,183, C. West Union; Allen, 9079, C. Lima; Ashtabula, 23,724, C. Jefferson; Athens, 19,109, C. Athens; Belmont, 30,901, C. St. Clairsville; Brown, 22,715, C. Georgetown; Butler, 28,173, C. Hamilton; Carroll, 18,108, C. Carrollton; Champaign, 16,721, C. Urbanna; Clark, 16,882, C. Springfield; Clermont, 23,106, C. Batavia; Clinton, 15,719, C. Wilmington; Columbiana, 40,378, C. New Lisbon; Coshocton, 21,590, C. Coshocton; Crawford, 13,152, C. Bucyrus; Cuyahoga, 26,506, C. Cleveland; Darke, 13,282, C. Greenville; Delaware, 22,060, C. Delaware; Erie, 12,599, C. Sandusky City; Fairfield, 31,924, C. Lancaster; Fayette, 10,984, C. Washington; Franklin, 25,049, C. Columbus; Gallia, 13,444, C. Gallipolis; Geauga, 16,297, C. Chardon; Greene, 17,528, C. Xenia; Guernsey, 27,748, C. Cambridge; Hamilton, 80,145, C. Cincinnati; Hancock, 9986, C. Findlay; Hardin, 4598, C. Keoton; Harrison, 20,099, C. Cadiz; Henry, 2503, C. Napoleon; Highland, 22,269, C. Hillsborough; Hocking, 9741, C. Logan; Holmes, 18,088, C. Millersburg; Huron, 23,933, C. Norwalk; Jackson, 9744, C. Jackson; Jefferson, 25,030, C. Steubenville; Knox, 29,579, C. Mount Vernon; Lake, 13,719, C. Painesville; Lawrence, 9738, C. Burlington; Licking, 35,096, C. Newark; Logan, 14,015, C. Belle Fontaine; Lorain, 18,467, C. Elyria; Lucas, 9382, C. Toledo; Madison, 9025, C. London; Marion, 14,765, C. Marion; Medina, 18,352, C. Medina; Meigs, 11,452, C. Chester; Mercer, 8277, C. Celina; Miami, 19,688, C. Troy; Monroe, 18,521, C. Woodfield; Montgomery, 31,938, C. Dayton; Morgan, 20,852, C. McConnelsville; Muskingum, 38,749, C. Zanesville; Ottawa, 2248, C. Port Clinton; Paulding, 1034, C. Charloe; Perry, 19,344, C. Somerset; Pickaway, 19,725, C. Circleville; Pike, 7626, C. Piketon; Preble, 19,482, C. Eaton; Portage, 22,965, C. Ravenna; Putnam, 5189, C. Putnam; Richland, 44,532, C. Mansfield; Ross, 27,460, C. Chilicothe; Sandusky, 10,182, C. Lower Sandusky; Scioto, 11,192, C. Portsmouth; Seneca, 18,128, C. Tiffin; Shelby, 12,154, C. Sidney; Stark, 34,603, C. Canton; Summit, 22,560, C. Akron; Trumbull, 38,107, C. Warren; Tuscarawas, 25,631, C. New Philadelphia; Union, 8422, C. Marysville; Van Wert, 1577, C. Van Wert; Warren, 23,141, C. Lebanon; Washington, 20,823, C. Marietta; Wayne, 35,808, C. Wooster; Williams, 4465, C. Bryan; Wood, 5357, C. Perrysburg.

Soil.—The interior of the state, and the country bordering on Lake Erie, are generally level, and in some places marshy. From one-quarter to one-third of the state, comprehending the eastern and south-eastern part, bordering on the Ohio river, is generally hilly and broken. Most of the hills have a deep rich soil, and are capable of being cultivated to their highest summits.

"There is no elevation which deserves the name of a mountain, in the whole state. The interval lands on the Ohio, and several of its tributaries, have great fertility. On both sides of the Scioto, and of the Great and Little Miami, are the most extensive bodies of rich and level land in the state. On the head waters of the Muskingum and Scioto, and between the Scioto and the two Miami rivers are extensive prairies, some of them low and marshy, producing a great quantity of coarse grass, from two to five feet high; other parts of the prairies are elevated and dry, with a very fertile soil, though they are sometimes called barrens. The height of land which divides the waters which fall into the Ohio from those which fall into Lake Erie, is the most marshy of any in the state; while the land on the margins of the rivers is generally dry. Among the forest trees are black walnut, oak of various species, hickory, maple of several kinds, beech, birch, poplar, sycamore, ash of several kinds, pawpaw, buckeye, cherry, and whitewood, which is extensively used as a substitute for pine. Wheat may be regarded as the staple production of the state, but Indian corn and other grains are produced in great abundance. Although Ohio has already become so populous, it is surprising to the traveller to observe what an amount of forest is yet unsubdued."—*U. S. Gaz.*

Climate.—"The summers are warm and pretty regular, but subject, at times, to severe drought. The winters are generally mild, but much less so in the northern than in

the southern part of the state. Near Lake Erie, the winters are probably as severe as in the same latitude on the Atlantic. In the country for fifty miles south of Lake Erie, there are generally a number of weeks of good sleighing in the winter; but in the southern part of the state, the snow is too small in quantity, or of too short continuance, to produce good sleighing for any considerable time. In the neighbourhood of Cincinnati, green peas are produced in plenty by the 20th of May. In parts of the state near marshes and stagnant waters, fevers, and agues, and bilious and other fevers, are prevalent. With this exception, the climate of Ohio may be regarded as healthful."—*U. S. Gaz.*

Live Stock and Agricultural Products.—In 1840, there were in this state 430,527 horses and mules; 1,217,874 neat cattle; 2,028,401 sheep; 2,099,746 swine; poultry, to the value of 551,193 dollars. There were produced 16,571,661 bushels of wheat; 212,440 bushels of barley; 14,393,103 bushels of oats; 814,205 bushels of rye; 633,139 bushels of buckwheat; 33,668,144 bushels of Indian corn; 3,685,315 lbs. of wool; 62,195 lbs. of hops; 38,950 lbs. of wax; 5,805,021 bushels of potatoes; 1,022,037 tons of hay; 9080 tons of hemp and flax; 5,942,275 lbs. of tobacco; 4317 lbs. of silk cocoons; 6,363,386 lbs. of sugar; the products of the dairy were valued at 1,848,869 dollars; of the orchard, at 475,271 dollars; of lumber, 262,821 dollars. There were made 11,524 gallons of wine; and 6809 tons of pot and pearl ashes.—*Official Returns.*

Minerals.—Salt springs have been found on Yellow creek, in Jefferson county; on the waters of Killbuck, in Wayne county; on Muskingum river, near Zanesville; and at various other places. "Bituminous coal is found in great quantities in the eastern part of the state, particularly near Massilon, in Stark county, and in Tallmadge, in Summit county. This coal is delivered to consumers in Cleveland for fifteen cents a bushel. Iron ore is found in various places, particularly near Zanesville, and on Bush creek, in Adams county."—*U. S. Gaz.*

Rivers.—The Ohio, which gives name to the state, flows along its entire southern border. This river is 908 miles long, from Pittsburg to its mouth, by its various windings, though it is only 614 miles in a straight line. Its current is gentle, with no falls, excepting at Louisville, Kentucky, where there is a descent of twenty-two feet and a half in two miles, but this has been obviated by a canal. For about half the year, it is navigable for steamboats of a large class through its whole course. The Muskingum, the largest river which flows entirely in the state, is formed by the junction of the Tuscarawas and Walholding rivers, and enters the Ohio at Marietta. It is navigable for boats 100 miles. The Scioto, the second river in magnitude, flowing entirely within the state, is about 200 miles long, and enters the Ohio at Portsmouth. Its largest branch is the Whetstone or Olentangy, which joins it immediately above Columbus. It is navigable for boats 130 miles. The Great Miami is a rapid river in the western part of the state, 100 miles long, and enters the Ohio in the south-west corner of the state. The Little Miami has a course of seventy miles, and enters the Ohio seven miles above Cincinnati. The Maumee is 100 miles long, rises in Indiana, runs through the north-west part of this state, and enters Lake Erie at Maumee bay. It is navigable for steamboats to Perrysburg, eighteen miles from the lake, and above the rapids is boatable for a considerable distance. The Sandusky rises in the northern part of the state, and, after a course of about eighty miles, it enters Sandusky bay, and thence into Lake Erie. The Cuyahoga rises in the north part of the state, and, after a curved course of sixty miles, enters Lake Erie at Cleveland. It has a number of falls which furnish valuable mill seats. Besides these, Huron, Vermilion, Black, Grand, and Ashtabula rivers fall into Lake Erie.—*U. S. Gaz.*

Harbours.—Lake Erie borders this state for about 150 miles, and has several harbours, among which the largest are within Maumee and Sandusky bays. Besides these, are the harbours of Huron, Cleveland, Fairport, and Ashtabula.—*U. S. Gaz.*

Trades.—The direct foreign exports of this state, in 1840, amounted to 991,954 dollars; and the imports to 4915 dollars. There were fifty-three commercial and 241 commission houses engaged in foreign trade, with a capital of 5,928,200 dollars; 4605 retail dry goods and other stores, with a capital of 21,282,225 dollars; 2891 persons employed in the lumber trade, with a capital of 373,268 dollars; 854 persons engaged in internal transportation, who, with 1061 butchers, packers, &c., employed a capital of 4,617,570 dollars.—*Official Returns.*

Manufactures.—In 1840, the value of home-made or family manufactures was 1,853,937 dollars; there were 130 woollen manufactories, and 206 fulling mills, producing goods to the value of 685,757 dollars, employing 935 persons, and a capital of 537,985 dollars; eight cotton manufactories, with 13,754 spindles, employing 246 persons, producing articles to the value of 139,378 dollars, and employing a capital of 113,500 dollars; seventy-two furnaces produced 35,236 tons of cast iron, and nineteen forges, &c., produced 7466 tons of bar iron, consuming 104,312 tons of fuel, employing 2268 persons, and a capital of 1,161,900 dollars; 434 persons produced 3,513,408 bushels of bituminous coal, with a capital of 45,525 dollars; fourteen paper manufactories, employing 305 persons, produced articles to the value of 270,202 dollars, with a capital of 208,200 dollars; thirty-one persons manufactured flax, producing the value of 11,737 dollars, with a capital of 242 dollars; hats and caps were manufactured to the value of 728,513 dollars, and straw bonnets to the value of 3028 dollars, the whole employing 963 persons, and a capital of 369,637 dollars; 812 tanneries employed 1790 persons, with a capital of 957,383 dollars; 1160 other manufactories of leather, as saddleries, &c., produced articles to the value of 1,986,146 dollars, with a capital of 917,245 dollars; 187 persons manufactured tobacco to the value of 212,818 dollars, with a capital of 68,810 dollars; ninety-nine potteries employed 199 persons, manufacturing to the value of 89,754 dollars, employing a capital of 43,450 dollars; 858 persons produced machinery to the value of 875,731 dollars; 289 persons produced hardware and cutlery to the value of 393,300 dollars; seventy persons persons produced three cannon, and 2450 small-arms; thirty-seven persons manufactured the precious metals to the value of 53,125 dollars; 589 persons manufactured other metals to the value of 782,901 dollars; seventy persons produced drugs and paints to the value of 101,880 dollars, with a capital of 126,335 dollars; 401 persons manufactured granite and marble to the value of 256,131 dollars; 1469 persons produced bricks and lime to the value of 712,697 dollars; thirteen persons, in two powder mills, produced 222,500 lbs. of powder, with a capital of 18,000 dollars; 105 persons manufactured 3,603,036 lbs. of soap, 2,318,456 lbs. of tallow candles, 151 lbs. of spermaceti and wax candles, employing a capital of 186,780 dollars; 390 distilleries produced 6,329,467 gallons, and fifty-nine breweries produced 1,422,584 gallons, the whole employing 798 persons, and a capital of 893,119 dollars; twenty-one rope-walks, employing sixty-six persons, produced articles to the value of 89,750 dollars, with a capital of 37,675 dollars; eleven persons produced musical instruments to the value of 8454 dollars, with a capital of 5000 dollars; 1490 persons manufactured carriages and waggons to the value of 701,228 dollars, with a capital of 290,540 dollars; 536 flouring mills produced 1,311,954 barrels of flour, and with other mills employed 4661 persons, producing articles to the value of 8,868,213 dollars, with a capital of 4,931,024 dollars; vessels were built to the value of 522,855 dollars; 1928 persons manufactured furniture to the value of 761,146 dollars, employing a capital of 534,317 dollars; 970 brick or stone houses, and 2764 wooden houses, employed 6060 persons, and cost 3,776,823 dollars; 159 printing-offices, forty-one binderies, nine daily, seven semi-weekly, and 107 weekly newspapers, and twenty periodicals, employed 1175 persons, and a capital of 446,720 dollars. The whole amount of capital employed in manufactures, was 16,905,257 dollars.—*Official Returns.*

Education.—The principal literary institutions, are the University of Ohio, at Athens, founded in 1821; the Miami university, at Oxford, founded in 1809. These institutions have been endowed with large grants of lands. The Franklin college, at New Athens, founded in 1825; the Western Reserve college, at Hudson, founded in 1826; Kenyon college, at Gambier (Episcopal), was founded in 1826; Granville college, at Granville (Baptist), founded in 1832; Marietta college, at Marietta, founded in 1832; the Oberlin Collegiate institute, at Oberlin, founded in 1834; Cincinnati college, at Cincinnati, founded in 1819; as was also Woodward college, at the same place. Willoughby university, at Willoughby, is a medical institution, with a college charter. Lane Theological seminary, at Cincinnati, founded in 1829. There are also theological departments in Kenyon, Western Reserve, and Granville colleges, and in the Oberlin institute; a Lutheran theological school at Columbus; two medical and one law school at Cincinnati. At all these institutions, there were in 1840, 1717 students. There were in the state seventy-three academies, with 4310 students; 5186 common and primary schools, with 218,609 scho-

lars. There were 35,394 white persons over twenty years of age, who could neither read nor write.—*U. S. Gaz.*

Religion.—In 1836, the Presbyterians had 247 ministers; the Methodists had 200 ministers; the Baptists had 170 ministers; the Lutherans had forty-seven ministers; the Episcopalians had one bishop and twenty-five ministers; the German Reformed had twenty-six ministers. Besides these there are a considerable number of Friends and Catholics, and a few others.—*U. S. Gaz.*

Banks.—There were in this state, at the commencement of 1840, thirty-seven banks and branches, with an aggregate capital of 10,507,521 dollars, and a circulation of 4,607,127 dollars. The state debt, in September, 1840, was 991,954 dollars.—(See Banks of the United States hereafter.)

Public Works.—The Ohio canal extends from Cleveland, on Lake Erie, 307 miles to Portsmouth, on the Ohio. It has a navigable feeder of fourteen miles to Zanesville; one of ten miles to Columbus; and one of nine miles to Lancaster; one to Athens of fifty miles; the Walholding branch of twenty-three miles; the Eastport branch of four miles, and the Dresden of two miles. This great work was begun in 1825, and was finished in 1832, at a cost of 5,000,000 dollars. The Miami canal extends from Cincinnati, 178 miles, to Defiance, where it meets the Wabash and Erie canal. The cost was 3,750,000 dollars. The whole distance to Lake Erie is 265 miles. The Warren canal, a branch of the above, extends from Middletown, twenty miles to Lebanon. The Sandy and Beaver canal is to extend from the Ohio canal, at Bolivar, seventy-six miles, to Ohio river, at the mouth of Little Beaver creek. Cost estimated at 1,500,000 dollars. The Mahoning canal extends from the Ohio canal, at Akron, eighty-eight miles, eight miles of which are in Pennsylvania, to Beaver river, at a cost of 764,372 dollars. Milan canal extends from Huron, three miles, to Milan, to which steamboats now ascend. The Mad river and Sandusky city railroad extends from Tiffin, thirty-six miles, to Sandusky city. The Ohio railroad extends from Manhattan, forty miles, to Sandusky city.—*U. S. Gaz.*, and *American Almanac.*

PRINCIPAL TOWNS.

CINCINNATI, the most populous city west of the Alleghany mountains, is situated on the Ohio river, 504 miles, by the windings of the river, above its confluence with the Mississippi. It lies in 39 deg. 6 min. 30 sec. north latitude, and 84 deg. 27 min. west longitude from Greenwich, and 7 deg. 24 min. 45 sec. west from Washington. It is 116 miles south-west from Columbus; 250 miles from Cleveland; 120 miles from Indianapolis; 270 miles from Nashville, Tennessee; 860 miles from New Orleans; 350 miles from St. Louis; 105 miles from Louisville; 518 miles from Baltimore; 298 miles from Pittsburg; 617 miles from Philadelphia; 492 miles from Washington; 900 miles from New York, by Lake Erie, and 600 miles from Charleston, South Carolina. In 1795, it contained 500 inhabitants; in 1800, 750 inhabitants; in 1810, 2540 inhabitants; in 1820, 9642 inhabitants; in 1830, 24,831 inhabitants; in 1840, 46,338 inhabitants; in 1845, the number of inhabitants may be estimated at about 55,000, probably, at nearly 60,000. Besides which, there is usually in the town a floating population of from 2000 to 3000. In 1840, there were engaged in commerce, 2226; in manufactures and trades, 10,866; learned professions, 434. This city is built on an elevated plain, on the north bank of the Ohio, 540 feet above the level of tide water at Albany, and twenty-five feet below the level of Lake Erie; but low water mark is 432 feet above tide-water, and 133 feet below the level of Lake Erie. "The shore of the Ohio here forms a good landing for boats at all seasons of the year, the principal landing being paved to low water mark in a substantial manner, and supplied with floating wharfs, rendered necessary by the great rise and fall of the river at different times. The descent from the upper part of Cincinnati to low water mark on the Ohio, is 108 feet. The city is near the eastern extremity of a pleasant valley, about twelve miles in circumference, skirted to the north by a circular ridge of hills, the summits of which are not more than 300 feet above the plain, but of picturesque appearance. The ground on which the city stands consists of two plains, the rear one elevated fifty or sixty feet above the front, though the ascent, by grading, has been extensively

reduced to a gradual slope. The view of the city is beautiful from the hills in the rear; but as approached by water it is neither extensive nor commanding.

"Excepting on the margin of the river, it is regularly laid out in streets and alleys, crossing each other at right angles. The streets running east and west, are denominated proceeding from the river, first, second, &c., while those running north and south, are named after the native trees, as walnut, sycamore, &c. Main-street extends from the steamboat landing on the river directly north, to the northern boundary of the city. Fourteen streets, seven in each direction, are sixty-six feet wide, and 396 feet apart. The central portion of the city is compactly built, with handsome houses and stores; but the extensive plan in its outer parts, is but partially built up, and the houses are irregularly scattered. Many of the streets are well paved, and extensively shaded by trees. The houses are generally of stone or brick. The climate is changeable, and subject to considerable extremes of heat and cold, but is on the whole healthy.

"The court house, on Main-street, is fifty-six feet by sixty feet, and 120 feet high to the top of the dome. The edifice of the Franklin and La Fayette banks of Cincinnati has a splendid portico of eight Doric columns, after the model of the Parthenon at Athens, but is in a confined situation. It is seventy-nine feet long, and sixty-nine feet deep exclusive of the portico. Several of the churches are fine specimens of architecture, and a number of the hotels are spacious and elegant. There are four market houses, a bazaar, a theatre, a college, an Athenæum, a medical college, a mechanics' institute, two museums, a lunatic asylum, a high school, and a number of large and commodious houses for public schools. Within the last year 800 buildings have been erected, among which are many large warehouses and stores, and several beautiful churches.

"Cincinnati college was founded in 1819, and had, in 1840, eight instructors, and eighty-four students. It has academical, medical, and law departments. The medical college of Ohio has trustees appointed by the legislature every three years, and it has eight professors and 130 students. The College of Professional Teachers was formed in 1832, and has for its object the improvement of schools in the western country, and holds an annual meeting in October. The Mechanics' institute is formed for the improvement of mechanics in scientific knowledge, by means of popular lectures and mutual instruction. It has a valuable philosophical apparatus, a respectable library, and a reading-room, much frequented by young men. The Cincinnati lyceum furnishes an instructive and fashionable place of resort to the citizens, by its popular lectures and debates through the winter season. It has a good library and a reading-room. The Athenæum is a respectable literary institution, under the direction of the Catholics, in which the mathematics, philosophy, and the classics, as well as the modern languages, are taught by competent professors. It has over seventy students, and a large and splendid edifice. The Lane seminary, at Walnut hills, two miles from the city, has three professors, sixty-one students, and a library of 10,300 volumes. It has a literary as well as theological department. Woodward High School, named after its founder, gives education, in part gratuitously, to a large number of students. It has four instructors, and a large and commodious building. There is a great number of respectable private schools, and twenty public schools for males and females, in which there are 2000 pupils. There are forty-three churches in Cincinnati, of which three are old school Presbyterian, four new school Presbyterian, two Scots Presbyterian, two Episcopal, three Baptist, seven Methodist, two Protestant Methodist, two Catholic, two Friends, and various others."—*U. S. Gaz.*

Cincinnati is an important manufacturing place. Its want of good water-power has been supplied by that of steam mills. In 1840, there were forty-two foreign commercial, and thirty-six commission houses, with a capital of 5,200,000 dollars; 1035 retail stores, with a capital of 12,877,000 dollars; nineteen lumber yards, capital 133,000 dollars; 245 persons were engaged in internal transportation, who, with 790 butchers, packers, &c., employed a capital of 4,071,930 dollars; fourteen furnaces, capital 478,000 dollars; value of machinery manufactured, 545,000 dollars; hardware, cutlery, &c., 289,000 dollars; precious metals 48,000 dollars; various other metals, 713,000 dollars; four woollen factories, capital 39,000 dollars; one cotton factory, capital 6000 dollars; tobacco manufactures, capital 61,000 dollars; thirteen tanneries, capital 156,000 dollars; manufactures of leather, as saddleries, &c., capital 552,000 dollars; two distilleries and six breweries, with a capital of

152,000 dollars; paints, drugs, &c., capital 26,000 dollars; four rope walks, capital 34,000 dollars; carriages and waggons, capital 68,000 dollars; ten flouring mills, eight saw mills, two oil mills, total capital 367,000 dollars; vessels built, value 403,000 dollars; furniture amounted to 459,000 dollars; 264 brick and stone, and seventy-four wooden houses built, cost 1,196,000 dollars; thirty-two printing offices, thirteen binderies, produced 3800 daily newspapers, 33,100 weekly, 1800 semi-weekly, and 17,200 periodicals, with a capital 266,000 dollars. Total capital in manufactures, 7,469,912 dollars. Two colleges, eighty students, two academies, 120 students, fifty-one schools, 5445 scholars. There were five incorporated and two unincorporated banks, with an aggregate capital of nearly 6,000,000 dollars.—*Official Returns.*

Good roads, canals, and the river, bring the products of the surrounding country to this market. The Miami railroad extends from Cincinnati, eighty-five miles and a half to Springfield, and the Miami canal, from Cincinnati, 178 miles, to Defiance, where it joins the Wabash and Erie canals. The internal trade of Cincinnati is thus very extensive. The tonnage of the port, in 1840, was 12,052. There are seven daily papers, which are also issued weekly, or tri-weekly; eight weekly papers, a large number of magazines, issued semi-monthly or monthly, and a number of religious magazines, published monthly.

The municipal government of the city consists of a president, recorder, and twenty-one councillors—three for each of the seven wards into which the city is divided.

Cincinnati was founded in 1789, by emigrants from New England and New Jersey, on the site of Fort Washington. It has grown with great rapidity, and now ranks as the sixth place in population in the United States; and, it being the great emporium of the West, it must continue to increase with the growth of the rapidly rising country with which it is connected.—*U. S. Gaz.*

Chilicothe, forty-five miles south of Columbus, 400 miles from Washington, is situated on the west bank of Scioto river. The Scioto washes its northern limit, and Paint creek its southern, here three-quarters of a mile apart. The principal streets follow the course of the river, and these are crossed by others at right angles, extending from the river to the creek. It has a court house and gaol, two market houses, a United States' land office, twenty-three stores, a banking house, four churches. Population, 3977. The Ohio canal passes through it.—*U. S. Gaz.*

Circleville, twenty-six miles south of Columbus, 396 miles from Washington, is situated on the site of an ancient fortification, on the east bank of the Scioto river. The Ohio canal passes through the place, and crosses the large aqueduct. It has a brick octagonal court house, a gaol, market house, six public offices, four churches, thirteen stores, five canal warehouses, an academy, about 250 dwellings, and about 2000 inhabitants. The country around is very fertile, and a great water power is concentrated at this place, by several creeks, and by the canal. In 1840, there were in the township fifteen stores, capital 62,000 dollars; one fulling mill, one furnace, three tanneries, one distillery, one brewery, three printing offices, two binderies, two weekly and one semi-weekly newspapers, one flouring mill, five saw mills, one oil mill. Capital in manufactures, 37,050 dollars. Population, 2972.

Dayton, sixty-eight miles west-by-south of Columbus, 461 miles from Washington. Population in 1810, 383; in 1820, 1139; in 1830, 2954; in 1840, 6067; and in the township, 10,335. Watered by Great Miami river and its tributaries, south-west branch of Mad river and Wolf creek. Mad river is here turned into a race, about a mile above its mouth, and, after being used as mill power, flows into the Miami, partly above and partly below the village. In and near the village are four cotton factories with 5000 spindles. There is a gun-barrel factory, with a capital of 15,000 dollars; a large iron foundry, four machine shops, producing articles to the value of 100,000 dollars annually; a clock factory, in which are annually made about 2500 clocks; an extensive paper factory, a carding and fulling mill, seven flouring mills, seven saw mills, five distilleries, and various other mills and manufactories. Capital in manufactures, about 100,000 dollars. The Miami canal passes through the place, and connects it with Cincinnati.—*U. S. Gaz. Official Returns.*

Columbus, capital of the state, 139 miles south-west of Cleveland, 110 miles north-east of Cincinnati, 175 miles south of Detroit, Michigan, 184 miles south-west of Pitts-

burg, Pennsylvania, 393 miles from Washington. It is in 39 deg. 47 min. north latitude, and 83 deg. 3 min. west longitude, and 6 deg. west longitude from Washington. It is situated on the east bank of Scioto river, immediately below the confluence of Whetstone river. When this place was selected for the seat of the legislature, in 1812, it was a wilderness. The land rises gradually from the river, and the streets cross each other at right angles. Broad-street extends from the bridge along the national road, a little south of east on the north side of the public square of ten acres, to the east limit of the city, and is 120 feet wide. High-street, 100 feet wide, crosses Broad-street at the north-west corner of the public square, at right angles, and passes through the city in that direction. This is the principal business street of the city. All the other streets are eighty-eight feet wide, and the alleys thirty-three feet wide. A convenient wharf, 1300 feet long, has been erected along the margin of the river. The public buildings are, a state house on the south-west corner of the public square, a brick edifice, seventy-five feet by fifty feet, of two lofty stories, with a steeple 106 feet high. Immediately north of the state house is a building for the public officers of the state, 150 feet by twenty-five feet. Still further north, in a line with the others, is the federal court house. There are five churches—one Presbyterian, one Baptist, one Methodist, one Episcopal, and one German Lutheran. Several of these churches are elegant buildings. The state penitentiary is a spacious edifice, on the bank of the Scioto, half a mile north of the centre of the city. The asylum for the deaf and dumb is a brick building, fifty feet by eighty feet, three stories high, half a mile east of the state house, with Doric porticoes. There is a lunatic asylum, an institution for the blind, a German Lutheran theological seminary, a fine banking house of stone, with a Doric portico of stone. The private houses are neat and substantial. The national road passes through the town, and a canal of eleven miles in length connects it with the Ohio canal. A bridge across the Scioto connects the place with Franklinton. There were, in 1840, in Columbus, and its township, three commission and four commercial houses in foreign trade, capital 63,000 dollars; fifty-eight retail stores, capital 319,750 dollars; three lumber yards, capital 12,000 dollars; five tanneries, two distilleries, three breweries, one pottery, four printing offices, three binderies, one daily, three weekly, one semi-weekly newspapers. Capital in manufactures, 257,850 dollars. Population, 6048.—*U. S. Gaz. Official Returns.*

CLEVELAND, port of entry, 146 miles north north-east of Columbus, 359 miles from Washington. Cleveland is the emporium of northern Ohio, and, next to Cincinnati, the most important town in the state. It stands in a commanding situation, on the southern shore of Lake Erie, at the mouth of the Cuyahoga river, and at the northern termination of the Ohio canal, by which it is connected with Ohio river; in 41 deg. 31 min. north latitude, and 81 deg. 46 min. west longitude from Greenwich, or 4 deg. 44 min. west from Washington. It is 130 miles north-west of Pittsburg, 146 miles north-east of Columbus, 200 miles by water from Buffalo, 130 miles from Detroit, 359 from Washington. The population, in 1799, consisted of one family; in 1825, about 500 inhabitants; in 1830, 1000; in 1834, 4300; in 1840, 6071.

Excepting a small portion of it immediately on the Cuyahoga river, the city is situated on a gravelly plain, elevated about eighty feet above the level of the lake, of which it has a very commanding prospect. The streets cross each other at right angles. The location is dry and healthy, and the view of the meanderings of the Cuyahoga river, and of the steamboats and shipping in the port, and leaving or entering it, and of the numerous vessels on the lake, presents a prospect exceedingly interesting, from the high shore.

"Near the centre of the place is a public square of ten acres, divided into four equal parts by intersecting streets, neatly enclosed, and shaded with trees. The court house and the first Presbyterian church front on this square.

"The harbour of Cleveland is one of the best on Lake Erie. It is formed by the mouth of the Cuyahoga river, and improved by a pier on each side, extending 425 yards into the lake, 200 feet apart, and faced with substantial stone masonry. Cleveland is the great mart of the greatest grain-growing state in the union, and it is the Ohio and Erie canals that have made it such, though it exports much by the way of the Welland canal to Canada. It has a ready connexion with Pittsburg, through the Pennsylvania and Ohio canal, which extends from the Ohio canal at Akron to Beaver creek, which enters the Ohio

below Pittsburg. The natural advantages of this place are unsurpassed in the west, to which it has a large access by the lakes and the Ohio canal. But the Erie canal constitutes the principal source of its vast advantages; without that great work, it would have remained in its former insignificance."—*U. S. Gaz. Official Returns.*

The total number of pounds on which toll was charged, and which arrived at Cleveland, in 1840, was 280,233,820, in which was included 2,151,450 bushels of wheat, 504,900 barrels of flour, 23,000 barrels of pork, 782,033 lbs. of butter, 513,452 lbs. of lard, 683,499 lbs. of bacon, 1,154,641 lbs. of pig iron, 2,252,491 lbs. of iron and nails, 643,954 pieces of staves and heading.

The number of pounds' weight of all property on which toll was paid by weight, and which cleared from Cleveland by way of the canal, in 1840, was, 9,563,396 lbs. of merchandise, 1,163,167 lbs. of furniture, 1,770,016 lbs. of gypsum, 1,265,656 feet of lumber, 76,729 barrels of salt, 8959 barrels of lake fish, 2,560,000 shingles, twenty-one pairs of mill-stones.

The number of voyages of boats cleared, was 4137; but there were only 312 different boats. In the year 1840, 1344 vessels, exclusive of steamboats, entered the port; and 1344 vessels, and 1020 steamboats, cleared. There were owned at Cleveland, sixty-seven schooners, two brigs, three sloops, eleven steamboats; the total tonnage, in 1840, was 9514. There were, in 1840, twenty-one foreign commission houses, with a capital of 58,000 dollars; sixty-six retail stores, capital 139,700 dollars; three lumber yards, capital 3000 dollars; one furnace; value of machinery made, 3000 dollars; two distilleries, and one brewery, capital 32,000 dollars; one flouring mill, manufactured flour to the value of 125,000 dollars; five printing-offices, three binderies, one daily and four weekly newspapers, and one periodical, employed a capital of 9700 dollars. Total capital in manufactures, 128,632 dollars.—*Official Returns.*

There were two banks, with an aggregate of capital of 800,000 dollars; and an insurance company, with a capital of 500,000 dollars. There is a light-house on the bank of the lake, and another at the entrance of the harbour.

Ohio City, situated on Lake Erie, at the mouth of the Cuyahoga river, opposite to Cleveland. The ground on which it stands is uneven, and presents many fine situations, which overlook the lake, the city of Cleveland, and surrounding country. It has an Episcopal, a Presbyterian, and other churches, a considerable number of stores and buildings. A bridge crosses the Cuyahoga a little above the place, and a floating bridge and ferry connect it with Cleveland. It contains a large iron foundry, and a number of mechanic shops. It enjoys the harbour, at the mouth of the Cuyahoga, in common with Cleveland. It has seven stores, capital 13,500 dollars; seven commission houses, capital 2000 dollars; two furnaces. Population, 1577.

Sandusky, port of entry, 110 miles north of Columbus, 414 miles from Washington, is situated on the south shore of Sandusky bay, fronting the opening into Lake Erie, of which it has a beautiful view. The town is built upon an inexhaustible quarry of the best stone, which has been extensively used in the erection of its edifices. At all times of the year, excepting three winter months, the wharfs are thronged with steamboats and other vessels. It contains four churches; an academy of stone, three stories high; twenty-six stores, besides groceries and provision houses; a ship-yard, where steamboats and other vessels are built; 300 dwellings, and about 1200 inhabitants.

Madison, 190 miles north-east by north of Columbus, and 349 miles from Washington. Situated on both sides of Grand river. Large quantities of iron are manufactured here into hollow ware, mill irons, &c., and exported. It has nine stores, capital 11,800 dollars; three tanneries, one distillery, two grist mills, and nine saw mills. Capital, in manufactures, 5950 dollars. Twenty schools, 1250 scholars. Population, 2800.

Mount Vernon, fifty-one miles north-east of Columbus, and 376 miles from Washington. Situated on Vernon river, or Owl creek. Contains a court house, gaol, four churches, twenty stores, three flouring mills, two saw mills, one oil mill, two printing offices, 250 dwellings, and 2362 inhabitants.

Springfield, forty-three miles west of Columbus, and 436 miles from Washington, is situated on the national road, and on the east fork of Mad river, which affords extensive water power. It contains a court house, four churches, thirty stores, one paper mill, one

grist mill, one carding and fulling mill, one brewery, one distillery, one printing office, which issues a weekly newspaper, fifteen schools, 793 scholars, 400 dwellings, and about 2062 inhabitants. Population, 2349.

STEUBENVILLE, 141 miles east-north-east of Columbus, and 264 miles from Washington, is situated on the west bank of Ohio river, and contains six churches, a town house, a market, a bank, an academy, thirty stores, one steam paper mill, two woollen factories, three carpet factories, two cotton factories, three iron foundries, three steam-engine factories, one brass foundry, three machine shops, three steam flouring mills, one silver plating factory, one steam saw mill, two breweries, three copperas factories, one comb factory, one chemical factory, one rope walk, one boat yard, two printing offices, each issuing a weekly newspaper, and about 700 dwellings.—*U. S. Gaz. Official Returns.*

FINANCES.

THE following is a detailed Statement of the Public Debt of the State, as stated in the Auditor's Report of December, 1844.

	dollars.	cts.
Foreign debt	12,876,321	11
Temporary loans	890,425	86
Scrip issued in canal and railroad companies	772,515	00
Domestic debt	1,383,584	61
Amount of surplus revenue from counties	53,000	86
Amount of surplus from auditor of state	29,200	39
Domestic bonds, yet outstanding	321,042	05
Amount due turnpike companies on subscription	621,331	84
Indebtedness of the public works to the sinking fund, rising	2,000,000	00
Total	18,747,325	12
To which we add the amount due the contractors on the public works	800,000	00
Balance remaining in the Treasury, November 15th, 1842	64,361	25
Amount collected and paid by county treasurers, in the year ending November 15th, 1843	199,468	72
Miscellaneous items of revenue	64,440	31
Total receipts	328,270	28
Expenditure during the year	233,462	36
Balance in the treasury, November 15, 1843	94,807	92

The following are some of the chief items of expenditure:

	dollars.	cts.		dollars.	cts.
State officers	7,600	00	Lunatic Asylum	19,000	00
Judges and Reporter	25,800	00	Institution for the Blind	10,300	00
Ohio Legislature	43,072	00	Board of Public Works	3,600	00
Deaf and Dumb Asylum	9,814	73	State Printer	18,491	18

Amount of taxable property, and of taxes assessed during the year 1843.

	dollars.
Number of acres of land, 22,625,808.	
Value, including houses	84,440,180
Value of town lots and buildings	21,056,202
Number of horses, 368,457.	
Estimated value	14,738,240
Number of cattle, 700,654.	
Estimated value	5,613,799
Capital and money at interest	7,120,998
Number of pleasure carriages, 11,997.	
Estimated value	694,375
Total amount of taxable property	133,663,794

	dollars.	cts.
State and canal tax	934,899	19
County and school tax	606,358	38
Road tax	190,979	30
Township and poor tax	185,428	88
Corporation and bridge tax	194,257	59
Physicians' and lawyers' tax	6,276	92
School-house tax	17,037	62
Delinquencies	226,604	93
Total taxes	2,361,842	81

The whole amount of the state debt was, at that date, 18,668,321 dollars 61 cents. Of this, however, 1,406,267 dollars 46 cents are owned by the state itself, being a part of the permanent school fund; 14,345,212 dollars 50 cents bear interest at six per cent, 1,500,000 dollars at seven per cent, and 550,000 dollars at five per cent. The annual interest on this debt is regularly paid, being provided for by the proceeds of the public works, and by a permanent tax imposed by law.

Common school funds accruing during the year 1843.

	dollars.	cts.
Five per cent interest on surplus revenue	100,314	05
Tax, &c., for common school purposes	99,814	32
Interest on special funds for common schools	28,387	98
Interest on proceeds of the 16th section in every township	56,133	92
Total	284,521	91

VIII. MICHIGAN.

The state of Michigan, comprises two peninsulas; the principal of which, or Michigan proper, is bounded north by the Straits of Michilimackinac, which connect Lakes Michigan and Huron; east by Lake Huron, St. Clair river, Lake St. Clair, Detroit river, and Lake Erie, which separate it from Upper Canada; south by Ohio and Indiana; and west by Lake Michigan. This main section of the state is about 288 miles long, and about 190 miles average breadth. The area contains about 38,000 square miles, or 24,320,000 British statute acres. The other, and geographically, distinct peninsula of this state, lies north-west of the former, and is bounded north by Lake Superior; on the east by St. Mary's river; on the south by Lake Michigan, Green Bay, and Menomonee river; and west by Montreal river, which enters Lake Superior. This division of the state is about 320 miles long, and from thirty miles to 160 miles broad, comprising about 28,000 square miles; making the whole territory of the state about 66,000 square miles. In 1810, the population was 4528; in 1820, 9048; in 1830, 31,639; in 1840, 212,267. Of these, 113,395 were white males; 98,165 white females; 393 coloured males; 314 coloured females. Employed in agriculture, 56,521; in commerce, 728; in manufactures and trades, 6890; navigating the ocean, 24; navigating canals, lakes, and rivers, 166; mining, 40; learned professions, 904.

In 1840, the number of counties were thirty-two, which, with their population and capitals, were as follows:—Allegan, 1783, C. Allegan; Barry, 1078, C. Hastings; Berrien, 5011, C. St. Joseph; Branch, 5715, C. Branch; Calhoun, 10,599, C. Marshall; Cass, 5710, C. Cassopolis; Chippewa, 534, C. Sault St. Mary; Clinton, 1614, C. De Witt; Eaton, 2379, C. Charlotte; Genesee, 4268, C. Flint; Hillsdale, 7240, C. Jonesville; Ingham, 2498, C. Vevay; Ionia, 1923, C. Ionia; Jackson, 13,130, C. Jackson; Kalamazoo, 7380, C. Kalamazoo; Kent, 2587, C. Grand Rapids; Lapeer, 4265, C. Lapeer; Lenawee, 17,889, C. Adrian; Livingston, 7430, C. Howell; Macomb, 923, C. Mount Clemens; Michilimackinac, 9716, C. Mackinac; Monroe, 9922, C. Monroe; Oakland, 23,646, C. Pontiac; Oceana, 208, C. Oceana; Ottawa, 496, C. Grand Haven; Saginaw, 892, C. Saginaw; St. Clair, 4606, C. St. Clair; St. Joseph, 7068, C. Centreville; Shiawassee, 2103, C. Corunna; Van Buren, 1910, C. Pawpaw; Washtenaw, 23,571, C. Ann Arbor; Wayne, 24,173, C. Detroit. Several new counties remain to be organised.

Configuration and Soil.—The surface of the lower or southern peninsula is generally level, having few elevations which may be denominated hills. Along the shores of Lakes Huron, Michigan, St. Clair, and Erie, the land is generally low for from eight to fifteen miles back. This region is covered with forest trees, except the district of Sand-hills. The interior is gently undulating, rising gradually from the lakes to the centre of

the peninsula. This central region may be regarded as a table land, elevated about 300 feet above the level of the lakes, interspersed with forests of timber, oak plains, and beautiful prairies. Along the eastern shore of Lake Michigan are sand hills, thrown by the winds into innumerable fantastic forms, sometimes covered with stinted trees and scanty vegetation, but most generally bare. On the shore of Lake Huron there are some high sand bluffs. The point formed by Lake Huron and Saginaw bay is generally low and swampy. A large part of the soil of this peninsula is fertile, and well adapted to the purposes of agriculture. The principal forest trees are the oak, hickory, walnut, ash, linden, sugar maple, elm, poplar, and pine. The "oak openings" are green districts with clumps or single trees of oak growing at various distances of from ten to 100 feet apart. Streams and small rivers flow through these openings. In other parts, are small plains with a rich brown soil, dotted with burr oaks. Differing from these districts, we meet with dry prairies, without any wood, but with a remarkably fertile soil. The wet prairies are generally barren swamps. There are also very extensive districts of sterile country in this peninsula, called the "barrens." These consist of an undulated region of sandy soil, with a growth of stinted oaks and bushes. These barrens are not, however, incapable of being cultivated. The soil is well adapted to the culture of wheat, rye, oats, barley, flax, hemp, garden vegetables, and grasses. No part of the United States is better supplied with fish, aquatic fowls, and wild game. The fish of the lakes and rivers are chiefly the white fish and salmon trout, both of which are taken and put up in large quantities for exportation. The trout weigh from ten to seventy pounds, and the white fish are equally large. There are many other varieties, as sturgeon, pike, three varieties of bass, codfish, maskmonge, pukins, mullet, lake herrings, &c.—(See Fisheries of America hereafter.)

Of the northern peninsula, Mr. Schoolcraft says, "portions of it are the mere development of sublime scenery, which appertains to that comparatively elevated portion of the continent. Mountains and lakes, plains, rivers, and forests, spread over it, with a boldness of outline, which may be said to constitute almost a peculiar type of North American geography. This division embraces the mineral district of the region. Much of it falls under the influence of causes which render it of little or no value in an agricultural point of view; but it may be regarded as the seat of future mineral operations. Accuracy with respect to either kind of soil, either in acres or miles, must be the result of exploration and survey. The northern shores of Lakes Michigan and Huron, as far as Point Detour, are exclusively limestone, where rock is at all visible, and this rock is characterised by the usual indications of gypsum and brine springs. The growth of trees in this newly acquired boundary is as various as the soils, and is, in general, an accurate index of its fertility. The sugar maple is interspersed throughout the tract, being separated by the sand plains, the mountain masses, and by tracts of spruce lands. This tree, however, forms so considerable a portion of the growth, that the natives can always, by a timely removal of their camps, rely on the manufacture of sugar. The beech tree is found as far north as Point Iroquois, at the outlet of Lake Superior. I regard the white oak, however, as a surer test of climate and soil together, than any other of our forest trees. I doubt whether this tree ever attains to its full size in a climate not decidedly congenial to agriculture. The rock maple and red oak are found, at intervals, throughout the northwest; I have seen both species at the sources of the Mississippi, but have not observed the beech north of the locality mentioned, nor the white oak north of the Straits of Mackinac. The interior abounds in minor lakes, and enjoys a singular advantage of intercommunication by streams and portages. The areas included between the three great lakes north of Mackinac, which will probably hereafter be denominated the upper peninsula of Michigan, embraces the present settlements at Mackinac and Sault St. Mary. Taking the whole extent of the annexed territory from Menomonee river, following the curves of the coast to the northwest limits of the state, the mouth of Moniaw or Montreal river of Lake Superior, it affords not less than 720 miles of additional coast navigation; and embraces, in the distance, several large bays and excellent harbours. About forty large and sixty small streams discharge their waters into the three lakes constituting portions of the boundary."

Rivers.—The southern peninsula of Michigan is drained by several rivers and streams, which rise in the table or highlands, and flow in an easterly or westerly direction, with the exception of the Cheboigan, and three or four smaller streams, which flow in a

northerly direction. The larger streams are navigable by boats and canoes nearly to their sources. Raisin and Huron rivers flow into Lake Erie; Rouge into the Detroit strait; Clinton and Black rivers into the Strait of St. Clair. Saginaw river, formed by the junction of Titibawassee, Hare, Shiawassee, Flint, and Cass rivers, enters into Saginaw bay. Thunder Bay river and Cheboigan, with several smaller streams, flow into the northern part of Lake Huron. St. Joseph, Kalamazoo, Grand, and Maskegon rivers, and several smaller streams, flow in a westerly direction into Lake Michigan. The counties of Oakland, Livingston, Washtenaw, Barry, Jackson, and Kalamazoo abound with small clear lakes, well stocked with fish.—*U. S. Gaz.* "Michigan and its Resources" in the *Merchants' Magazine.*

Live Stock and Agricultural Products.—There were in the state, in 1840, 30,144 horses and mules; 185,190 neat cattle; 99,618 sheep; 295,890 swine; poultry to the value of 82,730 dollars. There were produced 2,157,108 bushels of wheat; 127,802 bushels of barley; 2,114,051 bushels of oats; 34,236 bushels of rye; 113,592 bushels of buckwheat; 2,277,039 bushels of Indian corn; 153,375 lbs. of wool; 11,381 lbs. of hops; 4533 lbs. of wax; there were produced 2,109,205 bushels of potatoes; 130,805 tons of hay; 755 tons of hemp and flax; 1602 lbs. of tobacco; 266 lbs. of silk cocoons; 1,329,784 lbs. of sugar; the products of the dairy were estimated at 301,052 dollars; and of the orchard at 16,075 dollars; and of lumber at 392,325 dollars.—*Official Returns.*

Lakes.—Michigan lake is the largest lake that lies wholly within the United States, being 360 miles long, and sixty broad, containing 17,000 square miles, including Green bay, a large branch of it in the north-west. The Straits of Michilimackinac, forty miles long, connect this lake with Lake Huron. Saginaw bay is a large branch of Lake Huron, sixty miles long by thirty-two miles wide.—*U. S. Gaz.*

Trades.—The exports of Michigan, in 1840, amounted to 162,229 dollars; and the imports to 138,610 dollars. There were twenty-six commission-houses engaged in foreign trade, with a capital of 177,500 dollars; 612 retail dry goods and other stores, with a capital of 2,228,988 dollars; 312 persons employed in the lumber trade, with a capital of 45,600 dollars; 453 persons employed in the fisheries (lake), with a capital of 28,640 dollars.—*Official Returns.*

Manufactures.—In 1840, the value of home-made or family manufactures was 113,955 dollars; there were sixteen fulling mills, and four woollen manufactories, employing thirty-seven persons, producing articles to the value of 9734 dollars, and employing a capital of 34,120 dollars; fifteen furnaces, producing 601 tons of cast iron, employing ninety-nine persons, and a capital of 60,800 dollars; one paper mill, employing six persons, produced to the value of 7000 dollars, with a capital of 20,000 dollars; twelve persons manufactured tobacco to the value of 5000 dollars, with a capital of 1750 dollars; hats and caps were produced to the value of 30,463 dollars, and straw bonnets to the value of 659 dollars, employing forty-two persons, and a capital of 20,007 dollars; thirty-eight tanneries employed ninety-nine persons, and a capital of 70,240 dollars; 101 other manufactories of leather, as saddleries, &c., produced articles to the value of 192,190 dollars, with a capital of 69,202 dollars; one glass-house employed thirty-four persons, producing articles to the value of 7322 dollars, with a capital of 25,000 dollars; three potteries employed four persons, producing articles to the value of 1100 dollars, with a capital of 625 dollars; three persons produced confectionary to the value of 3000 dollars, with a capital of 1200 dollars; sixty-seven persons produced machinery to the value of 47,000 dollars; seven persons produced hardware and cutlery to the value of 1250 dollars; one person manufactured the precious metals to the value of 5000 dollars; six persons manufactured granite and marble to the value of 7000 dollars; 298 persons produced brick and lime to the value of 68,913 dollars; six persons produced 78,100 lbs. of soap and 57,975 lbs. of tallow candles, with a capital of 6000 dollars; thirty-four distilleries produced 337,761 gallons, and ten breweries produced 308,696 gallons, the whole employing 116 persons, and a capital of 124,200 dollars; fifty-nine persons produced carriages and waggons to the value of 20,075 dollars, with a capital of 13,150 dollars; ninety-three flouring mills produced 202,880 barrels of flour, and, with other mills, employed 1144 persons, producing articles to the value of 1,832,363 dollars; with a capital of 2,460,200 dollars; vessels were built to the value of 10,500 dollars; sixty-five persons manufactured furniture to the value of 22,494 dollars, with a capital

of 28,050 dollars; thirty-nine brick or stone houses, and 1280 wooden houses were erected, and employed 1978 persons, and cost 571,005 dollars; twenty-eight printing-offices, two binderies, six daily, and twenty-six weekly newspapers, and one periodical, employed 119 persons, and a capital of 62,900 dollars. The whole amount of capital employed in manufactures was 3,112,240 dollars.—*Official Returns.*

Education.—The Michigan university, at Ann Arbor, has departments of literature, science, and the arts, of law, and of medicine. It is designed to have academic branches, spread over the state, and they have been already established at Detroit, Pontiac, Monroe, Niles, Kalamazoo, Grand Rapids, Jackson, White Pigeon, and Tecumseh. This institution has been well endowed by large grants of lands. Marshall college, at Marshall, has been established; and St. Philip's college, near Detroit, is a Catholic institution. These institutions had, in 1840, 158 students. There were in the state twelve academies, with 485 students; and 975 common and primary schools, with 29,701 scholars. There were in the state 2173 white persons over twenty years of age who could neither read nor write.—*U. S. Gaz.*

Religion.—In 1836, the Presbyterians had forty-two churches and nineteen ministers; the Baptists had seventeen churches and eleven ministers; the Roman Catholics one bishop and eighteen ministers; the Episcopalians one bishop and four ministers; and the Methodists were considerably numerous.—*U. S. Gaz.*

Banks.—At the commencement of 1840 there were in this state nine banks, and one branch, with an aggregate capital of 1,229,200 dollars, and a circulation of 261,296 dollars. At the close of 1840, the state debt amounted to 6,011,000 dollars.

Internal Public Works.—Michigan has projected and commenced an extensive system of internal improvements. The Central railroad extends from Detroit, forty-four miles, to Ann Arbor, and when completed is designed to extend 194 miles to St. Joseph on Lake Michigan. The Erie and Kalamazoo railroad extends from Toledo, thirty-three miles, to Adrian. This road is designed to be continued until it meets the Central railroad, which it will leave at Kalamazoo and terminate at Allegan. The whole distance from Toledo to Kalamazoo is 183 miles. The Ypsilanti and Tecumseh railroad leaves the Central railroad at Ypsilanti, and connects with the Erie and Kalamazoo railroad at Tecumseh, twenty-five miles. The Detroit and Pontiac railroad extends from Detroit, twenty-five miles, to Pontiac. Numerous other railroads have been laid out and commenced; and also the Clinton and Kalamazoo canal is designed to unite the waters of Lake Michigan and St. Clair. The whole length is 216 miles, and is estimated to cost 2,250,000 dollars. But this, with several other proposed canals, is for the present suspended.—*American Almanac.*

PRINCIPAL TOWNS.

DETROIT, capital of the state, 302 miles west of Buffalo, 524 miles from Washington, rises in a pleasant and healthy situation, on the river or strait of the same name, thirty feet above its surface, and commands a fine view of the surrounding country. It is seven miles below the outlet of Lake St. Clair, and eighteen miles above the west end of Lake Erie, in 42 deg. 19 min. 53 sec. north latitude, and 82 deg. 58 min. west longitude, and 5 deg. 56 min. 12 sec. west longitude from Washington. Population, in 1810, 770; in 1820, 1422; in 1830, 2222; in 1840, 9102. It extends for the distance of a mile along the river, and three-fourths of a mile back. "For 1200 feet back of the river its plan is rectangular. From this point eight avenues, 200 feet wide, radiate, dividing it into triangular portions, all terminating at a large open area, called the Grand Circus. The principal public and private offices, and dry goods stores, are located on Jefferson avenue, a fine street running parallel with the river. There are several public squares, the most noted of which is called the Campus Martius. The city is drained by public sewers. The city is partially supplied with water from an elevated reservoir, filled with water, raised by steam power from the river. Detroit is among the earlier settlements of North America, having been founded by the French from Canada, in 1683. Among the public buildings are the state house, of brick, of the Ionic order, ninety feet by sixty feet, with six columns in front, and pilasters on the sides. The dome presents an extensive and fine view of the surrounding country.

The city hall of brick, is a neat edifice 100 feet by fifty feet. The lower story is a market, and the second contains a spacious hall, in which the courts are held. It contains eight churches—one Presbyterian, one Episcopal, one Methodist, one Baptist, one German Lutheran, two for coloured people, supplied by clergymen of different denominations, and two Roman Catholic. Some of these churches are large and splendid buildings. The bank of Michigan is a fine stone edifice, of Grecian architecture, fifty-six feet by forty feet. There are three other banks, and the whole capital of the banks is 2,250,000 dollars. There are a United States' land office, three markets, a theatre, a museum, a public garden, state penitentiary, government magazine, and mechanics' hall. There are various charitable and benevolent institutions. The Protestants and the Roman Catholics have each an orphan asylum. The ladies free school society educate 200 indigent children. There are several literary and scientific societies. There are three female institutes of a high order, and several equally respectable schools for boys, besides twelve public schools, attended by about 500 children.

"Detroit is admirably situated for trade, and is becoming a great commercial emporium. The navigation of the river and lake are open about eight months in the year. The arrivals of vessels and steamboats at this place are about 300 annually, and the clearances are as many. The tonnage of the port, in 1840, was 11,432. The first steamboat arrival at this place was in August, 1818. Now, several of the largest class arrive and depart daily. The Central railroad, which is destined to extend across the peninsula, is finished forty-four miles from Detroit to Ann Arbor. Detroit was incorporated as a city in 1815. It has several times suffered severely by fires." There were, in 1840, eleven commission houses in foreign trade, capital 123,000 dollars; 113 retail stores, capital 412,760 dollars; four lumber yards, capital 31,500 dollars; three furnaces, one tannery, two breweries, one pottery, three printing offices, two binderies, three daily, and four weekly newspapers. Capital in manufactures, 172,375 dollars.—*U. S. Gaz. Official Returns.*

Adrian, situated opposite the junction of Beaver creek with the Raisin river, sixty-seven miles from Detroit. It has three churches. It is one of the most flourishing towns in the state, and has twenty-seven stores, capital, 116,800 dollars; three grist mills, six saw mills, two printing offices, two weekly newspapers. Population, in 1840, 2496. A railroad between this place and Toledo was opened in 1836.

Tecumseh, fifty-seven miles south-west of Detroit. Watered by Raisin river. It had, in 1840, three commission houses, capital 7000 dollars; twelve stores, capital 70,350 dollars; one tannery, one distillery, one printing office, one weekly newspaper, two flouring mills, two grist mills, two saw mills. Capital in manufactures, 160,000 dollars. Population, 2503.

Mackinac, 300 miles north-north-west from Detroit. Situated on the south-east extremity of an island of the same name, and contains a court house, gaol, one Presbyterian, and one Roman Catholic church, ten stores, a school of the American Board of Foreign Missions, a Roman Catholic missionary school, and a branch of the University of Michigan. Fort Mackinac stands on a rocky eminence, 150 feet immediately above the village, which it commands. The harbour is safe and spacious, capable of accommodating 150 vessels. About 3000 barrels of trout and white fish are annually exported, and it is the seat of an extensive fur trade.—(See fisheries and fur trade hereafter.)

Ypsilanti, thirty miles west of Detroit, on the Huron river, and near the Central railway. Population, in 1840, 2419.

Monroe, thirty-seven miles south-south-west from Detroit, 486 miles from Washington, is situated on the Raisin river, two miles and a half from its mouth. It contains a court house, gaol, two banks, a United States' land office, seven churches—two Presbyterian, one Episcopal, one Baptist, one Methodist, and two Roman Catholic; seven storage and forwarding houses, twenty-four stores, one woollen factory, one iron foundry and edge tool factory, two flouring mills, three saw mills, one fulling mill, one paper mill, one tannery, two printing offices, each issuing a weekly newspaper, a branch of the University of Michigan, and two female academies, a reading-room and library of 1200 or 1500 volumes, 500 dwellings, and about 2500 inhabitants. The river affords extensive water power. A canal, 100 feet wide and twelve feet deep, is constructed from the town to the lake. Steamboats and

other vessels continually ply between this place and other places on the lakes. A railroad extends seventy miles west to Hillsdale.

St. Joseph, is a small town, important from its position on the west coast of Michigan. It has a wharf 2000 feet long, from which steamboats, and other craft, ply to and from various ports of Lake Michigan.

Saginaw, on Saginaw river, which falls into the bay of same name. Population, about 1000. Steamboats navigate the river.—*U. S. Gaz. Official Returns.*

FINANCES.

1. *General fund.* Estimated annual current expenses of state government for 1844:—

	dollars.
Salaries of governor and executive officers	12,600
Judiciary, including attorney-general and reporter	9,900
Legislature	20,000
Printing laws, documents, &c.	3,000
Expenses of the state prison, over earnings	8,000
Miscellaneous appropriations	2,500
Interest on 100,000 dollars, general fund stock, and 60,000 dollars, penitentiary ditto	9,600
„ on about 20,000 dollars delinquent tax stock	1,400
„ on warrants, &c., payable from general fund.	3,000
	70,000

Estimated revenue for current expenses for 1844:—

State tax of two mills, for 1843	55,336
Specific tax on banks, brokers, and pedlars	1,500
Office charges on delinquent taxes	3,000
Interest collected on delinquent taxes, say	12,000
	71,836

2. *Internal Improvement Debt.*—The state has received, or acknowledges due on her, five million loan debt, including interest from July 2, 1841, to July 1, 1845, funded, or proposed to be funded, the sum of 2,987,000 dollars, or nearly 3,000,000; the annual interest of which, at six per cent, will be about 180,000 dollars. The annual receipts on the Central and Southern railroads, on which the state relies for the payment of the above interest, are estimated, when the former shall be completed to Kalamazoo, at from 350,000 dollars to 400,000 dollars, one-half of which, or more, when the roads are fully stocked with locomotives and cars, will be net profits, amounting to 175,000 dollars, or 200,000 dollars.

3. *University Stock.*—The interest on this stock, 100,000 dollars at six per cent, or 6000 dollars per annum, is met regularly from the income of the university fund, which now averages about 8000 dollars a year.

4. *Loans to Railroad Companies.*—The only other stocks of this state, not enumerated above, were issued in pursuance of two loans to railroad companies, for which the state is contingently liable; one of 100,000 dollars to the Detroit and Pontiac railroad company, and one of 20,000 dollars to the Palmyra and Jackson railroad company. For the principal of the latter loan, and 6300 dollars of back interest, the state sold the road in June, 1844, and bid it in at 22,000 dollars. Fifteen miles of it, from Palmyra to Clinton, had been finished for two years or more, except ironing, and had been used some time on the wooden superstructure. It is supposed, that that part of the road lying north of the southern railroad of the state will be ironed by the state, and converted into a branch of that road. On the loan of 100,000 dollars to the Detroit and Pontiac railroad company, it is expected that the state will receive pay before the close of the year 1846; if not, the lien which the state has on the road is deemed ample security.—*American Almanac for* 1845.

IX. WISCONSIN.

WISCONSIN is bounded north by the British possessions; north-east by Montreal and Menomonee rivers, and a line connecting their sources, separating it from northern Michigan; east by Lake Michigan, separating it from Michigan proper; south by Illinois; and west by the Mississippi, separating it from Iowa territory. It lies between 42 deg. 30 min. and 49 deg. 30 min. north latitude, and between 86 deg. 50 min. and 96 deg. west longitude; being 600 miles long, and 150 miles broad. It contains about 90,000 square miles, or 57,600,000 acres. In 1828, it contained 18,440 inhabitants; in 1830, 30,747; in 1840, 30,945; of these, 18,757 were white males; 11,992 were white females; 101 were coloured males; eighty-four were coloured females. Employed in agriculture, 7047; in commerce, 479; in manufactures and trades, 1814; in mining, 794; navigating the ocean, rivers, lakes, &c., 223; learned professions, &c., 259. In 1842, the population was 46,978; and, according to an article on Wisconsin in "Hunt's Merchants' Magazine" for June, 1844, the tide of emigration to Wisconsin has been so great, that the population is estimated at 110,000, and, in 1845, that it would equal 140,000 to 150,000.

It is divided into twenty-two counties, which, with their population, in 1840, and their capitals, were as follows:—Brown, 2107, C. Green Bay; Calumet, 275, C. Calumet; Crawford, 1502, C. Prairie du Chien; Dane, 314, C. Madison; Dodge, 67, C. Dodge; Fond du Lac, 139, C. Fond du Lac; Grant, 3926, C. Lancaster; Green, 933, C. Monroe; Iowa, 3978, C. Mineral Point; Jefferson, 914, C. Jefferson; Manitouwoc, 235, C. Manitouwoc; Marquette, 18, C. Marquette; Milwaukie, 5605, C. Milwaukie; Portage, 1623, C. Fort Winnebago; Racine, 3475, C. Racine; Rock, 1701, C. Rockport; St. Croix, 809, C. St. Croix; Sauk, 102, C. Prairie du Sac; Sheboygan, 133, C. Sheboygan; Walworth, 2611, C. Elkhorn; Washington, 343, C. Washington; Winnebago, 135, C. Oshkosh.

Madison, between the third and fourth of the four lakes which discharge their waters into Rock river, in Dane county, is the seat of government, and beautifully situated. It is regularly laid out as a town, and will rapidly increase.

Soil and Configuration.—The surveyed part, south of Green bay, Fox, and Wisconsin rivers, is composed of timbered and prairie lands, with some swamps or wet prairies, having a vegetable soil of from one to ten feet deep. North of the Wisconsin commences a hilly region, ascending, as we proceed north, into a mountainous country, with a rugged and broken surface, with many rapids and falls in the streams, and affording many wild and picturesque views. Near the sources of the Mississippi there is an elevated table land, abounding with lakes and swamps, in which fish are abundant, and wild rice grows. Bordering on the Mississippi and Wisconsin rivers the soil is rich, and the surface is generally covered with a heavy growth of timber. The white pine is found on the Upper Mississippi. All the productions common to this latitude can be cultivated with success, and the great range of pasturage on the prairies renders the country peculiarly favourable for raising cattle.

Live Stock and Products.—In 1840, there were in this territory 5735 horses and mules; 30,269 neat cattle; 3462 sheep; 51,383 swine; value of poultry produced 16,167 dollars. There were produced 212,116 bushels of wheat; 11,062 bushels of barley; 406,514 bushels of oats; 1965 bushels of rye; 10,654 bushels of buckwheat; 379,359 bushels of Indian corn; 419,608 bushels of potatoes; 6777 lbs. of wool; 1474 lbs. of wax; 135,288 lbs. of sugar. The products of the dairy were valued at 35,677 dollars.

Minerals.—The south-western part of Wisconsin is exceedingly rich as part of the mineral region, which extends into Illinois and Iowa. Lead ore, yielding seventy-five per cent of metal, is abundant; and copper ore is also extensively found. The former has long been, and the latter is beginning to be wrought. Iron ore also exists.

Rivers.—The principal rivers are the Mississippi, washing its western border; the Wisconsin, 500 miles long; a large tributary of the Mississippi; Chippeway river, which enters the Mississippi further north-west, and is a large river; Rock river, which rises and runs partly in this state; Neenah or Fox river, which passes so near the Wisconsin, that in time of high water the country between them is often overflowed, and can be passed in boats,

passes through Lake Winnebago, and enters Green bay; though obstructed by rapids, boats pass up it 180 miles.—*U. S. Gaz. Official Returns.*

The following is the latest account we have of this territory:—

"Numerous lakes are scattered over the face of the territory, which, if anywhere else than in the vicinity of those great internal waters by which Wisconsin is surrounded, would render our territory famous. Green bay, though not properly called a lake, as it is connected on the north with Lake Michigan by a channel some twenty miles in width, filled with small islands, is 120 miles in length, by twenty broad, and receives into its waters all those rivers that rise in the north-east part of the territory, and flow in an easterly direction. Lake Winnebago, ten miles in width, by thirty in length, is situated, as has been remarked, forty miles south-west of Green bay; and is most known, as, till lately, it marked the boundaries of the settlements. It is surrounded by a beautiful country, adapted to agricultural purposes, and over its waters must pass the commerce that will soon find an outlet at Green bay. Lake De Flambeau, upon the western side, in the midst of a broken country, gives rise to one of the branches of the Chippewa, and averages about forty miles in length by ten in width. The country around this lake is highly diversified, resembling more the New England scenery than the general monotonous aspect of the west. The Lake of the Desert, ten by twenty miles in size, formerly supposed to be the source of the Montreal, and the boundary between the Michigan claim and the territory, is now known to give rise to the Wisconsin. Lakes Tomahawk, Courteoreille, and Chi Tac, average in size eight by twenty miles, and give rise to separate branches of the Chippewa. Lake St. Croix, thirty-six miles by three, receives the waters of the St. Croix, and discharges them into the Mississippi, by a channel two miles in length. Besides these, there are numerous smaller lakes, varying in size from ten to fifty square miles.

"The face of the country presents very different aspects in its different divisions, offering all the variety of mountain, plain, and valley. The southern portion of the territory is comparatively level, the greater part of it alternating between the prairie and the oak openings, the latter of which consist of burr oaks scattered from ten to fifty feet apart, perfectly free from underbrush, and resembling more an ancient park than the forests of a new country. Singular in their growth and position, they are often found running for miles in narrow ridges, parallel to each other, divided by belts of prairie, varying from a few feet to miles in width.

"The prairies have a deep black, and exceedingly fertile soil, but are not generally esteemed as highly for the cultivation of wheat as the warmer and more protected surface of the oak openings. They are, however, improved by frequent tillage; and, if secured a few years from the annual fires that sweep over them, will generally be found covered with a thick growth of timber. The centre of the territory, between Illinois and Lake Superior, assumes a more hilly appearance, and as we approach the north, the larger timber becomes more abundant; though, even upon the shores of Lake Superior, and thence extending south, are to be found prairies of respectable size. Numerous tamerack swamps are also to be found in this section, that render the exploration of the country, without roads, somewhat difficult.

"It is said by the Honourable Alfred Brunson, who made a report to the last legislature of his travels in the interior of the territory, that 'after ascending the Black and Chippewa about thirty miles, the general face of the country is some 300 feet lower than the bluffs of the rivers and the ridges that divide their waters. These lowlands, as they may be called, though 200 feet above the rivers, are generally level or gently rolling, of a sandy soil, with but little timber, and present the appearance of having been once the bottom of large lakes, formed by the rivers, shut in by the Mississippi bluffs from that stream, but cutting their way through the bluffs, and a channel through the sandy bottoms left the plains far above the present channels of those streams. If this was ever the case, the lake formed by the Chippewa must have been some 300 miles in circumference, nor could that formed by the Black river have been much less.'

"The agricultural facilities of the more northern part of the territory are not much known. It is unquestionably good for grazing; and the region between the St. Louis and the Montreal is said to be suited to the raising of wheat, and to afford farming sites, excelled by none, even in the west. Hitherto, however, it has only been traversed by the

trapper, or the adventurer in pursuit of mineral wealth; and the numerous rivers are the thoroughfares, upon which, in bark canoes, they seek their journey's end. Few demands have been made upon the soil for its fruits, except in the scanty patches, cultivated around the trading posts; and, therefore, little can be said of its capabilities, except by report, which characterises the north as an agricultural section scarcely inferior to the south, and richer by far in mines, timber, fisheries, and water power.

"Private enterprise is in a fair way to develop some of the resources of the north. Bands of men have recently penetrated to the borders of Lake Superior, allured by the brilliant descriptions of its mineral wealth. Mines of lead, copper and iron, have been represented as abounding, of extraordinary richness, and easy of access; and specimens of silver have been exhibited, as a promise of what Wisconsin can afford of the more precious metals. And though time has not sufficiently elapsed to determine with certainty the result of their enterprise, yet the huge boulders of virgin metal, already extracted from the borders of Lake Superior, and the reports of others, of even greater size and purity, attest the uncontradicted accounts of its mineral wealth and varied resources; so much so, that the secretary of war, in his last report, recommends the construction of a ship-canal around the Falls of St. Mary, that there may be an uninterrupted ship-communication from the lower lakes to the vast mineral region of Lake Superior, and announced the taking possession of the mining country with a military force; so that the enterprise of individuals, has not only to contend with the fastnesses of nature, but with the physical force of the general government."—*Wisconsin and its Resources, by Josiah Bond, of Wisconsin.*

The most important place in this state is Milwaukie, on Lake Michigan. It is frequented by steamboats, and is an important commercial entrepôt. It is the only good harbour between Chicago and Green bay. Green bay is near the mouth of Neenah or Fox river, at the head of Green bay, and has a good harbour and an extensive trade. Racine and Sheboygan, on Lake Michigan, and Prairie du Chien, on the Mississippi, just above the mouth of the Wisconsin, are considerable places.

Trades.—There were in this territory, in 1840, one commercial and seven commission houses engaged in foreign trade, with a capital of 63,000 dollars; 178 retail dry goods and other stores, with a capital of 661,550 dollars; 133 persons employed in the lumber trade, with a capital of 21,180 dollars; sixty-two persons engaged in internal transportation, who, with three butchers, packers, &c., employed a capital of 14,100 dollars. The statistics of the Erie canal, for the five years ending 1843, exhibit the following amount of furniture as having passed that thoroughfare destined for Wisconsin: in 1838, only forty-two tons; in 1839, 742 tons; in 1840, 816 tons; in 1841, 1190 tons; and in 1842, 1985 tons.—*Official Returns.*

Manufactures.—The value of home-made or family manufactures was 12,567 dollars. There were one furnace, capital 4000 dollars; forty-nine smelting houses produced 15,129,350 lbs. of lead, employing 220 persons, with a capital of 664,600 dollars; three distilleries and three breweries employed a capital of 14,400 dollars; four flouring mills, twenty-nine grist mills, 124 saw mills, capital 561,650 dollars; seven brick, 509 wooden houses were built, and cost 212,085 dollars; six printing offices and six weekly newspapers employed a capital of 10,300 dollars. Total capital in manufactures, 635,926 dollars.—*Official Returns.*

Education.—No college has been established in this territory. There were, in 1840, two academies, with sixty-five students; and seventy-seven common and primary schools, with 1937 scholars.

In January, 1840, this territory had one bank, with a capital of 100,000 dollars, and a circulation of 109,185 dollars.

The government was organised in 1836. The governor is appointed by the president of the United States, with the advice and consent of the senate, and is ex-officio superintendent of Indian affairs. The legislative assembly consists of a council of thirteen members, elected for four years; and a house of representatives of twenty-six members, elected for two years. Their pay is three dollars a day, and three dollars for every twenty miles' travel. The Congress of the United States have appropriated 20,000 dollars for the erection of public buildings, and 5000 for a library.

Public Works.—This territory has a few works of internal improvement. The United

States commenced, in 1838, the Portage canal, one mile and a quarter long, to connect the Wisconsin and Fox rivers, which completes a steamboat navigation from Lake Michigan to the Mississippi. The Milwaukie and Rock river canal, sixty miles in length, to connect Rock river with Lake Michigan, is in progress.—*U. S. Gaz. Official Returns.*

INDIAN OR WESTERN TERRITORY.

THE INDIAN TERRITORY is situated on the west of the settlements of the United States, and has been set apart by the general government, for the permanent residence of those Indian tribes that have been removed, chiefly from the south-western states of the union. They are guaranteed in having governments of their own choice, subject to no other control from the United States, than such as may be necessary to preserve peace on the frontiers, and between the several tribes. The country is about 600 miles long, from south to north, and from 300 miles to 600 miles in breadth, from east to west. It has the river Platte on the north, the states of Missouri and Arkansas on the east, the Red river on the south, and a desert country on the west. This region comprises, within the habitable districts, an area of 120,000 square miles, or 76,800,000 British statute acres. The number of the different tribes now occupying this territory, is about 70,000, exclusive of the wild tribes of the prairies. "The country, for about 100 miles west of the eastern boundary, is in general fertile, moderately elevated, and gently undulating, but not hilly, except in the south-eastern parts, where it is traversed by several ranges of hilly and elevated lands. The principal rivers are Red river, Canadian, Arkansas, Neosho, Kansas, and Platte rivers, with their tributaries. The largest of these rivers rise in the Rocky mountains, and flow east into the Missouri and the Mississippi. A considerable portion of the country is prairie, but the margins of the streams are generally covered with wood. Red river and the Arkansas are navigable at certain seasons to within the Indian territory by steamboats, and the Kansas by boats. The climate of this region is generally healthy, rather cold in the winter, in the northern part, as it is exposed to an extensive sweep of the west winds, over the vast plains, from the mountainous region; but in the southern part, the winters are mild. All the productions of the United States, of the same latitude, can be here raised; and the grass on the prairies is particularly favourable to the raising of cattle. The country contains coal, some lead and iron ore, and many saline springs, from which a great amount of salt could be manufactured. Although the Indians felt a reluctance to removal, as it was natural they should regret leaving the scenery of their childhood and the graves of their fathers, yet it will be their own fault, if they do not better their condition by their change of residence. To break up the establishments of incipient civilisation, and to commence anew, was in itself a great evil; but removed from the demoralising influence of profligate white men, they are favourably situated for carrying on the work which they had successfully begun."—*U. S. Gaz.*

The Chickasaws and the Choctaws, who were friendly tribes on the east side of the Mississippi, dwell together in the same territory in the west. Their country is bounded north by the Canadian and Arkansas rivers, east by the state of Arkansas, south by the Red river, and west by the western territory of the United States. Their territory is about 200 miles long and 150 miles broad. The Choctaws are extensively engaged in agriculture, and have good houses and well inclosed fields. They raise large quantities of Indian corn; and, in the southern part, considerable cotton. They have nine cotton gins, and several grist and saw mills erected on the Red river and other streams; and they raise large stocks of cattle, horses, sheep, and swine. They are governed by a written constitution and laws. The nation is divided into four districts, each of which elects a chief every four years. The general council consists of forty members, and assembles on the first Monday of October annually, and is chosen by the qualified voters of each district. The council passes the laws, and the chiefs have a veto power, which can be overruled by a vote of two-thirds of the council. The council choses its speaker, clerks record the proceedings, and the speaker is addressed, and the business transacted with the customary forms of legislative proceedings. The council generally continues in session about two weeks, and the members are paid from the funds of the nation, two dollars a day. They have a large

IOWA TERRITORY.

THE territory of Iowa is bounded on the north by the British territory of the Hudson Bay company, east by Wisconsin territory and Illinois, from which it is separated by the Mississippi river, and a line due north from its source in Itaska lake to the British possessions; south by the state of Missouri; and west by the Missouri river to the entrance of White-earth river, and following this, north, to the British possessions. It lies between 40 deg. 30 min. and 49 deg. north latitude, and between 90 deg. and 102 deg. west longitude, and between 14 deg. and 26 deg. west longitude from Washington. It is about 600 miles long, and, at a medium, 250 miles broad, comprising about 150,000 square miles, or 96,000,000 British statute acres. To a considerable portion of this territory the Indian title has not yet been extinguished. The population, in 1840, was 43,111. Employed in agriculture, 10,469; in commerce, 355; in manufactures and trades, 1629; in mining, 217; navigating the ocean, rivers, and canals, ninety-one; learned professions, 365.

This territory is divided into eighteen counties, which, with their population, in 1840, and their capitals, were as follows:—Cedar, 1253, C. Tipton; Clayton, 1101, C. Prairie la Porte; Clinton, 821, C. Comanche; Delaware, 168, C. Delaware C. H.; Desmoines, 5577, C. Burlington; Du Buque, 3059, C. Du Buque; Henry, 3772, C. Mount Pleasant; Jackson, 1411, C. Bellevue; Jefferson, 2773, C. Fairfield; Johnson, 1491, C. Iowa City; Jones, 471, C. Edinburg; Lee, 6093, C. Fort Madison; Linn, 1373, C. Marion; Louisa, 1927, C. Wappello; Muscatine, 1942, C. Bloomington; Scott, 2140, C. Davenport; Van Buren, 6146, C. Keosagua; Washington, 1594, C. Washington. Iowa City, on Iowa river, thirty-three miles west-north-west of Bloomington, is the capital.

Soil.—The surface of the country is undulated, without mountains or high hills. There is a district of rather elevated table land, which extends over a considerable part of the territory, dividing the waters which fall into the Mississippi from those which fall into the Missouri. The lands near the rivers and creeks, extending back from one to ten miles, are generally covered with timber, and farther back the country is an open prairie, without trees. By the frequent alternations of these two descriptions of land, the face of the country is greatly diversified. The prairies occupy nearly three-fourths of the territory, and, although they are destitute of trees, present a great variety in other respects. Some are level, and others are undulated; some are covered with a luxuriant grass, well suited for grazing; others are interspersed with hazel thickets and sassafras shrubs, and, in the proper season, decorated with beautiful flowers. The soil, both on the bottom and prairie land, is generally good, consisting of a deep black mould, intermixed in the prairies with sandy loam, and sometimes with a red clay and gravel. The cultivated productions are Indian corn, wheat, rye, oats, buckwheat, potatoes, pumpkins, melons, and all kinds of garden vegetables. The soil and climate are favourable to the cultivation of fruit. Wild crab-apples, plums, strawberries, and grapes, are abundant.

Live Stock and Agriculture.—In 1840, there were 10,794 horses and mules; 38,049 neat cattle; 15,354 sheep; 104,899 swine; poultry to the value of 16,529 dollars. There were produced 154,693 bushels of wheat; 728 bushels of barley; 216,385 bushels of oats; 3792 bushels of rye; 6212 bushels of buckwheat; 1,406,241 bushels of Indian corn; 23,039 lbs. of wool; 2132 lbs. of wax; 234,063 bushels of potatoes; 17,953 tons of hay; 313 tons of hemp and flax; 8076 lbs. of tobacco; 41,450 lbs. of sugar. The products of the dairy were valued at 23,609 dollars; of the orchard, fifty dollars; of lumber, 50,280 dollars. Value of skins and furs, 33,594 dollars.

Climate.—The climate, except on the low, miasmatic lands, near rivers and streams, is salubrious; the rivers are not sluggish, and their borders are more healthy than in some portions of the western country. Winter commences in December, and ends in March; the weather is variable, and sometimes severe, but less so than is common in the same latitude. Summer is not oppressively hot, and refreshing showers are frequent.

Minerals.—The great lead region of the northern part of Illinois, and the southern part of Wisconsin, crosses the Mississippi, and comprehends, in Iowa, about eighty townships, or about 2880 square miles. It borders upon the Little Makoqueta river, about twelve miles from east to west, and extends a considerable distance south, and still

further north along the Mississippi. Zinc and iron ore also abound in this region; some of the latter is magnetic. Limestone is abundant, and some beautiful marble is found.

Rivers.—The Mississippi flows along the whole eastern boundary of this territory, and is navigable, in time of high flood, for steamboats to the mouth of the St. Peter's. The latter river rises near the sources of Red river, and, after a course of 230 miles, enters the Mississippi nine miles below the falls of St. Anthony. The Des Moines river runs through the southern part of the territory, and, forming a part of its south-west boundary, falls into the Mississippi. At high flood it is navigable for steamboats 100 miles, and for keel-boats at all times. Checauque, or Skunk river, after a course of 150 miles, enters the Mississippi. Iowa river is 300 miles long, and is navigable for steamboats twelve miles from its entrance into the Mississippi, and for keel-boats to Iowa city. Red Cedar, the main branch of the Iowa, is navigable for keel-boats, in high water, 100 miles above its junction. The Wapsipinecon has a winding and rapid course 200 miles to its entrance into the Mississippi, and affords much good water power. The Makoqueta bounds the mineral region on the south, and falls into the Mississippi, furnishing, during its course, the greatest water power in the territory. Turkey river, winding for 150 miles, then falls into the Mississippi. It is not navigable. James and Sioux rivers flow into the Missouri. Red river, which rises near the head waters of the Mississippi, runs northwardly into Lake Winnipeg, and finally into Hudson's bay.

Towns.—Burlington, on the Mississippi, 1429 miles above New Orleans, is a place of much trade. Du Buque is the metropolis of the mineral region. Fort Madison, and Bloomington, and Davenport, on the Mississippi, are places of considerable business; and Iowa City, in the interior, the seat of government, is a growing place.

Trades and Manufactures.—There were, in 1840, fourteen commission houses engaged in foreign trade, with a capital of 92,300 dollars; 157 retail dry goods and other stores, with a capital of 437,550 dollars; twenty-nine persons were employed in the lumber trade, with a capital of 16,250 dollars; home-made, or family manufactures, were produced to the value of 25,966 dollars; three tanneries, with a capital of 4400 dollars; two distilleries, capital 1500 dollars; six flouring mills, thirty-seven grist mills, seventy-five saw mills, the whole employing a capital of 166,650 dollars; fourteen brick and stone, and 483 wooden houses, were built at an expense of 135,987 dollars; four printing offices, and four weekly newspapers, employed a capital of 5700 dollars. Total capital in manufactures, 199,645 dollars.

Education.—The University of Iowa, at Mount Pleasant, in Henry county, has been chartered by the territorial legislature, under the direction of twenty-one trustees. Seven academies have been incorporated. In 1840, one academy was in operation, with twenty-five students. There were sixty-three common and primary schools, with 1500 scholars.

Religion.—The Methodists, Baptists, and Presbyterians, are the most numerous religious denominations. There are some Episcopalians, Friends, and Roman Catholics.

The chief Indian tribes of this region are the Sacs and Foxes, the Chippewas, Ottawas, and Pottawatomies. The Sioux also inhabit the north part of the territory.

In 1832, this country was purchased of the Indians, and, in 1833, the territory began to be settled by white emigrants. Since that time the population has greatly increased, towns have been built, and improvement has been rapid.—*U. S. Gaz., Official Returns.*

MANDAN DISTRICT.

The District of Mandan is situated between the British possessions on the north, Wisconsin territory on the east, the Indian territory on the south, of which the north fork of Platte river may be considered the boundary, and the Rocky mountains, separating it from the Oregon territory on the west. It comprises an area of about 300,000 square miles, extending about 520 miles from north to south, and 600 miles from east to west. This extensive region has been but imperfectly explored. "The surface is chiefly an elevated plain, or table land, consisting of vast prairies, on which large herds

of the bison, elk, and deer, range; and though the soil is generally light and thin, it affords abundant grass and herbage for their support, and it is undoubtedly capable of supporting an equal number of domestic cattle. The principal rivers are the Missouri and Yellow Stone, with their numerous branches, including their sources. The largest branch of the Yellow Stone is the Big Horn, which rises in the south-west part of the territory. The source of the Missouri in this territory is about 3100 miles above its junction with the Mississippi, in about 43 deg. 30 min. north latitude. Within about three-quarters of a mile from this point are found the head waters of the north branch of Lewis's river, which flows into the Columbia river. The principal elevations east of the Rocky mountains are the Black hills, covered with shrubby cedars, which commence in the southern part of the territory, extending north-east. The most interesting feature of this region is the capacity which it affords for a pass and a road across the Rocky mountains. It appears that all the points of departure are situated in the vicinity of the Black hills, between the forty-third and the forty-fifth parallels of latitude; and that among these passes across the mountains, there is one, and probably but one, sufficiently gradual in its ascents and descents, and sufficiently open, to admit of the passage of wheel carriages, and consequently of the ready construction of a convenient and good road. This pass goes through an opening in the Black hills, at about 44 deg. 30 min. north latitude, and, keeping between these hills and Big Horn mountain, it crosses the tributaries of the Yellow Stone from the south, and finally the Yellow Stone itself. It then crosses the Missouri, or rather the three forks of that river, a short distance above their junction, from whence it pursues a south-westwardly direction, until arriving at the head waters of Bitter Root river; thence down the valley of this river to its junction with the Salmon, or Lewis's river, and thence down the valley of this last river to its junction with the Columbia. The point of departure above-mentioned is about 650 miles north-westwardly from the Council Bluffs, on the Missouri; and the direction of that river, for 300 miles, is nearly parallel with the route above described, and the Missouri would afford the means of transportation for 300 miles, from the Council Bluffs, on the route."—*U. S. Gaz.* The principal aboriginal tribes are the Pawnees, Riccarees, Crows, Blackfeet Indians, &c. They own a great number of horses, and they hunt, as equestrians, the buffalo, and transport on horses their baggage from place to place. A greater part of this region is destitute of wood; but as the rivers descend toward the east, various kinds of trees skirt their banks. The Mandan Indians, who formerly inhabited a part of this territory, were nearly all carried off by the small-pox in 1837; and those who survived have amalgamated with other tribes. To perpetuate the memory of the race, its name has been given to the district.

OREGON TERRITORY.

THE Oregon Territory comprises a great but not strictly defined region, lying between the Rocky mountains and the Pacific ocean, and drained by the Columbia river and its tributaries. The natural boundaries of this territory are—on the east, the Rocky mountains, extending about 900 miles from the 41 deg. to the 54 deg. north latitude; on the south, the Snowy mountains, extending from the Rocky mountains to Cape Mendocino, on the Pacific, in 40 deg. north latitude; on the west, the Pacific ocean, about 500 miles due north to Cape Flattery, at the entrance of the Strait of Fuca, about latitude north 48 deg.; and on the north, by a line extending from Cape Flattery about 120 miles north-east, and thence a line along the highlands separating the waters of the Columbia from those of Fraser's river, to the Rocky mountains. The country thus described contains about 350,000 square miles. The United States claim the country from the 42 deg. to the 54 deg. of north latitude; while the British urge their claim to the country, as far south as the Columbia river; and both parties still occupy the country.

Configuration and Soil.—" The territory drained by the Columbia presents a constant succession of mountain ridges and valleys, or plains of small extent. The principal ridges are two in number, besides the Rocky mountains, running nearly parallel to each other and to the coast; and the country is thus divided into three great regions, which differ

materially in climate, soil, and productiveness. The first region, or low country, is that between the coast and the chain of mountains nearest to the sea; the second region is between the mountains nearest the sea and the middle ridge, called the Blue mountains; and the third region or high country, is between the Blue mountains and the Rocky mountains. All these divisions are crossed by the Columbia, the main stream of which is formed in the middle region, by the union of several branches flowing from the Rocky mountains, and receiving in their course supplies from innumerable smaller tributaries, draining the intermediate countries.

"The distance from the coast to the nearest chain is, in some places, 100 miles; in others much less. The intervening country is crossed in various directions by low ridges connected with the principal chain, some of them parallel to it, and others stretching toward the ocean. From this region the Wallamette river comes more than 200 miles, in a direction nearly due north, and enters the Columbia on its south side. The valley through which it passes is said to be the most delightful and fertile in north-western America. The climate of the region between the ocean and the first range, though not unhealthy, is not very favourable to agriculture. The summer is warm and dry. From April to October, while the westerly winds prevail, rain seldom falls in any part of Oregon; during the other months, when the south wind blows constantly, the rains are almost incessant in the lower region, though sometimes the dry season continues there longer. Further from the Pacific, the rains are less frequent and abundant; and near the Rocky mountains they are reduced to a few showers in the spring. In the valleys of the low country snow is rarely seen, and the ground is so little frozen that ploughing may generally be done during the whole winter. Most of the productions of the northern states, excepting Indian corn, succeed tolerably well. Horses and neat cattle will subsist without fodder through the winter. The second bottoms of the rivers, being above inundation, are extremely fertile, and prairies are considerably numerous and extensive. The forests on the uplands, although the soil is tolerably good, abound with such enormous trees, as almost to defy cultivation. A fir-tree growing near Astoria, on the Columbia, eight miles from the sea, was forty-six feet in circumference, ten feet from the ground, and 153 feet in length before giving off a single branch, and not less than 300 feet in its whole height. Another tree of the same species, on the banks of the Umqua, was fifty-seven feet in circumference, and 216 feet in length below its branches; and sound pines from 200 to 280 feet in height, and from twenty to forty feet in circumference, are not uncommon.

"The middle region of Oregon, between the mountains nearest the coast and the Blue mountains on the east, is more elevated and dry, and less fertile than the low country. It consists chiefly of plains, between ridges of mountains, the soil of which is generally a yellow sandy clay, covered with grass, small shrubs, and prickly pears. Timber is very scarce; the trees are of soft and useless woods, such as cotton wood, sumac, and willow, which are found only in the neighbourhood of streams.

"The climate is salubrious, the air is dry in summer, the days warm, and the nights cool. The rain begins later and ends sooner than in the lower country. This country is poorly adapted to cultivation, but is well suited to grazing, the grass being abundant in a green or dry state through the year. Horses are here reared in abundance by the Indians, some of whom own hundreds of them. The Blue mountains on the east of this region extend through the whole territory of the Columbia, though frequently broken into several ridges. These mountains are steep, with a volcanic appearance, and their highest peaks are covered with perpetual snow.

"The third and last division of Oregon lies between the Blue mountains on the west, and the Rocky mountains on the east. The southern part of this region is a desert of steep rocky mountains, deep narrow valleys, and wide plains, covered with sand and gravel. There is little snow in the valleys in the winter, but much on the mountains. It rarely rains, and no dew falls. The difference between the temperature at sunrise and at noon in summer, is often forty degrees."—*U. S. Gaz.*

Rivers.—The northern branch of the Columbia retains the name of the principal stream. It rises in the Rocky mountains, in about 54 deg. of north latitude, and flows in a southern course to latitude 52 deg., where it is joined by two other streams, one from the south along the base of the Rocky mountains, and the other rising in a gorge of that chain

in latitude 53 deg., in a small lake, which is within a few feet of another, whence the waters run into the Athabasca, one of the branches of McKenzie's river, which flows into the Arctic sea. Two hundred miles south of tne junction, the Columbia receives McGillivray's river, and a little lower down Clark's river, which, at the point of union, is nearly as large as the Columbia. "The sources of Clark's river are near those of the Missouri, and the intervening ridge is not very high, allowing of an easy pass across the mountains. In its course, Clark's river spreads out into a lake, thirty-five miles long, and five or six miles broad, situated in a rich valley, surrounded by snow-clad mountains of great elevation. Just before the passage of the Columbia through the Blue mountains, Clark's river enters it; and just above its entrance are the Kettle falls in Clark's river. Thence the Columbia flows west 100 miles to its junction with the Okannagan, a large stream from the north. In latitude 46 deg. 8 min. the Columbia is joined by Lewis's river, in its great southern branch. It rises in an angle formed by the junction of the Rocky and Snowy mountains, between the 42nd deg. and 44th deg. of north latitude, near the sources of the Colorado, the Platte, the Yellow Stone, and the Missouri rivers. It thence flows along the foot of the Snowy mountains to the Blue mountains, through one ridge of which it passes near the 43rd deg. of latitude, having there the Salmon or Fishing falls. It then runs north-west to its junction with the Columbia, having received several small rivers in its course, the largest of which are Wapticacos and Salmon rivers from the east. The Columbia, just below the junction of its two great branches, receives the Walla-walla, Falls, and other rivers from the south, and then passes the range of mountains nearest the Pacific, in latitude 46 deg. Below the mouth of the Walla-walla, and before passing the mountains, the Columbia has rapids, impassable at low water, but passable at high water, both up and down. Five miles below them are the *Dalles*, or narrows, where the river rushes through a space not more than 150 feet wide, walled in by basaltic columns on both sides; and thirty-six miles lower down are the *Cascades*, which are falls impassable at all times. The tide comes up to the foot of the Cascades, and the navigation is good for vessels not drawing more than fourteen feet water, to this point, which is 125 miles from the ocean. The Multnomah or Wallamette enters the Columbia from the south, about twenty miles below Fort Vancouver, and is navigable twenty-five miles to the falls. From thence the Columbia proceeds ninety miles in a north-westerly course to its entrance into the Pacific ocean."—*U. S. Gaz.*

The passes through the Rocky mountains are in this territory.

"It appears that the points of departure, on the eastern side of the mountains, within the jurisdiction of the United States, of all the passes across, are situated in the vicinity of the Black hills, and between the 43rd and 45th parallels of latitude; and that, among these passes across the mountains, there is one, and probably but one, sufficiently gradual in its ascents and descents, and sufficiently open, to admit of the passage of wheel carriages, and, consequently, of the ready construction of a convenient and good road. This pass goes through an opening in the Black hills, at about 44 deg. 30 min. north latitude; and, keeping between these hills and 'Big Horn mountain,' it crosses the tributaries of the Yellow Stone from the south, and, finally, the Yellow Stone itself. It then crosses the Missouri, or rather the three forks of that river, a short distance above their junction; from whence it pursues a south-westwardly direction, until arriving at the head waters of 'Bitter Root river;' thence down the valley of this river to its junction with the 'Salmon, or Lewis's river;' and thence down the valley of this last river to its junction with the Columbia. From these facts, then, the vicinity of the Black hills has to be attained, in order to cross the Rocky mountains from the east; and the best passage of these mountains, at present known, is the one just described. This vicinity is about 650 miles in a north-westwardly course from the position of Council Bluffs. But, from Council Bluffs, the course of the Missouri, by the latest and most authentic observations, is also north-westwardly, and, for about 300 miles, nearly parallel to the direction from the Bluffs to the Black hills. The Missouri, therefore, would afford water transportation for about 300 miles of this route."—*Report of the Sec. of War*, 1842.

Lakes.—There are many lakes in this country, some of which discharge their waters into the sources of the Columbia, and some, having no outlet, are salt.

Harbours.—The Columbia river, between Cape Disappointment or Hancock and Point

Adams at its mouth, is seven miles wide. From each of these points, a sand-bar runs into the water, and the waves of the Pacific, meeting the current of the Columbia with great violence, produce a line of breakers, which renders the navigation hazardous, when the wind is at all high. The bar at its mouth is five miles across, and the channel, in one place, only half a mile wide, with a depth of from four and a half to eight fathoms.

The rise and fall of the tides at the mouth of the Columbia is about eight feet, gradually diminishing up until you come to the mouth of the Wallamette, where little or no difference in the tides is perceptible. At present, or until the channel is buoyed out, and a light-house erected on Cape Disappointment, it is unsafe for vessels of a greater draught of water than from ten to twelve feet to attempt entering the Columbia between the months of November and April, on account of the prevalent westerly winds, which make heavy breakers on the bar.

Inhabitants.—The inhabitants of this region are the several Indian tribes, amounting, in the whole, to from 40,000 to 60,000; and there are establishments formed by the British Hudson's Bay Company, for trading with the Indians; together with a few missionary establishments from the United States. "The colony from the United States is situated on the Wallamette, a branch of the Columbia, about ninety miles from the mouth of the river, which is undoubtedly the finest grazing and wheat country in Oregon. At present (1841), it consists of about seventy families, who raise considerable grain, and have about 3000 head of cattle. The mission last year raised 1000 bushels of wheat, and made butter, cheese, &c., enough for their own use. They have 500 head of cattle, and 200 horses; and last year they sowed 400 bushels of wheat, 120 bushels of peas, and planted a large quantity of potatoes and vegetables of all descriptions. They have hogs, poultry, &c., in abundance. Last year they raised over 1500 bushels of potatoes. The extent of the country comprising the Wallamette valley is about 300 miles long, and 200 miles broad, interspersed with ravines of wood, generally of sufficient quantities for fuel and fencing. The land, in its natural state, is usually ready for the plough, and is very fertile, producing from twenty-five to forty bushels of wheat to the acre; and the climate is so mild, that the cattle subsist in the fields without fodder or shelter of any kind being prepared or provided for them through the winter. Salmon can be taken at Wallamette falls, with little trouble, from May to September, in almost any quantity."—*U. S. Gaz.*

Fort Vancouver, on the north bank of the Columbia, ninety miles from the ocean, is the principal seat of the British fur trade. It has an inclosure thirty-seven rods long, and eighteen rods wide, strongly stockaded, within which are eight substantial buildings, and many smaller ones. This place has a considerable farming establishment. There are large fertile prairies, which they occupy for tillage and pasture; and forests for fencing materials, and other purposes. In the year 1835, there were at this post 450 neat cattle; 100 horses; 200 sheep; forty goats; and 300 hogs. They have a garden of five acres, abounding with esculent vegetables; with fruits, such as peaches, apples, grapes, strawberries; and some exotics, as figs, oranges, and lemons; and various ornamental plants and flowers. There is a flour mill worked by ox power, and a saw mill, from which boards are sent even to the Sandwich Islands. There is a school here for the children of the establishment. There are shops for blacksmiths, joiners, carpenters, and a tinner. Fort George, or Astoria, is eight miles from the mouth of the Columbia; has two buildings, and a garden of two acres. Fort Walla-walla is on the south side of the Columbia, ten miles below the entrance of Lewis's river. On the Wallamette river, fifty-five miles above its entrance into the Columbia, is McKey's settlement; and twelve miles above is Jarvis's settlement, which contain about twenty families. They consist mostly of the retired servants of the Hudson's Bay Company, with their half-bred families, and a few Americans. Fort Covin is on the south side of Clark's river, below the Kettle falls, just before it enters the Columbia. Here is a considerable farming establishment. Fort Okannagan is at the entrance, into the Columbia, of the river of that name, 100 miles below Clark's river. The Hudson's Bay Company have also several other trading posts in this territory. The American Board of Commissioners for Foreign Missions has seven stations—viz.: 1st, *Astoria*; 2nd, *Multnomia*, or *Wallamette*. The 3rd station is on the Columbia river, 140 miles from its mouth; the river is navigable for large vessels up to this place; above this it becomes rapid and rocky. 4th, *Puget's Sound*—Here is a fine harbour, which will one day render it an important

position, in a commercial point of view; it is on the coast, 140 miles north of Columbia river. 5th, On the Wallamette, forty miles above its junction with the Columbia. There is a fall in the Wallamette at this point, supplying great water power; small craft can ascend to this place. 6th, *Clatsop*, a new station, near the mouth of the Columbia. 7th, On the Umqua river, which empties into the Pacific some 200 miles south of the Columbia.

The Americans claim the right by discovery, and, it is stated in the *U. S. Gaz.*, that "On the 7th of May, 1792, Captain Robert Gray, in the ship Columbia, of Boston, discovered and entered the Columbia river; to which he gave the name of his vessel. He was the first person that established the fact of the existence of this great river, and this gives to the United States the right of discovery. In 1804-5, Captains Lewis and Clark, under the direction of the government of the United States, explored the country from the mouth of the Missouri to the mouth of the Columbia; and spent the winter of 1805-6 at the mouth of the Columbia. This exploration of the River Columbia, the first ever made, constitutes another ground of the claim of the United States to the country. In 1808, the Missouri Fur Company, at St. Louis, established a trading post beyond the Rocky mountains, on the head waters of Lewis's river, the first ever formed on any of the waters of the Columbia. In 1810, the Pacific Fur Company, under John Jacob Astor, of New York, was formed; and, in 1811, they founded Astoria, at the mouth of the Columbia, as their principal trading post, and proceeded to establish others in the interior. A little later in the same year, the North West Company sent a detachment to form establishments on the Columbia; but when they arrived at the mouth of the river, they found the post occupied. In consequence of the exposure of Astoria by the war of 1813, the post was sold out to the North West Company. At the close of the war, Astoria was restored, by order of the British government, to its original founders, agreeably to the first article of the treaty of Ghent. Various attempts have been made, since the war, to renew the fur trade in Oregon. In 1821, the Hudson's Bay and North West Company, who had previously been rivals, were united, and, since that time, have greatly extended their establishments in the region of Oregon. The British and American governments have not yet been able to settle, by negotiation, their conflicting claims to the country. By the treaty for the purchase of Florida, in 1819, the boundary between the Spanish possessions and the United States was fixed in the north-west, at the 42nd deg. of north latitude, and the United States succeeded to all the title to Oregon which Spain had by right of discovery. At present, the subjects of Great Britain and of the United States exercise equally the right to occupy this country, and navigate its rivers for the purposes of trade, until the subject is disposed of by negotiation. In the mean time, the great capital, and the complete organisation of the Hudson's Bay Company, enable them to reap nearly all the advantages of the fur trade in the territory of Oregon."—*U. S. Gaz.*

CHAPTER III.

MINERAL RICHES OF THE UNITED STATES.

NEARLY, if not all, the known minerals, have been found in the United States. Some of them in great abundance.

GOLD.—The gold region, which commences in Virginia, extends south-west through North Carolina, along the northern part of south Carolina, thence north-westwardly into Alabama, and terminates in Tennessee. In 1825, Professor Olmsted published an account of the gold region of North Carolina. It has since then been found to be far more extensive, but the richest mines are still worked in the region which he described.

He describes the soil of the gold region of North Carolina, as for the most part barren, and the inhabitants generally poor and ignorant. He observes, "that the traveller passes a day without seeing a single striking or beautiful object, either of nature or of art, to vary the tiresome monotony of forest and sand-hills, and ridges of gravelly quartz, either strewed coarsely over the ground, or as gravel. These ridges have an appearance of great natural sterility, which is, moreover, greatly aggravated by the ruinous practice of frequently burning over the forests, so as to consume all the leaves and undergrowth." The principal mines are three —the Anson mine, Read's mine, and Parker's mine.

The *Anson Mine*, situated in the county of the same name, near the waters of Richardson's creek, a branch of Rocky river, was discovered by a "gold hunter," one of a people that are now considered a distinct class. A rivulet winds from north to south between two gently sloping hills that emerge towards the south. The bed of the stream, entirely covered with gravel, is left almost naked during the dry season; the period which is usually selected by the miners for their operations. On digging from three to six feet into this bed, the workman comes to a stratum of gravel and blue clay, which is considered the repository of gold. The stream usually gives indications of the richness of the bed over which it flows, by disclosing pieces of the metal shining among its pebbles or sands. Very large pieces were found by those who first examined Anson's mine, and the highest hopes were entertained, until it was ascertained that part of the land was not held by a good title. It has since then been the subject of constant litigation, which has greatly retarded the mining operations.

Read's Mine, in Cabarras, was the first wrought, and occupies the bed of a branch of Rocky river, in a level between two hills, which rise on either side of the creek, leaving a space of between from fifty to a hundred yards in breadth. This space has been thoroughly dug over. The surface of the ground, and the bed of the creek, are occupied by quartz, and by sharp angular greenstone rocks.

Large pieces of gold are found, but not frequently, in this region. Masses weighing 400, 500, and sometimes 600 pennyweights are occasionally met with, and one piece was found that weighed, in its crude state, twenty-eight pounds avoirdupois. This was dug up by a negro at Read's mine, within a few inches of the surface of the ground. The place where it was found has been thoroughly dug over without any further success.

Another mass, weighing 600 pennyweights was found on the surface of a ploughed field in the vicinity of the Yadkin, twenty miles or more north of Read's mine. Specimens of great beauty are occasionally found. Although fragments of greenstone, and of several argillaceous minerals, occur among the gravel of the gold stratum, yet the miners never find it attached to any other mineral than quartz. It is seldom attached to any substance, but found scattered promiscuously among the gravel. Its colour is generally yellow, with a reddish tinge, though the

surface is not unfrequently obscured by a partial incrustation of iron or manganese, or adhering particles of sand.

Parker's Mine is situated on a small stream, four miles south of the river Yadkin. Excavations were first made in the low grounds adjacent to the stream; but the earth containing gold was taken for washing from a ploughed field in the neighbourhood, elevated about fifty or sixty feet above the stream. The gold contained in this earth is chiefly in flakes and grains. Occasionally, however, pieces are met with that weigh 100 pennyweights, and upwards; and one mass has been discovered that weighed four pounds and eleven ounces.

Gold uncoined forms a currency in the mining districts. Almost every man carries about with him a goose-quill or two, filled with gold dust or grains, and a small pair of scales. The value is ascertained by weight.

The greatest part of the gold collected at these mines is bought up by dealers at ninety to ninety-one cents a pennyweight. They carry it for sale to Fayetteville, Cheraw, Charleston, and New York. Much of it is bought up by the jewellers; some is deposited in the banks, and a considerable quantity has been received at the mint of the United States.—(See Coinage of United States hereafter.)

Virginian Gold.—Since the year 1827, the gold mines of Virginia have attracted considerable attention. The Virginian gold region abounds in quartz, which contains cubes of sulphuret of iron. These cubes are often partly or totally decomposed; and the cells are sometimes filled with gold. The gold is found on the surface and in the quartz, but in the greatest abundance resting upon and in the fissures of slate. The method of obtaining the metal is by filtration, or washing the earth, and by an *amalgam* of quicksilver. The average value of the earth yielding gold, is stated at twenty cents a bushel.

Georgian Gold.—Habersham and Hall counties are the chief seat of the gold mines of Georgia. Its discovery has been recent, and successful. In the Cherokee country, which was separated by the Chestetee river, the indications of gold were not great, but report exaggerated them; at one time about 5000 adventurers were engaged in digging up the face of the country. The owners of the gold soil in Habersham and Hall counties were many of them poor and destitute, and, with the exception of a few tracks, the most valuable parts were sold to speculators. Many of these districts have frequently changed owners at increased prices, and four companies are engaged in mining operations.

Silver.—This metal and its ores are not of frequent or extensive occurrence in the United States.

Quicksilver, has been found native in Kentucky, and more abundantly as a sulphuret in Ohio and the Michigan territory, more particularly on the shores of Lakes Michigan, Huron, St. Clair, Detroit river, and Lake Erie, to the mouth of Vermilion river. It occurs in the form of black and red sand, but is

usually more abundant in ferruginous clay. Near the mouth of Vermilion river, it is in the form of a very fine powder, or in grains and small masses in clay. It yields about sixty per cent of mercury.

COPPER, in various forms, is found in the United States, but the ores are not much sought after, except in Maryland, where, in 1839, about forty tons of ore yielded thirty per cent of pure metal. On the shores of Lake Superior it is not so abundant as was anticipated; but specimens of copper ore have been found at different places in the Mississippi valley. Pieces of pure and malleable copper had been obtained, one of which, said to have been found in Illinois, weighed three pounds.

IRON.—Iron ores are abundant in the United States. Those hitherto worked are chiefly the magnetic oxide, brown hematite, and the argillaceous oxide, particularly bog ore. The more important ores are the following, viz.: in New Hampshire, the magnetic oxide; in Vermont, brown hematite, and bog ore; in Massachusetts, bog ore; in Rhode Island, brown hematite; in Connecticut, brown hematite and bog ore; in New York, the magnetic, specular, and argillaceous oxides; in New Jersey, the magnetic and argillaceous oxides; in Pennsylvania and the states south and west, the magnetic oxide, brown hematite, and the argillaceous oxide. Iron ores abound also in Maryland.

To these may be added the carbonate of iron, which has recently been successfully smelted, and which produces iron having the carbonaceous impregnation of steel, whence it has been called steel ore. In New York, New Jersey, and Pennsylvania, the ore is found in abundance, and of a quality not exceeded in Sweden. The Connecticut and Virginia iron is highly esteemed.—*Book of the United States.*

LEAD.—Ores of lead are extensively found in the north-west territories; and in Ohio it is said to have been met with, forming slips, or slender prismatic masses in crystallised galena. This mineral is found in various places, from the Arkansas river to the North-west territory, the precise line of the Ozark and Shawnee mountains, a tract which seems to constitute one of the most important and extensive deposits of lead hitherto known. On the Arkansas, the ore is smelted by the Osage Indians for bullets. To the northward, some mines at Prairie du Chien are imperfectly worked by the proprietors of the soil. The most important mines are those of Cape Girardeau, known as the lead mines of Missouri. This district is situated between two prominent ridges of sandstone which bound the valley of Grand river, or the basin of Potosi.

The richest lead mines in the world are asserted to be in the north-west part of the state of Illinois. The lead district comprises a tract of above 200 miles in extent, and the ore is said to be inexhaustible.

"It lies in beds or horizontal strata, varying in thickness from one inch to several feet. It yields seventy-five per cent of pure lead. For many years the Indians and hunters were accustomed to dig for the metal; they never penetrated much below the surface, but obtained great quantities of the ore, which they sold to the traders. The public attention was drawn

to this quarter, and from 1826 to 1828, the country was filled with miners, smelters, merchants, speculators, and adventurers. Vast quantities of lead were manufactured; the business was overdone, and the markets nearly destroyed. At present, the business is reviving, and there were, in 1830, 8,323,998 lbs. of lead made at the mines. The whole quantity obtained, from 1821 to 1830, 40,088,860 lbs. The principal mines are in the neighbourhood of Galena."—*Book of the United States.*

COAL.—"The different kinds of coal found in the United States, has been classed by Professor Eaton under the following heads; first, the genuine anthracite, or *glance* coal, found in the transition argillite, as at Worcester in Massachusetts, and Newport in Rhode Island; also in small quantities in the north and south range of argillites along the bed and banks of the River Hudson. Second, coal destitute of bitumen, usually called anthracite, but differing greatly in its character from the anthracite found in argillite. It may be called *anasphaltic* coal. This is embraced in slate rock, being the lowest of the lower series of secondary rocks. This coal formation is equivalent to the great coal measures of Europe. The principal localities of this coal are in the state of Pennsylvania; as at Carbondale, Lehigh, Lackawanna, and Wilkesbarre. Third, the proper bituminous coal, as at Tioga and Lyocoming. This coal is embraced in a slate rock, which is the lowest of the series of upper secondary rocks. The fourth formation is the lignite coal, which is found in a very extensive stratum in the state of New Jersey, along the south shore of the Bay of Amboy.

"The anthracite of Pennsylvania is found in the Wyoming and Lackawanna valley, situated between the Blue Ridge and the Susquehanna. The coal district is chiefly occupied by mountains which run parallel to the Blue Ridge, and are 1500 feet high. But little of this surface, with the exception of a few narrow valleys, invites cultivation. These mountains are mostly in a wild state, and offer a secure retreat to cougars, wolves, bears, and other animals.

"The rocks of the above described region are of a transition class, and present little diversity. Graywacke slate occurs in abundance, loose on the surface and in ledges. It is sometimes based on old red sandstone, and surmounted by unstratified rock, and aggregate of quartz, pebbles of various dimensions, with a cement principally silicious. In the Blue Ridge, in addition to the above described rock, a silicious graywacke, resembling fine grained granular quartz, is common. It appears in some places massive, but is often slaty. Its cement is chiefly silicious; some alumine, however, is indicated in its composition.

"The beds and veins of anthracite range from north-east to south-west, and may often be traced for a considerable distance by the compass. The veins have the inclination of the adjacent strata of graywacke, with which they often alternate, usually between twenty and forty-five degrees. In a few places they are horizontal and vertical. The beds and veins of anthracite have narrow strata of dark coloured, fine grained, argillaceous schist, for the roof and floor. This slate generally contains sulphuret of iron, and disintegrates on exposure to the air. The sulphates of iron and alumine are often observed in the schist, and it frequently presents impressions of plants and sometimes of marine shells. Impure pulverulent coal is usually connected with this slate, and is said to be a good material for printers' ink.

"Anthracite has been found in the greatest quantity in sections of coal regions most accessible by water. Extensive beds and veins range from the Lehigh to the Susquehanna, crossing the head-waters of the Schuylkill and Swatara, about ten miles north-west of Blue Ridge, and it abounds contiguous to the Susquehanna and Lackawanna. But in no part of the district does anthracite occur in such apparently inexhaustible beds, or is so abundantly raised, as in the vicinity of Mauch Chunk, a village situated on the Lehigh, thirty-five miles from Easton, and 108 miles by water from Philadelphia.

"The coal is there excavated on the flat summit of a mountain that rises nearly 1500 feet above the ocean. It is of good quality, and presents beds of unparalleled extent; is disclosed for several miles on the summit, wherever excavations have been made, and is indicated in many places by a coal slate in a pulverulent state, on the surface. The mountain rises with a steep acclivity, particularly on the north-west side, and when penetrated at various altitudes, discloses coal at about the same distance from the surface. Strata of graywacke slate, containing mica, sometimes rest on the coal, parallel with the mountain side. In the deep excavations made on the summit, no termination of the coal bed has been found,

and it is not improbable that the anthracite forms the nucleus of the mountain for a considerable distance.

"This coal mountain range is described as extending in a south-west direction to the Susquehanna. To the north-east, beyond the Lehigh, it is connected with the Broad Mountain, the first considerable elevation west of the Blue Ridge. The Lehigh from Mauch Chunk to the water gap, eleven miles, winds between rocky mountains, with a brisk current, but presents no falls. The road usually runs near the stream, and sometimes at a considerable elevation above, on the side of the steep mountain. In its passage through the Kittetany, or Blue Ridge, the river has a tranquil but slightly inclined course. On the adjacent elevation, yellow pine, hemlock, and spruce, are interspersed with deciduous trees. From the water gap to the Delaware, the river pursues its course in a deep ravine, seldom with alluvial borders of much extent. In this district of country, the soil generally rests on limestone sinks, indicating caves; and fissures in the rocks are often observed, that must, in some places, render canalling difficult. From the confluence of the Lehigh with the Delaware to tide-water, the descent is 150 feet.

"The village of Mauch Chunk is situated on the western bank of the Lehigh, in a deep romantic ravine, between rocky mountains that rise in some parts precipitously to 800 or 1000 feet above the stream. Space was procured for dwellings by breaking down the adjacent rocks and filling up a part of the ravine of Mauch Chunk creek. A portion of this stream has been transferred to an elevated railway, and is used to propel a grist-mill. Within a few years the Lehigh company have erected, and are proprietors of, a large number of dwellings and buildings of every description, including a spacious hotel, a store, furnaces, grist mills, and several saw-mills: about 800 men are employed by the company.

"Next to Mauch Chunk, Mount Carbon, or Pottsville, as it is now called, situated at the head of the Schuylkill canal, has been worked the principal anthracite coal fields. Many large veins are worked within three miles of the landing; and some have been opened seven miles to the north-east, in the direction of the Lehigh beds.

"On almost every eminence adjacent to Pottsville, indications of coal are disclosed. The veins generally run in a north-east direction, with an inclination of about forty-five degrees, and are from three to nine feet in thickness; commencing at or near the surface they penetrate to an unknown depth, and can often be traced on hills to a considerable distance, by sounding in a north-east or south-west direction. Some veins have been wrought to the depth of two hundred feet without the necessity of draining; the inclined slate roof shielding them from water.

"Where the ground admits, it is considered the best mode of working veins, to commence at the back of a coal eminence, or as low as possible, and work up, filling the excavation with slate and fine coal, leaving a horizontal passage for the coal barrows. A section of a wide vein near Pottsville has been wrought by this mode several hundred feet into the hill. The same vein is explored from parts of the summit by vertical and inclined shafts. The coal and slate are raised by horse-power, in waggons, by a railway that has the inclination of the vein.

"The western part of Pennsylvania is abundantly supplied with bituminous coal, as the eastern is with anthracite. It is found on the rivers Conemaugh, Alleghany, and Monongahela, and in numerous places to the west of the Alleghany ridge, which is generally its eastern boundary; it occurs on this mountain at a considerable elevation and elsewhere, in nearly a horizontal position, alternating with gray sand-stone, that is often micaceous and bordered by argillaceous schist. The veins are generally narrow, rarely over six feet in width. This mineral is abundant, and of good quality near Pittsburg, where it is valuable for their extensive manufactures. Beds of bituminous coal are reported as occurring in Bedford county, in the north-west part of Luzerne, and in Bradford county. In the last county, nine miles from the Susquehanna, there is an extensive bed of coal, regarded as bituminous. It has been penetrated thirty feet without fathoming the depth of the strata.

"Bituminous coal is abundant in Tioga county, New York. The summit level is forty-four feet above the river, and upwards of 400 feet above the the lake. It occurs on the Tioga, and on the Chemung, a branch of that river. Bituminous coal exists on the nu-

merous streams that descend the western side of the extensive peninsula, situated between the north and west branches of the Susquehanna.

"The appearance of the Tioga, or bituminous coal, differs but little from the best Liverpool or Newcastle coal. Its colour is velvet black, with a slight resinous lustre, its structure is slaty or foliated, and its layers, as in the best English coal, divided in prismatic solids, with bases slightly rhomboidal; it is easily frangible, and slightly soils the finger. It burns with a bright flame and considerable smoke, with a slight bituminous smell, a sort of ebullition taking place, and, as the heat increases, an appearance of semi-fusion, leaving a slight residue or scoria."—*Book of the United States.—Various authorities.*

The *coal* region of Mandan is at present one of the unproductive districts. It is generally *bituminous*, and lies chiefly in Alleghany county. "The expense already incurred in providing means for bringing it to market, by opening a canal from the Potomac river, at Georgetown in the District of Columbia, denominated the Chesapeake and Ohio canal, having exceeded the estimates of engineers previously employed in the service; and a yet further heavy expense to complete it to the coal beds being ascertained to be necessary before a profit can be realised, have placed the prospects of the party prosecuting very far in the background; at such a distance that, under existing circumstances, it is quite uncertain when this work of internal improvement will be completed. The distance yet to be opened is about fifty miles; and unfortunately, being the western terminus, the site is more than ordinarily broken, rocky, and even mountainous. That which is denominated the Frostburg Coal basin, is particularly noticed by Professor Ducatel, the state geologist, and his remarks in reference thereto, shows in part the character of the region to which it is intended the canal shall extend. This basin is forty miles in length, and five miles in width, and contains 86,847 acres; which, at 4840 square yards to the acre, and fifteen yards in depth, as it is known the bed of coal is, gives 6,305,137,287 cubic yards: and as one ton of coal occupies by estimation, one cubic yard, there is, in the basin named, the number of tons of coal as expressed by the aforesaid figures."—*Hunt's Magazine.*

"Kennel coal is said to have been discovered in Kentucky.

"*Graphite* or *Plumbago*, commonly, but improperly called black lead, occurs extensively in primitive and transition rocks; from that which is obtained in New York excellent pencils have been made. There are also numerous localities of Petroleum, or mineral oil. It usually floats on the surface of springs, which in many cases are known to be in the vicinity of coal. It is sometimes called Seneca or Gennessee oil. In Kentucky it occurs on a spring of water in a state sufficiently liquid to burn in a lamp; it is collected in considerable quantities.

"Salt appears to be abundant in the United States, but it has not been found as rock salt. It is principally obtained from springs. The brine contains, besides the muriate of soda, a considerable proportion of muriate of lime and magnesia. Recently bromine has also been detected in the brine of salina, by Dr. Silliman. *Saltpetre* is abundant in the west, being found in numberless caves along the Missouri; and the shores of the Arkansas are almost covered with nitre. The testimony of Mr. Schoolcraft, in relation to the recent formation of quartz crystals is very striking. They have been found, it appears, upon the handle of a spade, and the edge of some old shoes, which had been left for some years in an abandoned lead mine of the Shawnee mountains. Crystals of great beauty and dimensions have been found in numerous localities."—*Book of the United States, &c.*

PRODUCE OF THE MINES OF THE UNITED STATES.

1. *Iron.*—This metal was first produced in the province of Virginia, during the year 1715. In Scrivenor's "History of the Iron Trade," speaking of the colonies, a writer of that period says, "that they," the colonies, "have iron-stone all along the continent, from the southernmost part of Carolina to the northernmost part of New England, in great plenty, and no part of the world abounds more with prodigious quantities of wood, nor with more rivers and streams;" and he adds, "Had we a full supply of it from our plantations, we might not only ballast our ships with it, but export great quantities to those countries, and even to Africa and India." This view of the colonial trade in iron was regarded in a very different light by the proprietors of British iron works, who viewed

them with jealousy, as the formidable rival of their own establishments, and opposed all those measures that were calculated to favour the production of iron in the colonies of America. In 1719, a bill was introduced into parliament, one of the most prominent features of which was, that "none of the plantations should manufacture iron wares of any kinds, out of any sows, pigs, or bars, whatsoever, under certain penalties;"* and to this another clause was added by the house of peers, establishing that "no forge, going by water, or other work whatsoever, should be erected in any of the plantations, for making sows, pigs, or cast-iron into rod or bar-iron." The necessary consequence of this *policy* must have been to drive away every forge from the infant colonies of the country, and to blow out the fire and manacle the hands of every smith, by prohibiting him from making a bolt, a spike, or a nail. A great controversy existed during the period of 1737, upon the propriety of allowing the exportation of iron from the British American colonies to the parent country, and on that question there sprung up two powerful and opposing parties.

These were first the merchants on the one side, who were favourable to the importation of iron, as well as hemp from the colonies, upon the ground that they were two articles of very great importance to the navy and mercantile shipping of the British empire; and to obtain which, they presented to parliament very urgent petitions for this object. The other party consisted of the proprietors of the English iron works, and the owners of English woodlands. It was maintained by the merchants that, inasmuch as the importation of iron into England was of great amount, and introduced from Sweden and Russia, the principal part being paid for in money, and since the iron of the British colonies was equal in quality to the foreign iron, good policy should warrant the importation into England of American iron, as the price could be paid in British manufactures required in the colonies; and, moreover, from the enhanced price of cord wood, in consequence of the amount required in refining iron stone, the importation of more pig-iron from America would enable them to make more bar-iron in England. It was also maintained that the most direct mode of preventing the manufactures of the American colonies from interfering with those of England, was the granting to us encouragement to produce rough materials like that of the courser species of iron. It was proposed that, in order to further the policy last named, an additional duty should be laid on all foreign bar-iron imported, and to repeal those which existed on the importation of iron from the American colonies. The policy of the merchants at length prevailed, and in the year 1750, an act was passed, a prominent clause of which was, "that pig-iron made in the British colonies in America, may be imported duty free, and bar-iron into the port of London; no bar-iron so imported to be carried coastwise, or to be landed at any other port, except for the use of His Majesty's dock-yards, and not to be carried beyond ten miles from London." A clause was, however, inserted in the same bill, prohibiting the manufacture of iron in the colonies. A long series of petitions and remonstrances soon sprung from this legislation, on the part of the merchants, as also the proprietors of the woodlands and the iron foundries; the one side claiming that the tendency of that measure would be a very great injury to the interests of the producers of this article, and to that of the kingdom, and the other advocating the probable existence of directly opposite consequences. The result of these several petitions and remonstrances, was a report to the house of commons, of a committee that was appointed to prepare a bill, maintaining that the importation of bar-iron from the British colonies in America, into the port of London, should be extended to all the other ports of Great Britain, and that so much of that act as related to this cause, should be repealed; which was done in a subsequent act of 1765, permitting the American colonies to export their iron also to Ireland. Such were the prominent features of the legislation of the British government respecting the colonial iron trade. The occurrence of the revolution, in 1775, severed our colonial dependence upon the mother country, and for ever terminated the legislation of the crown over the colonial products.—Iron Trade of the United States in *Merchants' Magazine.*

Iron works which had been created during the revolutionary war, afterwards languished. In 1810 we have the earliest authentic accounts of the quantity of iron produced in the United States; when, according to Adam Seybert, who collects from official documents, from 153 furnaces, were made 53,908 tons of pig-iron; from 330 forges were

* See Scrivenor's "History of the Iron Trade."

made 24,541 tons of bar-iron; from 410 naileries, were made 15,727,914 lbs. of nails; and there were 316 trip hammers, and thirty-four rolling and slitting-mills, which required 6500 tons of iron; and the total value of the manufactures of iron was 14,364,526 dollars; and 19,000 muskets were annually made at the two public armories of Springfield and Harper's Ferry. In this stage of its manufacture, the elevation given to the price, by the restrictive legislation, operated onerously on the consumer, and tended to repress industry, and diminish consumption. The duty was:

	In 1818.		In 1824.		In 1828.	
	dlrs.	cts.	dlrs.	cts.	dlrs.	cts.
On bar-iron, rolled, per ton . .	30	00	30	00	37	00
„ hammered do. . .	15	00	18	00	22	40
On pig-iron	10	00	10	00	12	50

but even, under this high protection, the production did not exceed in twenty years 191,536 tons of pig-iron, from 239 furnaces, according to the statement of the committee appointed to report on iron, by Congress, in 1830. There were then made 112,866 tons of bar-iron, and 25,520 tons of castings; in the manufacture of which, 25,254 men were employed.

While the war of 1812 was pending, an extraordinary impulse was given to the production of iron, as well as some other branches of domestic industry, from the stoppage nearly altogether of foreign trade; the capital which had been employed in other adventures, was directed to home production; workshops, mills, and machinery sprang up, and foreign artisans were encouraged to settle in various parts of the country. According to the returns of the marshals, the quantity of bar-iron produced, in 1810, was 24,471 tons, which were then valued at 2,640,778 dollars; of which quantity, 10,969 tons were yielded in the single state of Pennsylvania.* Ores of iron had been at that period discovered in most of the states of the union, and mines having been worked in the states of New Hampshire, Vermont, Rhode Island, Connecticut, New Jersey, Pennsylvania, Virginia, and North Carolina.

"The state of Massachusetts had at that time an extensive establishment for the manufacture of arms, New Hampshire iron works sufficient for the consumption of the state, and Vermont possessed forges, furnaces, and slitting mills, which yielded many tons of bar-iron. In Rhode Island, there had been early established a slitting mill, three anchor forges, and machines for cutting nails; while the state of New York possessed many forges, furnaces, and bloomeries; Connecticut contributed its hollow iron ware, nails, tinned plates, and iron ware, and its modicum of fire-arms; and New Jersey its bar-iron and nail-rods, hollow ware and castings. Pennsylvania also exhibited extensive manufactures of iron, slitting-mills, and foundries, and its manufacture of steam-engines; and Delaware, Maryland, Virginia, Ohio, Indiana, Kentucky, Tennessee, North Carolina, and South Carolina had already begun to lay the foundation of extensive iron manufactures.

"Prior to the establishment of the tariff of 1828 however, a committee was appointed by congress to examine and to exhibit the facts connected with our domestic manufactures, and particular evidence was adduced upon the subject of iron. In 1828, it appears, there were at that time manufactured in that state 21,800 tons of bar-iron, and 47,075 tons of cast metal, of which 37,200 tons were used in making bar-iron, and 14,365 tons of castings—100 tons of iron being converted into nails. It was also stated, that at that time, there were 3000 tons of bar-iron manufactured in the neighbourhood of Lake Champlain. It was alleged, that in the state of New York there were, within a circle of thirty miles in diameter, eighty-one forge fires in use, each forge having two fires and one hammer; that the capital invested in 110 forge fires in operation, was 1,210,000 dollars, each fire capable of producing from twenty-five to thirty-five tons per annum, employing 5720 hands; and that in the counties of Morris, Bergen, and Sussex, in New Jersey, there were manufactured 2050 tons. Such was the substance of the evidence elicited by the official investigation of 1828, and resulting in the augmentation of the protective duties of the country.

"In 1830, the iron manufacturers of Philadelphia petitioned the senate and house of representatives, praying—1st. That all the existing duties on pig-iron, scraps, boiler plates, and all other iron in loops, slabs, blooms, or any other state but manufactured and

* See Pitkin's Statistics of the United States.

bar-iron, be abolished or repealed, and the importation on the same be admitted free of duty. 2nd. That all bar-iron manufactured by hammering, be admitted, subject to the duty of April 27, 1816, on its importation, to wit, at the rate of forty-five cents per cwt. 3rd. That all descriptions of iron manufactured by rolling, including bar, bolt, rod, sheet, and hoop, of every size and quality, be admitted subject to a duty not exceeding that now imposed on the importation of hardware, namely, twenty-five per cent. 4th. That wire of iron or steel, of all sizes and numbers, be admitted subject to the same duty as the manufactures of wire now are on their importation, namely, twenty-five per cent. 5th. That the duty now imposed on railroad iron, when purchased in the United States, be remitted, or a drawback of the existing duty be allowed thereon, on all sums exceeding fifty dollars. And lastly, that the existing duties on steel be abolished or repealed, and the importation of the same admitted free of duty. Opposed to the advocates of a change of the tariff, a delegation from several states of the Union, entitled the friends of domestic industry, assembled in convention at New York, maintaining in their address to the people of the country, the right of Congress to impose duties for protection of domestic manufactures as well as for revenue. A committee consisting moreover of members from Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania and Maryland, were appointed to draft a report upon the production and manufacture of iron and steel in the United States, a document which contained much valuable matter, collected with great care.

"The subjoined tables exhibit the result of their investigations upon the subject:

STATES.	1828			1829			1830		
	Furnaces.	Pig-iron.	Castings.	Furnaces.	Pig-iron.	Castings.	Furnaces.	Pig-iron.	Castings.
	No.	tons.	tons.	No.	tons.	tons.	No.	tons.	tons.
Pennsylvania	44	24,822	3,693	44	27,425	4,564	45	31,056	5,506
New Jersey	11	1,733	6,264	11	1,941	5,998	10	1,671	5,615
Maryland	5	2,217	483	5	1,715	1,065	6	3,163	1,259
Virginia	2	400	50	2	702	72	2	538	43
Ohio	..	..	....	..	..	..	7	5,400	250
Delaware	1	450	350	1	450	350	1	450	350
Missouri	..	.	....	..	..	..	2	590	250
Total	63	29,652	10,840	63	32,233	12,049	73	42,868	13 273

"In addition to the seventy-three furnaces mentioned in the preceding table, from which detailed returns had been received, the committee had information of 129 furnaces, in the states of Pennsylvania, New York, Vermont, Massachusetts, Connecticut, Tennessee, New Hampshire, Virginia, and Ohio, in actual operation, but from them had then received no returns. Taking the production of the seventy-three furnaces, from which returns have been received, as the rate for estimating the whole, and the following would be the result:

YEARS.	Furnaces.	Pig-iron.	Castings.	TOTAL.
	No.	tons.	tons.	tons.
1828	192	90,368	33,036	123,404
1829	192	98,234	36,720	134,954
1830	202	118,620	36,728	155,348

"But as the greater part of the furnaces, not included in the returns, are situated in districts where but few castings are made, the committee have not felt authorised to estimate the quantity of castings made at them at more than about five per cent of their entire production, which would give the following proportions and result:

YEARS.	Furnaces.	Pig-iron.	Castings.	TOTAL.
	No.	tons.	tons.	tons.
1828	192	108,564	14,840	123,404
1829	192	118,404	16,549	134,954
1830	202	137,075	18,273	155,348

"From the best information the committee have been able to collect on this subject, they estimate, that of the pig-iron made in these years, about 10,000 tons per annum

have, upon an average, been converted in the air furnaces and cupolas into castings, leaving to be manufactured into bar-iron—

In 1828,	of pig-iron,	98,564 tons,	making of bars	70,403 tons.
1829	„	108,405	„	77,432 „
1830	„	127,075	„	90,768 „

"And which quantities severally correspond with remarkable proportional accuracy with the returns from 132 forges, which accompanied the returns from the seventy-three furnaces first mentioned.

"In East Jersey, is a part of Connecticut, in a large district of New York, and in Vermont, bar-iron is extensively made by the process technically denominated 'blooming,' or by a single operation from the ore, without the intervention of the blast-furnace.

"The returns already received, justify the committee in putting down this description of bar-iron, for the year 1828, at 5341 tons; 1829, 5654 tons; 1830, 5853 tons; of which 2197 tons in East Jersey—making a total of bar-iron for 1828, of 75,744 tons; 1829, 83,086 tons; 1830, 96,621 tons; and the entire quantity of iron, in its first stage, as shown in the following table:

DESCRIPTION OF IRON.	1828	1829	1830
	tons.	tons.	tons.
Pig-iron	108,564	118,405	137,075
Castings from blast furnaces	14,840	16,549	18,273
Bloomed bar-iron, for the years respectively, reduced to pig-iron, at 28 cwt. to the ton of bars	7,477	7,916	8,194
Total iron in pigs and castings	130,881	142,870	163,542

Steel.—As the manufactures of steel is intimately connected with that of iron, it may be important to state that the report on that subject, made at the same time, exhibits the number of steel furnaces then existing in the United States, to have been fourteen, and established in the following places, namely, two at Pittsburg, one in Baltimore, in Philadelphia three, in New York three, in York county, Pennsylvania, one, in Troy one, in New Jersey two, and in Boston one, all capable of producing annually 1600 tons.

England, however, continues to supply the United States with the superior qualities of steel, viz.:

1. Blister-steel, from iron of the Danamora mines, in Sweden. 2. Sheer-steel, of the same origin. 3. Cast-steel.

It is estimated that the average annual quantity of hammered iron that was imported into the United States, from the year 1821 to 1830, was about 26,200 tons, besides 5600 tons of rolled iron; in all 31,800 tons, which were valued at 1,762,000 dollars.

GENERAL recapitulation of the Iron business in 1830.

		By the report.	Supplementary returns.	TOTAL.
Bar-iron made in the United States	tons.	96,621	16,245	112 866
Pig-iron, the whole quantity made being computed as such	do.	163,543	27,994	191,537
Value	dollars	....	....	13,329,760
Men employed	number	24,979	....	29,254
Persons subsisted	do.	124,895	....	146,273
Annual wages	dollars	7,493,700	....	8,776,420
Paid for food furnished by farmers	do.	3,415,850	....	4,000,490

The following statement may be useful in making comparisons, and is therefore added:

THE Importations of Manufactures of Iron and Steel in 1830, were:—

		dollars.			dollars.
Side-arms and fire arms, other than muskets and rifles		179,153	Cables and Chains and parts thereof	lbs. 540,628	25,885
Drawing knives, axes, adzes, and socket chisels		29,207	Mill cranks and mill iron, wrought.	2,781	200
Bridle bits of every description		62,271	Mill saws	4,395	12,252
Steelyards, scale beams, and vices		30,899	Anchors	22,672	1,121
Cutting knives, sickles, scythes, reaping hooks, spades, and shovels		95,004	Anvils	677,246	31,249
Screws, weighing 24 lbs. or upwards		17	Hammers and sledges	75,616	3,096
Wood screws		66,817	Castings	1,157,256	38,686
Other articles not specified		2,908,978	Braziers' rods	218,428	5,945
Muskets	No. 8,341	25,142	Nails and spike rods	32,848	784
Rifles	8	85	Sheets and hoop	2,326,796	59,822
Iron and steel wire	lbs. 502,733	59,485	Slit or rolled for band, scroll, or casement rods	2,845	81
Tacks, brads, and sprigs		2,799	In pigs	cwt. 22,499	25,644
Nails	613,704	40,906	Bar and bolt rolled	138,981	226,336
Spikes	37,873	1,391	Hammered	lbs. 68,753,943	1,730,375
			Steel	cwt. 24,472	291,957

"Nearly all the iron, with its manufactures imported, was received from England, except the hammered bar and bolt iron, of which 21,912,702 lbs. were from Russia, 45,206,082 lbs. from Norway and Sweden, 984,399 lbs. from England, leaving less than a million of pounds for all other places.

"The tariff regulating the import of iron remained in the same condition until 1832, when the act was passed on the 14th of July of that year, providing a more fixed policy upon the subject, an act, the duties levied by which, brings us down to the year 1841.

"By the operation of this tariff, the duty on English bars was gradually reduced from thirty dollars per ton, in 1832, to twenty-seven dollars in 1834, twenty-four dollars in 1836, twenty-one dollars in 1838, eighteen dollars in 1840, fourteen dollars in the first six months of 1842; and, finally, to seven dollars fifty cents per ton, in July and August of 1842, and on other kinds in similar proportion."

STATEMENT exhibiting the State of the Iron Mines and Iron Trade of the United States in 1840.

	dollars.	cts.
There were, in 1840, in the United States, 450 furnaces, producing 347,700 tons of cast-iron, one quarter of which was made into hollow ware, stove plates, plough castings, machinery, and such forms, which, when so made, was worth	5,738,080	00
The remaining pig-iron was converted into wrought iron, and is merged in the 197,233 tons mentioned below.		
According to the same authority, there are 797 bloomeries, forges, and rolling mills, which produce 197,233 tons of bar, rod, hoop, sheet, and other wrought iron, which is worth in market eighty-five dollars per ton	16,761,805	00
According to the report of the secretary of the treasury for 1840, there were 5515 tons of pig-iron imported in that year, which was converted into forms at an average expense of fifty dollars per ton	275,750	00
The whole value of iron made in the United States in 1840	22,778,635	00
The labour bestowed on the manufacture of a ton of pig-iron varies in different locations. It depends on the convenience of contiguity to each other of the various materials required. It will average, including mining, coaling, hauling, transportation, and all other charges, 20 dollars per ton, which on 71,726 tons, as above mentioned, which are used for casting forms	1,434,520	00
Labour bestowed in converting 71,726 tons of pig-iron made in the United States, as per foregoing statement, into cast forms, such as hollow ware, machinery, stove plates, plough castings, and other articles of use made of cast-iron, including labour in mining, and procuring fuel and all other things necessary, will average at least 30 dollars per ton	2,151,780	00
Labour bestowed in converting 5515 tons of pig-iron imported in the United States, calculated as in the last foregoing article, at 30 dollars per ton	165,450	00
Labour bestowed in making wrought iron, in procuring the materials and consolidating them, varies even more than in pig-iron, because the materials are more numerous and are liable to be further asunder, and the description of iron is more diverse. If, however, the mineral coal used is the product of the United States, all the labour, including smelting, mining, coaling, hauling, transportation, and all other incidental and necessary charges for labour, will average at least 60 dollars per ton, which, on 197,233 tons, as set forth in the census, amount to	11,833,980	00
Whole expense of labour bestowed annually in making iron in the United States	15,585,730	00
According to the census, the number of men employed in producing the above iron, including miners of iron, is 30,497. To this number may be added miners of coal, and limestone, wood choppers, and charcoal colliers, carriers and carters, builders and millwrights, and other incidental workmen, which will probably increase it to 42,701; and, at this number, each workman will receive one dollar per day, which is believed not far from the truth. It will be remembered that all the work in manufacturing iron, and incidental thereto, is heavy, and requires the strength and physical power of men; consequently women and children are excluded from this employment, and most of the men have large families. It may be assumed, without extravagance, that, as an average, each man has a woman and three children depending upon him for support It is true that some have no families, but others have a dozen children, enough to verify the above supposition. Allowing this supposition, the whole number of persons sustained by the labour on and incidental to the manufacture of iron, including men, women, and children, is 213,505, Allowing each of these persons to consume each day 12½ cents worth of agricultural products, and the whole amount consumed in 365 days, is	9,741,166	00
According to the census, the capital employed in manufacturing the above iron is a little less than the amount of the product, which is what might be inferred by every man of practical experience, to wit	20,432,131	00
It is believed, from facts and data ascertained and admitted, that there are in the United States about 450 blast furnaces, and that the average yield of each is 772 tons per annum, (this is the ascertained average of seventy-three furnaces,) making an aggregate of 347,400 tons, worth in market thirty dollars per ton	10,422,000	00
It is believed that one-fourth of this quantity (to wit, 86,850 tons) is converted into forms, such as hollow ware, machinery, plough castings, stove plates, and other articles of use made of cast-iron, and, when so converted, is worth, on an average, in addition to the worth of the pig-iron, fifty dollars per ton	4,342,500	00
In addition to the 86,850 tons above mentioned, there were imported into the United States, according to the report of the secretary of the treasury, for 1840, 5515 tons of pig-iron, which was also converted into forms, and was worth, when so converted, fifty dollars per ton more than pig-iron	275,750	00
There are 795 bloomeries, forges, and rolling mills, in the United States.		
The remaining three-fourths of the 347,400 tons of pig-iron made in the United States as shown above, that is not remelted and		

(continued)

		dollars.	cts.
cast into forms, to wit, 260,550 tons, is converted (allowing 20 per cent for waste) into 208,440 tons of bar, rod, hoop, sheet, and other wrought iron, by puddling and refining, which is worth in market eighty-five dollars per ton	17,717,400		
From which deduct for 260,550 tons of pig-iron, reckoned in first item above at thirty dollars per ton	7,816,500	9,900,900	00
To the wrought iron mentioned in the foregoing article may be added 11,774 tons of bloomed iron, worth in market seventy dollars per ton		824,180	00
Whole value of wrought and cast-iron in market, made in the United States in 1840		25,765,330	00
The labour bestowed on the manufacture of a ton of pig-iron varies in different locations. It depends on the convenience and contiguity to each other of the various materials required. It will average, including mining, coaling, hauling, transportation to market, and all other charges, twenty dollars per ton, which, on 347,400 tons, assumed as the manufacture of the United States, is		6,948,000	00
Labour bestowed in converting 86,850 tons of pig-iron, made in the United States, as shown in the foregoing statement, into cast forms, such as hollow ware, machinery, stove plates, plough castings, and other articles of use made of cast-iron, including labour in mining and procuring fuel, and all other things necessary, will average at least thirty dollars per ton		2,605,500	00
Labour bestowed in converting 5515 tons of pig-iron, imported into the United States, calculated, as in the last foregoing article, at thirty dollars per ton		165,450	00
Labour bestowed in converting pig into wrought iron, in procuring the materials and consolidating them, varies even more than in making pig iron, because the materials are liable to be further asunder, and the descriptions of iron are more diverse. If, however, the mineral coal used is the product of the United States, all the labour, including mining and procuring fuel, hauling, transportation, and all other incidental and necessary charges for labour, will average at least forty dollars per ton, which, on 208,440 tons, as set forth above, amounts to		8,337,600	00
Labour bestowed in blooming 11,774 tons of wrought iron, including coaling, hauling, transporting to market, and all the incidental and necessary charges, as set forth in the foregoing article, will average sixty dollars per ton		706,440	00
Whole amount paid for labour, annually, for the manufacture of iron in the United States		18,762,990	00
It is believed that the number of men employed in manufacturing the above iron, including miners of iron, of coal, and of limestone, wood-choppers and charcoal colliers, carriers and carters, builders and millwrights, and other incidental workmen, is 51,405; this number will each receive 365 dollars per year. It will be remembered that all the work in manufacturing iron, and incidental thereto, is heavy, and requires the strength and physical power of men; consequently, women and children are excluded from this employment, and most of the men have large families. It may be assumed, without extravagance, that, as an average, each man has a woman and three children depending on him for support. It is true that some have no families; but others have a dozen children—enough to verify the above assumption. Allowing this supposition, the whole number of persons sustained by the labour on, and incidental to, the manufacture of iron, including men, women, and children, is 257,025. Allowing each of these persons to consume, each day, the worth of 12½ cents of agricultural products, and the whole amount consumed in 365 days is		11,726,766	00
This falls a little short of the facts actually ascertained at several establishments, owing principally to grain and forage fed to horses and cattle employed in the business			
It is ascertained that the capital employed in the manufacture of iron at several establishments is a little less than the amount of the annual product of those establishments; and it is believed that this rule will hold true throughout the country, if we exclude the value of the large quantities of woodland held in connexion with many of the furnaces and bloomeries. The capital employed will therefore amount, according to this rule, to about		22,500,000	00

"The iron district, which spreads through New Jersey, Pennsylvania, Maryland, and Western Virginia, traverses regions exuberant with coal, and abounding in water-power; and, travelling further west, we find in Ohio, Kentucky, and particularly in Missouri, immense stores of metalliferous wealth, adjacent to the most fertile agricultural districts. It is, to Pennsylvania, however, we must chiefly direct our attention, where two-fifths of all the iron in the United States is made. The United States contain 80,000 square miles of coal, which is about sixteen times as great as the coal measures of Europe. A single one of these gigantic masses runs from Pennsylvania to Alabama, and must embrace, itself, 50,000 square miles. Out of fifty-four counties of Pennsylvania, no less than thirty have coal and iron in them; and out of the 46,000 square miles of Pennsylvania, which form its superficies, there are 10,000 miles of coal and iron; while all Great Britain and Ireland have only 2000; so that Pennsylvania, alone, has an area of coal and iron five times as great as that of Great Britain. The quality of the coal and iron is as rich as that of Great Britain, and they have the advantage of lying near the water level; while those of the latter country are sometimes more than 1000 feet below the surface, and are excavated through subterranean passages.

"The coal frontiers, forming an amphitheatre, intersected at intervals with streams of water, are accessible through ravines, to which they converge; thus inviting the labour of the miner, by the facility of access and transportation. The coal of Wyoming lies conveniently for the supply of the lake frontier, and the whole of the northern part of New York; and the Lehigh, Schuylkill, Wilkesbarre, and Cumberland coal-fields, for the

supply of the Atlantic border, and the domestic and manufacturing purposes of the interior.

"Mr. W. Lyman first put in successful operation, at Pottsville, Pennsylvania, in 1839, a furnace for smelting iron by anthracite coal and the hot blast. In 1840, Messrs. Biddle, Chambers, and Co. erected extensive works in Dansville, Pennsylvania, on the same principle, and Messrs. Reeves and Whitaker changed their furnace, at Phœnixville, Pennsylvania, from the use of charcoal to anthracite coal.

"Mr. Lyman's furnace yielded thirty-five tons of cast iron per week, but Mr. Thomas, the agent of Mr. Crane, superintended some works, erected about the same time by the Lehigh Coal Company, at Allentown, Pennsylvania, called 'Crane Works,' from which were obtained, when first in blast, sixty tons per week; and now, in that state, seventeen furnaces, employing anthracite coal and hot blast, producing 47,000 tons per annum. In that state, anthracite coal is always used in smelting with hot air, and in puddling, in most instances, the process undertaken is the ignited gas, on the principle of Detmold's patent, obtained in England. In Maryland, bituminous coal is used in puddling, in New York, charcoal—the 'black diamond' not being one of the constituents of the mineral wealth of the empire state. And west of the Alleghany ridge we find only the bituminous formation, except in the Cumberland region.

"At Brady's Bend Iron Works, are two blast furnaces, capable of producing 5000 tons cast iron per annum, each; a rolling-mill, which has twelve puddling furnaces, from the whole of which could be obtained 8500 tons iron per annum; one scrap, and three balling furnaces, for merchant mill, or finishing rolls; and a nail factory, capable of manufacturing three tons per day, of assorted nails; besides works for sheet and boiler plate, &c.; and the manager of these works, P. Raymond, Esq., solicits orders for the heavy H, T, and V rails, at even lower rates, it is stated by Niles's Register, than the Mount Savage Works. At these latter works, situated in Maryland, at the foot of Mount Savage, nine miles from Cumberland, is erected a rolling-mill, calculated to produce weekly 150 tons iron, including boiler, plate, sheet, hoop, band, and railroad iron, where the heavy edge rail is offered to be made for fifty-nine dollars to sixty dollars per ton.

"In New Jersey, are twelve furnaces, yielding 12,000 tons pig-iron per annum; and in Bergen and Morris counties sixty-five forges, which make annually 3000 tons bloomery bar iron; and this last description of iron, which is made by a single operation from the ore, without the intervention of the blast furnace, technically called 'blooming,' is prosecuted to some extent in Connecticut, Vermont, New York, and Pennsylvania, as well as East Jersey. New Jersey obtains her coal by the Morris canal, from Pennsylvania, and supplies even that state with pig-iron, reduced from her rich ores. In New York, in Clinton county, the legislature has determined on constructing a prison where convict labour may be employed in manufacturing iron in the Catalan forge; and the heat, which has heretofore been suffered to escape, is now availed of, by a system of conduction, to generate steam, which drives the trip-hammers while melting the ore. As this operation is performed at the mouth of the mine, without the cost of transportation of the ore and coal to a distant water-power, the preparation and conversion of the ore, through the various stages of manufacture, can be conducted, by the convicts in the prison-yard, at a very reduced cost.

"In 1810, 11,000 tons bar-iron only were made in Pennsylvania, when there were forty-four blast furnaces, seventy-eight forges, and 175 naileries.

"At the present moment there are 13,000 tons bar-iron made in the state of New York, chiefly in Essex and Clinton counties. Near Baltimore city, twenty furnaces are in operation, giving 20,000 tons per annum; and so great has been the impetus given to the iron trade, that in every direction new furnaces are being constructed, and those out of blast again becoming active, in Pennsylvania. In the vicinity of Danville 40,000 tons or 50,000 tons of coal have illumined the hearths of the furnaces in that region last year. The Montour Iron Company have three of the largest furnaces in the country, the product of which is about 4000 tons cast iron, each, per annum.

"The trade, at present (1845), is in a very flourishing condition. We have taken great pains to arrive at an approximate enumeration of the iron works now in that state, and the annual quantity of iron producing from each, and we now give the result:—235 furnaces, yielding 211,500 tons pig-iron; 187 forges, rolling and slitting-mills, bloomeries,

&c., converting the above pig-iron into 105,000 tons bar, bloom, boiler sheet, nail, nail plate, rod iron, &c.; and the rapid increment of these works is very perceptible, as by the governor's message it appears there were transported, by the several state lines of improvement, for the fiscal year, ending November 30, 1844, 71,406 tons iron; against the same time, 1843, 38,022 tons. In 1843, however, there was not much activity in the iron trade. By an account of the iron works in Pennsylvania, appeared in the Philadelphia Commercial List, for the year 1841, there were then 210 furnaces, and 170 forges, rolling-mills, &c., and seven foundries, which produced 4580 tons castings, 300 tons iron (description unknown), 103,450 tons pig-iron, and 70,040 tons bar and bloom iron.

"From all the information we can obtain, we believe the following to be nearly a correct statement of the whole product (1845) of the United States:—540 blast furnaces, yielding 486,000 tons pig-iron; 954 bloomeries, forges, rolling and slitting-mills, &c., yielding 291,600 tons bar, hoop, and sheet boiler, and other wrought iron, 30,000 tons blooms, and 121,500 tons castings, such as machinery and stove plates, hollow-ware, &c., which, at their present market value, would stand thus:—

			dollars.
291,600	tons	wrought iron, at eighty dollars per ton	23,328,000
121,500	„	castings, at seventy-five dollars per ton	9,112,500
30,000	„	bloomery iron, at fifty dollars per ton	1,500,000
		To which must be added the quantity imported, say—	
46,000	tons	bar-iron, rolled, at sixty dollars per ton	2,760,000
17,500	„	„ hammered, at eighty dollars per ton	1,400,000
26,050	„	pig-iron, converted into castings, at seventy-five dollars per ton	1,953,750
5,570	„	scrap iron, at thirty-five dollars per ton	201,950
4,157	„	sheet hoop, &c, at 130 dollars per ton	540,410
2,800	„	steel, at 335 dollars per ton	938,000
102,277	tons		
443,100	„		
545,377	tons.	Consumption	41,734,610

So that the consumption of iron in the United States, in nearly the crude state, approximates 42,000,000 dollars per annum, nearly equal to the whole value of raw cotton produced in the United States at present prices. We are rapidly outstripping the continental countries in the growth of this great sinew of national power, for, according to Mr. Virlet, France, Sweden, Russia, and all the civilised powers on the continent, only produce about 700,000 tons per annum.

"It is important that a commodity of such universal use should be abundant and cheap. The present duties on the quantity imported, which has averaged about 100,000 tons per annum, for five years, excluding 1843, amount to from fifty to 150 per cent on the first cost; and it is evident that so large a proportion of the consumption would not be taken from abroad, if our domestic iron-masters were prepared to supply the demand. Under these circumstances, we consider such exorbitant imposts onerous and impolitic. For, whether it be true or not, that the higher the duty the higher the price, it is certainly true, the lower the duty the lower the price, where the domestic and foreign articles come fairly into competition. The effect of a moderate reduction would be, to compel the domestic manufacturer of iron to accede to lower terms, in order to rival in sales the foreign article, and the consumer would be benefited. The present price of American bars is from seventy-five to eighty dollars per ton. We know they can be laid down here for fifty-seven dollars fifty cents, and the rapid increase in the number of works, in Pennsylvania, is ample testimony to the remunerative character of the business.

"The consumption will increase with the diminution of price; and now that the appropriations of this metal are becoming more multiform, it is unwise to keep it up to a fictitious level by exclusive legislation. It is not only being used in the construction of houses in England, but extensively in ship building, steam frigates, and the commercial marine, made of this material, are preferred for their durability, lightness of draft, and economy. There is one steamboat building in New York, we understand, for the North

river, of iron; and when she has performed a few trips, we predict that not many more will be made of wood.

"What would tend more, however, perhaps, than any other circumstance to make iron cheaper, and extend the consumption of both domestic and foreign, would be the increase of facility in communication with the interior by railroads. M. de Villefosse properly remarks, 'What they call, in France, the question of the price of iron, is, properly speaking, the question of the price of wood, and the question of the means of interior communications by means of roads, streams, rivers, and canals.' The cheap and rapid communication of railways is what so bulky an article requires; and the only point to consider is, whether it would be more advantageous to wait until this country can make it, or import it from Great Britain. The manufacture of the heavy-edge rail calls for such a large outlay of capital, so much more experience and manipulation, than any other species of fabrication, that it would retard the progress of the country too seriously, we apprehend, to stand still till the bantling attained maturity.

"It has been stated that the heavy-edge rail can be made here, in Maryland, for sixty dollars per ton, which is about the cost of bars laid down at the seaboard. It appears, from English invoices, the heavy T rail has always cost seven dollars twenty-five cents per ton more than the common bar, and that, too, where the manufacture is brought to perfection.

YEARS.	Average price of merch. bar, per ton.		Average price of rails per ton.			YEARS.	Average price of merch. bar per ton.		Average price of rails per ton.		
	£	s.	£	s.	d.		£	s.	£	s.	d.
1831	5	5	6	17	6	1838	8	15	10	10	0
1832	5	0	6	15	0	1839	9	0	10	10	0
1833	6	0	7	10	0	1840	8	0	9	12	6
1834	6	10	8	0	0	1841	6	10	8	0	0
1835	5	15	7	10	0	1842	6	0	7	15	0
1836	10	0	11	15	0	1843	5	0	6	10	0
1837	8	15	10	0	0						

"We cannot, therefore, understand how it can be made near the price of common bars here. In consequence of the great demand for railways in Great Britain and the continent, the price now of the T rails is 7*l.* 10*s.* per ton, or thirty-six dollars per ton, to which add eight dollars for freight, insurance, commission, &c., makes the cost of importation forty-four dollars per ton.

"As the edge rail will replace the flat bar in this country, on 2500 miles, or say 250,000 tons, the difference between forty-four dollars and seventy dollars, the present price, is 6,500,000 dollars. The sum the country would save, if the present duty of twenty-five dollars per ton were abolished.

"The importation of 90,000 tons of bar and pig-iron per annum (comparatively crude articles), shows that the country is not yet prepared for the manufacture of the more complicated and expensive edge rail; and, at present, until the avenues of transit have placed the existing works in more complete communication with the various markets, we think a high duty on rails highly inexpedient; besides, the railroads would not only facilitate the progress of the manufacture, by placing the ore, the fuel, and the flux, the furnace, the forge, and the rolling-mill, now in many sections of the country, at some distance from each other, by giving between each a cheaper and easier communication, but they would furnish considerable employment in the making of locomotives, cars, and all kinds of work connected with railways. Many of the richest portions of the union remain undeveloped for want of the means of transportation. Professor Shephard, of Yale college, says, that in many parts of Missouri the iron ore is so devoid of foreign materials, as scarcely to require the preliminary process of roasting, to dissipate the volatile ingredients, or the subsequent addition of large doses of flux, to effect the withdrawal of other impurities; and, that a mountain exists there, whose circuit is two miles, and whose elevation is 350 feet, consisting of specular iron, so pure that only a few solitary crystals of feldspar can be discovered, which would yield seventy per cent of pure iron, and the region is amply supplied with charcoal.

"Unlike the precious metals, which, when once separated from the ore, cease to contribute to the productive industry of the country, iron, through its various transformations, from the ore to the finished utensil, acquires an accession of value, calls for additional

mechanical labour, and gives occupation and reward to different avocations. This dormant treasure lies imbedded to an inexhaustible amount, through a vastly extended region; and we will take a rapid glance at its richness and variety. The most valuable—the magnetic oxide of iron—characterises the stratified primary rocks of New England, and is prolonged across New York, New Jersey, and Pennsylvania, to a remarkable degree. It occurs abundantly at Winchester and Franconia, in New Hampshire; at Cumberland, Rhode Island, whence it is taken to Massachusetts to be smelted; at Somerset, in a range of talc slate, twenty miles north of Massachusetts; at Hawles and Bernardstown, in Massachusetts. In New York it occurs in the northern primary district in abundance, especially near the valley of Ausable river. In the Highlands, and in the neighbourhood of Ringwood, thick beds, averaging ten feet of solid ore, are seen—in Morris county, New Jersey, near Succasunny, and at intervals as far as the Delaware river, and on the northern side of Berks and Lancaster counties, Pennsylvania. Its average thickness is from five to twelve feet, and it yields sixty-five yer cent of metallic iron.

"In Pennsylvania, where the various ores are profusely distributed, besides the magnetic or oxydulated iron ore, the brown and yellowish argillaceous or hematite ore is found principally along the borders of the limestone valleys, containing from forty-five to fifty-five per cent of metallic iron; the fossiliferous ore, from the variegated shale formation, containing from forty to sixty per cent of metallic iron; and the ore of the coal region, similar in character to the clay iron-stone of England and Wales, yielding from thirty to fifty per cent of metallic iron, and is highly useful from its general dissemination through those districts where the other ores are not encountered.

"Railways would not only cheapen the manufactured article by affording a quick vehicle of conveyance, but open new markets to the iron master, and widen consumption. From the difficulties of transit, the north and west branches of the Susquehanna, and of Clinton and Essex counties, New York, would consider sixty dollars per ton for bars a poor compensation, but with railways would be able to compete more successfully with foreign supplies. The rolling-mill at Mount Savage owes its existence to the Baltimore and Ohio railway of imported iron. So that, independent of the considerations attached to railways as a means of national defence and a bond of union, the interests of the iron manufacturer seem to demand the free admission of railroad iron. The two establishments now in existence for the manufacture of this branch, cannot possibly supply the demand that will exist for this method of locomotion and conveyance; for it appears that not only will 250,000 tons be required at once of heavy rails to replace the worn out flat rails, but 4378 miles are undertaken for railroads, besides those already in use throughout the United States.

"Agriculture, into which the consumption of iron so extensively enters, and which forms the preponderating interests of the country, has sacrificed much to support the protective policy, in the high prices created thereby. The price of most of the products of agriculture is at present depressed, and it would materially relieve its burdens if the duty were in some measure relaxed on all descriptions of iron; and we do not believe, under the existing profitable rates, any moderate reduction would injure a single manufactory within the influence of foreign importations. Besides, the quantity which comes in collision with foreign iron is but a minor proportion of our whole production. Of 300,000 tons wrought iron made in the United States, only one-third, or 100,000 tons is calculated to reach the seaboard; the other two-thirds, or 200,000 tons being despatched to the western markets.

"We do not advocate any extravagant or sudden abatement of duties, but it is not just to the interests of the other states, nor the large consuming mass, that any particular branch of national industry should be protected beyond the requisitions of government, for efficient public service, or what is necessary to counteract the regulations of foreign nations; but it is expecting too much from the people to suppose that they will submit to a perpetuity of the system, when the temporary and incidental protection has enabled the domestic to vie with the foreign manufacturer in his own market, and the revenue raised by this means is no longer necessary for the administration. The effect of this abatement would be, that the manufacturer would be obliged to reduce his profits in the price lest he should be undersold by the foreign article; and the consumer would reap the benefit of the competition. We now subjoin the table before alluded to:—

IMPORT of Iron and Steel into the United States, from 1828-29, to 1843-44, inclusive, ending on the 30th of September of each Year.

ARTICLES.	1828-29		1829-30		1830-31		1831-32		1832-33		1833-34		1834-35		1835-36	
	Tons.	Export value.	Tons.	Export value.	Tons.	Export value.	Tons.	Export value.	Tons.	Export value.	Tons.	Export value.	Tons.	Export value.	Tons.	Export value.
		dollars.		dollars.		dollars.		dollars.		dollars.		dollars.		dollars.		dollars.
Bar and bolt iron, rolled	3,320	119,326	6,449	226,336	17,245	544,664	20,387	701,549	28,028	1,002,750	28,896	1,187,236	28,410	1,050,152	46,675	2,131,828
Bar and bolt iron, hammered, or otherwise manufactured	29.489	1,884,069	30,693	1,730,375	23,308	1,260,166	38,150	1.929,493	36,124	1,837,473	31,784	1,742,883	31,524	1,641,359	32,987	1,891,214
Pig iron	1,138	28,811	1,129	25,664	6,448	160,681	10,151	222,303	9 330	217,668	11,113	270,325	12,295	289,779	8,541	272.978
Hoop and sheet iron	1,089	89,057	1,038	59,822	2,532	151,900	2,853	182,559	3,350	245,848	2,214	190,237	2,009	133,639	3,643	325,676
Braziers' rods, 3-16 to 8-16, inclusive	75	6,164	97	5,945	217	13,660	233	13,727	221	12,834	132	10,017	113	7,428	240	21,764
Nail and spike rods, slit	3	234	14	784	101	4,585	56	2,063	95	6,080	..	77	1	244	10	1,301
Band, scroll, or casement rods, slit or hammered	..	..	1	81	10	72	3	176	12	2,063	3	230	1-20	5	..	5
Old or scrap iron	..	..	..	..	..	..	..	..	998	24,035	1,617	33,243	640	10,609	1,846	28,224
Total iron	35,114	2,127,661	39,421	2,049.007	49,861	2,135,728	71,833	3,051,870	78,158	3,348,751	75,759	3,434,248	74,992	3,133,215	93,342	4,672,990
Steel	1,200	289,931	1,223	291,957	1.710	399,635	2,146	645,510	2,131	523,116	2,431	554,150	2,605	576,888	2,878	686,141
Total iron and steel	36,314	2,417,592	40,644	2,340,964	51,571	2,535,363	73.979	3,697,380	80.289	3,871,867	78,190	3,988,398	77,597	3,710,163	96,220	5,359,131

(IMPORT of Iron and Steel into the United States, &c.—*continued.*)

ARTICLES.	1836-37		1837-38		1838-39		1839-40		1840-41		1841-42		1842-43		1843-44*	
	Tons.	Export value.	Tons.	Export value.	Tons.	Export value.	Tons.	Export value.	Tons.	Export value.	Tons.	Export value.	Tons.	Export value.	Tons.	Export value.
		dollars.		dollars.		dollars.		dollars.		dollars.		dollars.		dollars.		dollars.
Bar and bolt iron, rolled	47,839	2,573,367	36,174	1,825,121	60,285	3,181,180	32,825	1,707,650	63,055	2,172,278	61,600	2,053,453	20,230	637,617	46,000	1,825,121
Bar and bolt iron, hammered, or otherwise manufactured	31,325	2,017,346	21,319	1,166,196	35,537	2,054,094	28,819	1,689,831	29,605	1,614,420	19,512	1,041,410	8,440	450,317	17,500	855,220
Pig-iron	14,128	422,929	12,192	319,099	12,507	285,300	5,516	114,562	12,267	223,288	18,694	295,284	6,472	76,856	26,050	349,600
Hoop and sheet iron	5,041	504,473	2,536	218,192	3,309	354,933	2,469	235,809	3,646	376,075	3,560	296,679	1,522	154,638	3,600	280,360
Braziers' rods, 3-16 to 8-16 inclusive	201	21,792	142	10,648	381	27,942	193	47,782	164	12,843	530	37,767	212	15,369	470	10,648
Nail and spike rods, slit	..	32	1	94	36	2,291	..	24	13	613	18	860	10	730	27	1,890
Band, scroll, or casement rods, slit or hammered	..	36	55	2,712	15	886	15	963	15	1,161	22	1,023	16	1,612	60	6,500
Old, or scrap iron	766	18,391	436	7,567	589	10,161	707	15,749	783	10,537	685	8,207	169	4,424	5,770	152,160
Total iron	99,300	5,558,366	72,855	3,549,629	112,679	5,916,787	70,544	3,812,370	109,548	4,411,215	104,621	3,734,683	37,071	1,341,565	99,477	3,481,499
Steel	3,566	804,817	1,907	487,334	2,958	771,809	2,225	528,716	2,563	609,201	2,771	597,317	1,334	324,086	2,800	487,334
Total iron and steel	102,866	6,363,183	74,762	4,036,963	115,637	6,688,596	72,769	4,341,086	112,111	5,020,416	107,392	4,332,000	38,405	1,665,651	102,277	3,968,833

* The last quarter of 1844 only estimated in part.

STATEMENT of Sales made in large Quantities in January and July of 1840 and 1841, respectively, and in January of 1842.

ARTICLES.	January, 1840.	July, 1840.	January, 1841.	July, 1841.	January, 1842.
Iron anvils .....lb.	7 to 12 cts.	7 to 12 cts.	7 to 12 cts.	6 to 11 cts.	6 to 11 cts.
Bars, common English, rolled .....ton	75 to 77½ dlrs.	65 to 67½ dlrs.	70 to 72½ dlrs.	62½ to 65 dlrs.	50 to 55 dlrs.
Bars, refined English, rolled .....do.	90 to 97½ dlrs.	87½ to 90 dlrs.	85 to 90 dlrs.	80 to 82½ dlrs.	75 to 77½ dlrs.
Bars, American refined ....do.	90 dlrs.	87½ dlrs.	85 dlrs.	80 dlrs.	77½ dlrs.
Bars, Swedes, hammered ..do.	90 to 92½ dlrs.	80 to 82½ dlrs.	85 to 87½ dlrs.	80 to 82½ dlrs.	80 to 82½ dlrs.
Bars, old Sable do. ....do.	about 15 dlrs.	per ton more	than Swedes	iron.	
Bars, bloomed, American rolled .....do.	80 dlrs.	70 dlrs.	65 dlrs.	60 dlrs.	60 dlrs.
Blooms	55 to 65 dlrs.	50 to 60 dlrs.	47½ to 57½ dlrs.	45 to 55 dlrs.	45 to 55 dlrs.
Boiler plates without holes for rivets .....lb.	5½ to 7 cts.	5 to 6½ cts.	5 to 6½ cts.	4¾ to 5½ cts.	4½ to 5½ cts.
Hoops, from one-half to three inches wide .....ton	116 to 167 dlrs.	107 to 153 dlrs.	91 to 135 dlrs.	91 to 135 dlrs.	91 to 135 dlrs.
Kentledge .....do.	20 to 25 dlrs.	20 to 25 dlrs.	20 to 25 dlrs.	18 to 22 dlrs.	18 to 22 dlrs.
Mill-cranks .....lb.	8 to 12 cts.	7 to 12 cts.	7 to 12 cts.	7 to 11 cts.	6 to 11 cts.
Nails, wrought .....do.	11 to 12 cts.	11 to 12 cts.	11 to 12 cts.	11 to 12 cts.	10 to 11 cts.
Nails, cut .....do.	5 to 5½ cts.	5 to 5½ cts.	5 to 5½ cts.	5 to 5½ cts.	5 to 5½ cts.
Nail-rods, slit .....ton	105 to 125 dlrs.	100 to 122½ dlrs.	100 to 122½ cts.	95 to 122½ dlrs.	90 to 122½ dlrs.
Spike rods, rolled, one-fourth and one-half inch.....do.	107 to 139 dlrs.	98 to 128 dlrs.	87 to 113 dlrs.	87 to 113 dlrs.	87 to 113 dlrs.
Pigs, according to the relative proportion of each quality in market .....do.	33 to 37½ dlrs.	31 to 35 dlrs.	30 to 35 dlrs.	26 to 37½ dlrs.	27 to 35 dlrs.
Round or braziers' rods of three-sixteenths to eight-sixteenths, inclusive.....do.	114 to 148 dlrs.	106 to 136 dlrs.	94 to 120 dlrs.	94 to 120 dlrs.	94 to 120 dlrs.
Sad or flat .....lb.	4½ to 5½ cts.	4½ to 5½ cts.	4 to 5 cts.	4 to 5 cts.	4 to 5 cts.
Sheets, average thickness..do.	5½ cts.	5⅝ cts.	5½ cts.	5⅝ cts.	5 cts.
Screws, weighing twenty-five pounds and upwards.do.	18 to 25 cts.	17 to 25 cts.	16 to 20 cts.	15 to 20 cts.	14 to 20 cts.
Screws, not exceeding twenty-five pounds, not called wood-screws .....do.	18 to 30 cts.	18 to 30 cts.	18 to 30 cts.	18 to 30 cts.	18 to 30 cts.
Scythes .....dozen	8 to 18 dlrs.	8 to 18 dlrs.	7 to 18 dlrs.	7 to 18 dlrs.	7 to 18 dlrs.
Shovels .....do.	8 to 12 dlrs.	8 to 12 dlrs.	7 to 12 dlrs.	6 to 11 dlrs.	6 to 11 dlrs.
Slit, for scroll, &c. .....ton	100 to 125 dlrs.	94 to 120 dlrs.	83 to 110 dlrs.	83 to 110 dlrs.	83 to 116 dlrs.
Rolled, for band or scroll, from three-eighths multiplying by one-eighth to four multiplying by one-fourth.....do.	100 to 144 dlrs.	94 to 133 dlrs.	83 to 116 dlrs.	83 to 116 dlrs.	83 to 116 dlrs.
Spikes .....lb.	7½ to 8½ cts.	7 to 8½ cts.	6 to 7½ cts.	6 to 7 cts.	6 to 7 cts.
Tacks, two ounces and a half to sixteen ounces to the M...	6 to 9 cts.	6 to 9 cts.	6 to 9 cts.	6 to 9 cts.	6 to 9 cts.
— exceeding sixteen ounces to the M.	10 to 20 cts.	10 to 20 cts.	10 to 20 cts.	10 to 20 cts.	10 to 20 cts.
Brads, from half an inch to two inches per M.	6 to 20 cts.	6 to 20 cts.	6 to 20 cts.	6 to 20 cts.	6 to 20 cts.
Wire, not exceeding No. 14.lb.	6¾ to 9½ cts.	6½ to 9 cts.	6½ to 9 cts.	6½ to 9 cts.	6½ to 9½ cts.
— exceeding No. 14.....do.	10½ to 26½ cts.	10½ to 26 cts.	10½ to 26 cts.	10½ to 26 cts.	10 to 25½ cts.

THE following table, compiled from the United States' census of 1840, exhibits the location of the Coal Regions, and the Quantity of Anthracite and Bituminous produced in each State in 1839:—

STATES.	Anthracite.	Bituminous.	STATES.	Anthracite.	Bituminous.
	tons.	tons.		tons.	tons.
New Hampshire.....	....	29,920	Brought forward....	860,936	22,568,586
Rhode Island.....	1,000	.....	Kentucky	2,125	583,167
Connecticut	....	38,000	Ohio	296	3,513,409
Pennsylvania	859,686	11,620,654	Indiana	....	242,040
Maryland	....	220,000	Illinois.....	132	424,187
Virginia.....	200	10,622,345	Missouri.....	....	249,302
North Carolina.....	50	75	Arkansas	....	5,500
Alabama.....	....	23,650	Iowa.....	....	10,000
Tennessee.....	....	13,942			
Carried forward....	860,936	22,568,586	Total.....	863,489	27,596,191

THE following Table exhibits the Quantity of Coal shipped for the different Mining Regions of Pennsylvania, from the commencement of the Trade, together with the Annual Amount of Increase and Consumption, and Quantity remaining over unsold, and disposed of on the line of the Canal :—

YEARS.	Schuylkill.	Lehigh.	Pine Grove.	Shamokin.	Wilkesbarre.	Lackawanna.	Aggregate.
	tons.	tons,	tons.	tons.	tons.	tons.	tons.
1820	....	365	....	....	....	....	365
1821	....	1,073	....	....	....	....	1,073
1822	....	2,240	....	....	....	....	2,240
1823	....	5,523	....	....	....	....	5,523
1824	....	9,541	....	....	....	....	9,541
1825	6,500	28,393	....	....	....	....	34,893
1826	16,776	31,280	....	....	....	....	48,056
1827	31,360	32,074	....	....	....	....	63,434
1828	47,284	30,232	....	....	....	....	77,516
1829	79,973	25,110	....	....	....	7,000	112,083
1830	89,984	41,750	....	....	....	43,000	174,734
1831	81,853	40,966	....	....	....	54,000	176,819
1832	209,271	70,000	....	....	....	84,600	363,871
1883	252,971	123,000	....	....	....	111,777	487,748
1834	226,692	106,244	....	....	....	43,700	376,636
1835	339,508	131,250	....	....	....	90,000	560,758
1836	432,045	146,522	....	....	....	103,561	682,128
1837	523,152	225,937	17,000	....	....	115,387	881,476
1838	433,875	214,211	13,000	....	....	78,207	739,293
1839	442,608	221,850	20,639	11,930	....	122,300	819,327
1840	452,291	525,288	23,860	15,505	....	148,470	865,414
1841	584,692	142,841	17,653	21,463	....	192,270	958,919
1842	540,892	272,129	32,381	10,000	47,346	205,253	1,108,001
1843	677,295	267,734	22,405	10,000	58,000	227,605	1,263,539
1844	839,934	377,831	34,416	13,087	114,406	251,005	1,631,669
Total....	6,308,956	2,773,374	185,354	81,985	219,752	1,878,135	11,445,056

YEARS.	Annual Increase.	Consumed	Unsold April 1.	Sold on Canal.	YEARS.	Annual Increase.	Consumed	Unsold April 1.	Sold on Canal.
	tons.	tons.	tons.	tons.		tons.	tons.	tons.	tons.
1820.....					1833.....	706	434,986	65,100	19,429
1821.....	1,167				1834.....	decrease.	415,186	117,762	18,571
1822.....	3,598				1835.....	184,122	635,935	79,212	17,863
1823.....	3,718				1836.....	121,670	632,428	4,035	21,749
1824.....	25,352				1837.....	199,048	680,441	54,035	28,775
1825.....	13,154				1838.....	decrease.	788,968	255,070	30,390
1826.....	15,837	....	....	3,154	1839.....	80,034	867,000	205,395	28,924
1827.....	14,082	....	....	3,372	1840.....	46,067	973,136	157,622	41,223
1828.....	34,567	....	....	3,322	1841.....	93,485	958,899	100,000	40,584
1829.....	62,651	....	....	5,321	1842.....	149,102	....	100,000	34,619
1830.....	2,086	....	....	6,150	1843.....	155,538	1,158,000	50,000	60,000
1831.....	187,051	177,000	....	10,048	1844.....	368,130	1,212,537	50,000	90,000
1832.....	123,877	298,871	none.	13,429					

In the Report of the Board of Trade of Schuylkill county, made in the early part of 1842, sanguine anticipations were indulged of an entire consumption, during that year, of the coal then in market. "But, owing to the unprecedented warmth of the latter part of the winter, a large excess remained on hand on the 1st of April. This circumstance, in connexion with the derangement of trade generally throughout the country, had the effect of keeping down the prices of coal so low, that, instead of a profit, there was generally a loss sustained by mining. Fair remunerating prices would be the result of a proper regulation of the supply. And, as an excess is injurious to the collier, and a deficiency prejudicial to the consumer, it is desirable that both extremes should be avoided."

There have been 126,554 tons of coal shipped during the past season, from this region direct to New York, in 2243 canal boats. This shows a very large increase over the shipments of the previous year, which only amounted to 78,296 tons. This direct trade to New York has rapidly grown into importance, and is destined to become a very important branch of the Pennsylvania coal trade.

The following comparative table, from the *Miners' Journal*, will show the quantity of coal imported into this country from 1821 to 1842, both years inclusive ; also, the quantity of bituminous coal mined and shipped at Richmond, Virginia, and the anthracite coal trade

of the United States for the same periods. The importation of foreign coal is official, from the register of the Treasury :—

YEARS.	Foreign.	Virginia.	Anthracite.	YEARS.	Foreign.	Virginia.	Anthracite.
	tons.	tons.	tons.		tons.	tons.	tons.
1821	22,122	....	1,073	1832	72,987	117,878	363,871
1822	34,523	48,214	2,210	1833	92,432	142,587	487,748
1823	30,433	39,255	5,923	1834	91,626	110,714	376,636
1824	27,228	59,857	9,541	1835	49,969	96,438	560,758
1825	25,645	59,571	34,893	1836	108,432	110,714	682,428
1826	35,605	79,143	48,047	1837	152,450	100,000	881 479
1827	40,257	75,643	63,434	1838	129.083	96,428	739,293
1828	32,303	89,357	77,516	1839	181,521	85,714	819,327
1829	45,393	83,357	112,083	1840	162,867	78,571	865,414
1830	58.136	91,786	174,734	1841	155,394	71,071	958 899
1831	36,509	93,143	176,520	1842	103,247	68,750	1,108,001

As matter of importance to those engaged in the coal trade, we give a table, showing the periods at which the Schuylkill opened and closed, from 1834 to 1842, inclusive :—

YEARS.	When Opened.	When Closed.	Number of Days Open.	Remarks.
1834	March 13	December 6	268	Closed by Frost.
1835	" 24	November 28	250	do.
1836	April 6	December 10	248	do.
1837	" 1	" 9	253	do.
1838	March 25	November 28	248	do.
1839	" 29	" 30	247	do.
1840	" 16	December 5	265	do.
1841	May 15	" 14	213	do.
1842	March 10	November 28	263	do.

The following statistics of the comparative operations of the Lehigh and Schuylkill coal regions, are derived from the *Miners' Journal*, published at Pottsville :—

" Although we commenced mining coal for shipment in the Schuylkill region in 1825, five years later than the Lehigh, there has been 1,080,552 tons more sent to market from this region, than from all the other anthracite regions in the states, viz. :—

	tons.
Total amount of coal sent to market from the Schuylkill region since the commencement of the trade, in 1825, to the close of navigation, 1842 .	4,791,719
Total amount sent to market from all other anthracite regions	3,711,067
Excess in favour of Schuylkill region	1,080,652

" During the last year, also, the Schuylkill region furnished more than one-half the anthracite coal sent to market, as the following will show :—

	tons.
Schuylkill region	540,890
All other regions	519,763
Excess in favour of the Schuylkill region . .	21,127

" In 1825, the amount of coal mined in the Schuylkill region was only 5306 tons; in 1830, it had increased to 89,984 tons ; in 1835, to 335,685 tons ; and in 1842, to 540,890 tons. At the same ratio of increase, there will be mined, in 1845, over 1,000,000 tons ; and, in 1850, 1,750,000 tons.

" The magnitude of this trade well corresponds with the amount of capital invested in the different improvements of the region. Upwards of 4,000,000 dollars have been invested in the following manner :—

65 miles of incorporated railroads.
40 " individual "
50 " " " under ground.
2000 railroad cars.
1500 drift cars.

17 collieries *below* water level, with steam engines pumps, &c.
100 collieries *above* water level.
80 landings.
850 canal boats.
900 boat horses, &c.

" There are thirty-one steam-engines in the county, including colliery engines, amounting to upwards of 1000 horse power. Twenty-three of these engines were manufactured in Schuylkill county.

"Previous to 1841, the horse power was only 350; during the last two years there was an addition of 370 horse power, making, in the aggregate, 720 horse power engaged in collieries."

The quantity of coal received in Boston, for the years 1837, 1838, 1839, 1840, 1841, and 1842, including all kinds, anthracite, domestic, and foreign bituminous, was as follows:—

YEARS.	Anthracite.	Domestic Bitumen.	Foreign Bitumen.	YEARS.	Anthracite.	Domestic Bitumen.	Foreign Bitumen.
	tons.	tons.	tons.		tons.	tons.	tons.
1837	80,557	3903	50,047	1840	73,847	3298	42,221
1838	71,364	5986	31,765	1841	110,938	4330	47,708
1839	90,485	5159	39,658	1842	90,276	4350	34,748

The anthracite coal, in 1842, was received from the following places:—

	tons.		tons.
Philadelphia	76,604	Havre-de-Grace	1561
Rondout	8,917	Other places	709
Kingston	2,485		

The foreign coal, in 1842, was received from the following places:—

PLACES.	Tons.	Chaldrons.	PLACES.	Tons.	Chaldrons.
Liverpool	2,070		Brought forward	11,014	8,068
Newcastle	7,518	1,288	Picton	....	10,098
Hull	690		Cumberland	....	156
Glasgow	666		Halifax	....	83
London	70		St. John	....	40
Sidney (Cape Breton)	....	6,780	Dorchester	....	15
Carried forward	11,014	8,068	Total	11,014	18,460

AGGREGATE Value of Produce, and Number of Persons Employed in the Mines of the United States, in 1840.

NAME OF STATE.	COAL.						DOMESTIC SALT.			GRANITE, MARBLE, & OTHER STONES.		
	ANTHRACITE.			BITUMINOUS.								
	Tons raised (28 bushels each).	No. of men employed.	Capital invested.	No. of bushels raised.	No. of men employed.	Capital invested.	No. of bushels produced.	No. of men employed.	Capital invested.	Value produced.	No. of men employed.	Capital invested
			dollars.			dollars.			dollars.	dollars.		dollars.
Maine	....	..	....	....	..	....	50,000	15	25,000	107,506	305	160,360
New Hampshire	....	..	....	29,920	..	....	1,200	1	2,500	16,038	43	5,714
Massachusetts	....	..	....	....	..	....	376,596	463	502,980	790,855	970	608,130
Rhode Island	1,000	27	6,000	....	..	....	....	..	....	17,800	29	7,500
Connecticut	....	..	....	38,000	6	....	1,500	2	3,000	313,469	692	332,275
Vermont	....	..	....	....	..	....	....	..	....	33,855	104	18,270
New York	....	..	....	....	..	....	2,867,884	332	5,601,000	1,541,480	3649	1,002,555
New Jersey	....	..	....	....	..	....	500	1	1,500	35,721	118	10,600
Pennsylvania	859,686	2977	4,334,102	11,620,654	1798	300,416	549,478	255	191,435	238,831	540	172,272
Delaware	....	..	....	....	..	....	1,160	17	200	16,000	46	5,000
Maryland	....	..	....	222,000	23	4,470	1,200	3	100	22,750	61	17,200
Virginia	200	2	100	10,622,345	995	1,301,855	1,745,618	624	300,560	81,489	233	49,290
North Carolina	50	4	....	75	1	....	4,493	8	7,090	3,350	14	930
South Carolina	....	..	....	....	..	....	2,250	7	1,500	3,000	4	500
Georgia	....	..	....	....	..	....	....	..	....	51,990	199	36,300
Alabama	....	..	....	23,650	..	....	....	..	....	13,700	22	10,000
Mississippi												
Louisiana												
Tennessee	....	..	....	13,942	21	....	....	..	....	30,100	73	15,860
Kentucky	2,125	27	14,150	588,167	213	76,627	219,695	291	163,585	19,592	100	6,212
Ohio	296	4	1,250	3,513,409	434	45,525	297,350	240	113,195	195,831	296	27,496
Indiana	....	..	....	242,040	47	9,300	6,400	19	20,050	35,021	105	6,750
Illinois	132	2	....	424,187	152	120,076	20,000	22	10,000	74,228	142	14,020
Missouri	....	..	....	249,302	69	9,488	13,150	36	3,550	28,110	33	15,025
Arkansas	....	..	....	5,500	7	605	8,700	25	20,800	15,500	30	
Michigan	....	..	....	....	..	....	....	..	....	2,700	4	3,000
Florida	....	..	....	....	..	....	12,000	4	30,000	2,650	30	14,500
Wisconsin	....	..	....	....	..	....	....	..	....	968	17	400
Iowa	....	..	....	10,000	2	500	....	..	....	350		
District of Columbia												
Total	863,489	3043	4,355,602	27,603,191	3768	1,868,862	6,179,174	2365	6,998,045	3,695,884	7859	2,540,159

AGGREGATE Value, Produce, and Number of Persons Employed in, and the produce of the Mines of, the United States, in 1840—(*continued.*)

NAME OF STATE, &c.	MINES.																		
	IRON.							LEAD.				GOLD.				OTHER METALS.		
	Cast Iron.		Bar Iron.		Fuel.													
	Number of furnaces.	Tons produced.	Number of bloomeries, forges, and rolling mills.	Tons produced.	Tons of fuel consumed.	Number of men employed, including mining operations.	Capital invested.	Number of smelting-houses, counting each fire one.	Number of pounds produced.	Number of men employed.	Capital invested.	Number of smelting-houses.	Value produced.	Number of men employed	Capital invested.	Value produced.	Number of men employed.	Capital invested.
							dollars.				dollars.		dollars.		dollars.	dollars.		dollars.
Maine	16	6,122	1	....	285	48	185,950	..	....	..	....	..	....	..	....	1,600	4	1,000
New Hampshire	15	1,320	2	125	2,104	121	98,200	1	1,000	2	500	..	....	..	....	10,300	11	9,500
Massachusetts	48	9,332	67	6,004	199,252	1,097	1,232,875	..	....	..	....	..	....	..	....	2,500	14	1,200
Rhode Island	5	4,126	..	....	227	29	22,250											
Connecticut	28	6,495	44	6,623	16,933	895	577,300											
Vermont	26	6,743	14	655	388,407	788	664,150	..	....	..	....	..	....	..	....	70,500	156	92,500
New York	186	29,088	120	53,693	123,677	3,456	2,103,418	9	670,000	333	221,000	..	....	..	....	84,564	119	42,930
New Jersey	26	11,114	80	7,171	27,425	2,056	1,721,820	..	....	..	....	..	....	..	....	39,550	33	15,000
Pennsylvania	213	98,395	169	87,244	355,903	11,522	7,781,471	..	....	..	....	..	....	..	....	100,200	285	62,200
Delaware	2	17	5	449	971	28	36,200											
Maryland	12	8,876	17	7,900	24,422	1,782	795,650	..	....	..	....	..	....	..	....	28,800	73	5,000
Virginia	42	18,810½	52	5,886	36,588	1,742	1,246,650	5	878,648	73	21,000	11	51,758	131	103,650			
North Carolina	8	968	43	963	11,598	468	94,961	2	10,000	30	50,000	10	225,618	389	9,832	1,000	5	
South Carolina	4	1,250	9	1,165	6,334	248	113,300	..	....	..	....	5	37,418	69	40,000			
Georgia	14	494	29	....	630	41	24,000	..	....	..	....	130	121,881	405	79,343			
Alabama	1	30	5	75	157	30	9,500						61,230	47	1,000			
Mississippi																		
Louisiana	6	1,400	2	1,366	4,152	145	357,000											
Tennessee	34	16,128½	99	9,673	187,453	2,266	1,514,736	2	....	4	350	..	1,500	4	400			
Kentucky	17	29,206	13	3,637	35,501	1,108	449,000											
Ohio	72	35,236	19	7,466	104,312	2,268	1,161,900		....	..		..	....	..	....	16,000	1	500
Indiana	7	810	1	20	787	103	57,700											
Illinois	4	158	..	....	240	74	40,300	20	8,755,000	73	114,500	1	200	1	100	....	2	
Missouri	2	180	4	118	300	80	79,000	21	5,295,455	252	235,806	..	....	..	....	15,600	25	9,150
Arkansas																		
Michigan	15	601	..	....	451	99	60,800											
Florida							....											
Wisconsin	1	3	..	....	1	3	4,000	49	15,129,350	220	664,600							
Iowa	..	....	..	....	....	....		11	500,000	30	38,500							
District of Columbia																		
Total	804	286,903	795	197,233	1,528,110	30,497	20,432,131	120	31,239,453	1017	1,346,756	157	529,605	1046	234,325	370,614	728	238,980

"A considerable portion of the iron that is used by the cupola furnaces of Philadelphia, besides that which is produced by the state, is the iron of New Jersey and other states, while the rolling-mills of Pittsburgh work large quantities of blooms from Ohio, Kentucky, and Virginia. The exact quantity of iron mined and smelted throughout the state has been pretty accurately ascertained by returns made by the county commissioners to the secretary of the commonwealth in 1839, by which it appears that there were mined in 699 townships that made returns 334,151 tons, and adding to that number the remaining 361 townships, according to the same ratio of production, there is in the 213 furnaces of the state the following quantity produced:—

	tons.
Iron ore mined in 699 townships	334,151
Estimated for the remaining 361 townships	172,573
Total	506,724

"It has been, moreover, estimated that the average amount of iron yielded by ore in the furnace is about thirty-seven and a half per cent, which produces one ton of metal to two and two-thirds of a ton of ore. To yield 190,000 tons of iron which is the estimated annual product of the state, requires 506,666 tons of iron ore. In order to exhibit in a tabular form the amount of the iron-works throughout the state, independent of the manufacture of iron, and their influence upon the measure of its industry, we subjoin the following table, prepared by a committee appointed to obtain statistical reports of the iron interests of Pennsylvania:—

NUMBER and Product of the Iron Works in Pennsylvania, in 1842.

NUMBER.	Product.	Number of Tons.	Value per Ton.	Aggregate Value.	Total Value.	Hands employed.
	tons.	tons.	dollars.	dollars.	dollars.	
22 rolling-mills, producing—						
Bar-iron	....	20,800	85	1,768,000		
Boiler-iron	....	2,400	110	264,000		
Sheet-iron	....	1,200	130	156,000		
Nails	....	8,960	110	985,660		
Nail-plate iron	....	2,400	90	216,000	3,389,600	1,678
54 forges, producing—						
Blooms	17,725					
Less — deduct blooms manufactured into boiler, sheet, nails, and nail plate	14,960					
		2,765	60	165,900		
Hammered bar	....	4,105	90	369,450	535,350	1,666
99 furnaces, producing—						
Castings	....	4,580	65	297,700		
Pig-iron	80,305					
Less—deduct 42,620 tons of bar-iron and blooms manufactured from pigs, allowing 25 cwt. of pigs to the ton, is	53,287	27,018	30	810,540	1,108,240	5,063
7 foundries, producing—		300	90		27,000	31
172 works—total pig-iron	....	74,528			5,060,190	8,438
131 furnaces, estimated produce	109,695					
Less—deduct manufactured into bars and blooms	32,262	76,433	30	pig-iron	2,292,990	6,856
84 forges, rolling-mills, &c., estimated to produce	....	27,410	75	bar and bloom	2,055,750	1,370
387 works in Pennsylvania, producing	....	178,371			9,408,930	16,664

"The largest amount of iron produced is in the counties of Northampton, Lehigh, Berks, Lancaster, York, Cumberland, Franklin, Bedford, Huntingdon, Centre, Columbia, Armstrong, Clarion, and Venango, although, in other counties, a considerable quantity of this metal is yielded from furnaces and forges. There are air and cupola furnaces, rolling mills, steam-engine factories, nail factories, scythe and sickle factories, axe and edge tool factories, cutlery factories, factories for shovels, spades, and forks; gun factories, car, carriage, and waggon factories, plough factories, and sheet-iron factories. We here annex, from the journal of the coal and iron interests of Pennsylvania, a table, exhibiting the annual value of the manufactures of iron, based upon the amount produced in 1842:—

MANUFACTURES OF IRON.

		dollars.
87,244 tons made into bars,	additional value	3,489,760
71,000 tons castings	"	5,000,000
45,000 tons rolled iron	"	1,937,339
Iron in 270 steam-engines	"	700,000
7017 tons of nails	"	253,110
Scythes and sickles	"	15,000
Edge tools	"	110,000
Cutlery	"	25,000
Shovels, spades, and forks	"	30,000
Guns	"	185,074
Cars, and other vehicles	"	900,000
Ploughs, iron	"	107,000
Sheet iron manufactures	"	100,000
Articles made by blacksmiths	"	5,000,000
Total		21,254,133

CHAPTER IV.

PRODUCE OF THE FOREST AND TIMBER TRADE.

THE forests of the United States are still of great extent,—but the export of timber is unimportant, with the exception of oak staves to Europe and the West Indies,—and of fir *scantling* and lumber, or beams, rafters, and posts, and shingles to the West Indies. The middle, and some of the southern states, are supplied to a great extent with fir timber, deals, and boards, from the state of Maine, especially from Bangor, and from New Brunswick. Since the time that high differential duties have been in force in favour of the British North American colonies, the importation into the United Kingdom has been of trifling amount. This circumstance has not been injurious to the United States,—while the fallacious encouragement given to the timber trade of British America has been of the most pernicious tendency, and has not only retarded the agriculture and prosperity of the latter, but it is remarkable that the North American timber has, with but very rare exceptions, involved in ruin those who have been engaged in it. The exceptions are where large capitalists have been enabled to take advantage of purchasing, at often less than half or a quarter of the original cost, the effects of the ruined timber merchant, or *lumberer*.

We have, in describing the timber trade generally, remarked that the Canadas were settled with a population of more than 250,000 independent farmers before the timber trade acquired any importance, that Nova Scotia, New Brunswick, and Prince Edward Island, were all settled with industrious agriculturists, who in general become independent farmers without having recourse to the timber trade.

There are also circumstances which have resulted from the colonial timber trade of a very different character; there are facts to be found in the registry offices for land, and in the recorded judgments of the courts of law, in Canada, in New Brunswick, in Nova Scotia, in Prince Edward Island, and in Cape Breton.

These documents and records we have had examined, and they have unfolded the undeniable, and certainly not satisfactory, facts; viz., that the numerous mortgages upon the lands of the farmers, who had by agricultural industry become generally independent, and the mortgages on the lands of others; and most of the judgments of the courts of law, in actions for debt, and the consequent sheriff's sales of lands, have been the results of the farmers and other possessors of land engaging in the *protected timber and ship-building trade.* We know that many who were previously in a state of independent opulence, and who afterwards lost their farms and property, have been utterly ruined by the allurements held out by the timber and ship-building trade. The few large houses which have accumulated large properties in the colonial timber trade consist scarcely of a fraction of the colonists, or of the truly colonial interests. The colonial agriculturists who left their farms to cut timber, or to engage in ship-building, were generally supplied on credit with goods and provisions at high prices: they received nominally high wages for their labour, but as they almost invariably got into debt, and were compelled to mortgage or sell their farms, it is conclusive that the real wages of their labour was below a remunerating amount. The farmers, on the other hand, who applied their industry to clearing their lands and to agriculture alone, were, at the same time that they were making sure yearly gains, transforming their woodlands into valuable arable and pasturage estates.

Several wood-cutters form what is termed a "lumbering party," composed of persons who are all either hired by a master lumberer, who pays them wages and finds them in provisions, or of individuals who enter into an understanding with each other, to have a joint interest in the proceeds of their labour. The necessary supplies of provisions, clothing, &c., are generally obtained from the merchants on credit in consideration of receiving the timber, which the lumberers are to bring down the rivers the following summer. The stock deemed requisite for a "lumbering party," consists of axes, a cross-cut saw, cooking utensils, a cask of rum, tobacco and pipes; a sufficient quantity of biscuit, pork, beef, and fish, peas and pearl barley for soup, with a cask of molasses to sweeten a decoction usually made of shrubs, or of the tops of the hemlock tree, and taken as tea. Two or three yokes of oxen, with sufficient hay to feed them, are also required to haul the timber out of the woods.*

When thus prepared, these people proceed up the rivers, with the provisions,

* The quantity of stock is, of course, greater or less, according to the number who compose the party. Some of the Canada lumberers carry an enormous stock to the woods.

&c., to the place fixed on for their winter establishment, which is selected as near a stream of water as possible. They commence by clearing away a few of the surrounding trees, and building a chanty, or camp of round logs, the walls of which are seldom more than four or five feet high; the roof is covered with birch bark, or boards. A pit is dug under the camp to preserve any thing liable to injury from the frost.

The fire is either in the middle or at one end; the smoke goes out through the roof; hay, straw, or fir-branches, are spread across or along the whole length of this habitation, on which they all lie down together at night to sleep, with their feet next the fire.

When the fire gets low, he who first awakes, or feels cold, springs up, and throws on five or six billets, and in this way they manage to have a large fire all night.

One person is hired as cook, whose duty it is to have a breakfast ready before daylight; at which time all the party rise, when each takes his "morning," or the indispensable dram of raw spirits, immediately before breakfast. This meal consists of bread, or occasionally potatoes, with boiled beef, pork, or fish, and tea sweetened with molasses; dinner is usually the same, with pea-soup in place of *tea;* and the supper resembles breakfast. These men are enormous eaters; and they also drink great quantities of rum, which they scarcely ever dilute. Immediately after breakfast, they divide into three *gangs;* one of which cuts down the trees, another hews them, and the third is employed with the oxen in hauling the timber, either to one general road leading to the banks of the nearest stream, or at once to the stream itself: fallen trees, and other impediments in the way of the oxen are cut away with an axe.

The whole winter is thus spent in unremitting labour. The snow covers the ground from two to three feet from the setting in of winter until April; and, in the middle of fir forests, often till the middle of May. When the snow begins to dissolve in April, the rivers swell, or, according to the lumberer's phrase, the "*freshets come down.*" At this time, all the timber cut during winter is thrown into the water, and floated down until the river becomes sufficiently wide to make the whole into one or more rafts.

The construction of the vast masses of timber floated down the St. Lawrence and other great rivers of America, is nearly on all occasions similar, but bound proportionably stronger together, as the rafts increase in size. The raftsmen commence by floating twenty or more pieces of timber alongside each other, with the ends to form the fore-part of the raft brought in a line, and then bound close together by logs placed across these, and by binding one log to another with poles fastened down with withes plugged firmly into holes bored in the logs for the purpose. The size of the raft is increased in this manner by adding pieces of timber, one after another, with their unequal lengths crossing the *joints,* until the

whole lot of timber to be rafted is joined together, in one flat mass, on the river. The water at this period, is exceedingly cold; yet, for weeks together, the lumberers are in it from morning till night, and it is seldom less than a month and a half, from the time that floating the timber down the streams commences, until the rafts are delivered to the merchants.

No course of life can undermine the constitution more than that of a lumberer and raftsman. The winter, snow and frost, although severe, are nothing to endure in comparison to the extreme coldness of the snow-water of the freshets, in which the lumberer is, day after day, wet up to the middle, and often immersed from head to foot. The very vitals are thus chilled and sapped; the intense heat of the summer sun, a transition which almost immediately follows, must further weaken and reduce the whole frame, and premature old age is the inevitable fate of a lumberer. But notwithstanding all the toils of such a pursuit, those who once adopt the life of a lumberer prefer it to any other. They are, in a great measure, as independent, in their own way, as the Indians.

After selling and delivering up their rafts, they pass some weeks in idle indulgence, drinking, smoking, and *dashing off* in a long coat, flashy waistcoat and trousers, Wellington or Hessian boots, a handkerchief of many colours round the neck, a watch with a long tinsel chain and numberless brass seals, and an *umbrella*. Before winter they turn again to the woods, and resume the laborious pursuits of the preceding year. The greatest number of the lumberers and raftsmen, in Canada and New Brunswick, are from the United States. Many young men, of steady habits, in our colonies, join the lumbering parties for two or three years, for the express purpose of making money; and, after saving their earnings, purchase lands, on which they live very comfortably, by cultivating the soil, and by cutting down the timber trees for market.

We have, in describing New Hampshire, given some account of its early timber trade. Forests of various kinds of timber abound in Maine, especially in the recently ceded territory, and in the north and western frontiers of New Hampshire, New York, Pennsylvania, Virginia, and the Carolinas—Kentucky, Michigan, and other States. These we have described in the detailed accounts of each state.

The following table is condensed from the Official Returns made by Congress for 1840:—

PRODUCTS of the Forests of the United States in 1840.

NAME OF STATE, &c.	Value of lumber produced.	Barrels of tar, pitch, turpentine, rosin.	Tons of pot and pearl ashes.	Skins and furs, value produced.	Ginseng, and all other productions of the forest—value.	Number of men employed.
	dollars.			dollars.	dollars.	
Maine	1,808,680	....	260¾	8,027	32 271	2,892
New Hampshire	433,217	....	113½	2,230	1,929	553
Massachusetts	344,845	....	6	60	31,669	174
Rhode Island	44,455	....	....	....	155	50
Connecticut	147,841	....	....	19,760	13,974	120
Vermont	346,939	....	718½	1,750	2,500	392
New York	3,891,302	402	7,613¾	15,556	143,332	4,664
New Jersey	271,591	2,200	2	20,000	65,075	446
Pennsylvania	1,150,220	1,595	262	9,571	14,297	1,988
Delaware	5,562	....	....	....	7,557	
Maryland	226,977	....	....	2,527	11,690	115
Virginia	538,092	5,809	....	23,214	49,654	2,218
North Carolina	506,766	593,451	....	3,126	46,040	2,694
South Carolina	537,684	735	....	1,225	9,247	508
Georgia	114,050	153	....	2,928	155	221
Alabama	169,008	197	....	3,585	4,281	84
Mississippi	192,794	2,248	....	3,382	6,873	123
Louisiana	66,106	2,233	....	1,179	....	54
Tennessee	217,606	3,336	1	2,002	1,635	282
Kentucky	130,329	700	....	17,860	34,510	508
Ohio	262,821	5,631	6,809½	37,218	15,206	326
Indiana	420,791	....	2	220,883	9,902	799
Illinois	203,666	....	½	39,412	6,763	368
Missouri	70,355	356	....	373,121	4,015	1,134
Arkansas	176,617	34	....	37,047	3,805	343
Michigan	392,325	....	145	54,232	6,483	320
Florida	20,346	....	....	7,004	....	6
Wisconsin	202,239	1	....	124,776	3,562	593
Iowa	50,280	25	....	33,594	....	67
District of Columbia			....			
Total value	12,943,507	619,106	15,935½	1,065,869	526,580	22,042

Lumber of various kinds, naval stores (such as tar, pitch, turpentine, and rosin), pot and pearl ashes, skins and furs, ginseng, and oak bark, and other dyes, constitute what are usually called the products of the American forest. The term *lumber* comprises boards, plank, scantling, and *timber* for masts, spars, and buildings, and those of minor importance, as staves and heading, hoops and poles. In 1770, the official value of the different kinds of lumber exported from the United States, amounted to about 154,637*l.* sterling, or 686,588 dollars. From 1803 to 1807, the annual average value exceeded 2,500,000 dollars; and, from 1820 to 1830, it declined to about 1,784,000 dollars. Naval stores have long been an object with the Americans, not only for home consumption, but for exportation. Before they were produced in her North American possessions, England obtained her naval stores from the north of Europe, and, principally, from the pitch and tar company of Sweden.

About the year 1703, this company attempted to create a high monopoly price for tar, and other naval articles, by prohibiting their exportation, except in the ships of the company.

This attempt induced Great Britain to grant, by the 3rd and 4th Anne, a bounty of 4*l.* per ton on the importation of tar and pitch, and of 3*l.* per ton on the importation of rosin and turpentine, from the American colonies.

In 1770, the value of naval articles exported, from the American plantations, amounted to about 34,693*l.* sterling. In 1761, a society, instituted in London for the encouragement of arts, manufactures, and commerce, offered large premiums

to those who should import the greatest quantity of pot and pearl ashes from the North American colonies. Treatises, giving directions as to the mode of making them, were, about the same time, distributed among the colonists. In 1770, the value of these articles, exported from North America, was estimated at 64,660*l.* 9*s.* 2*d.* sterling.

Furs and skins have always constituted a portion of American exports. In 1770, the official value of furs exported, from all the North American colonies, including Canada, was 149,224*l.* 14*s.* 8*d.* sterling. From 1791 to 1803, the annual average value was about 300,000 dollars. A considerable proportion of the furs exported from the United States were brought from Canada. Ginseng, a root highly valued in China, has long been known in North America, and has become an export of considerable value. Oak and other bark and wood, for tanning and dyeing, have also becom articles of export, of some value.

THE Values of the Exports, the Produce of the Forest, from 1803 to 1844, has been as follows :—

YEARS.	Lumber of all kinds.	Naval stores.	Pot and Pearl ashes.	Furs and skins.	Ginseng.	Oak bark and other dyes.	Total value.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1803.....	2,800,000	460,000	735,000	500,000	100,000	225,000	4,850,000
1804.....	2,540,000	322,000	640,000	956,000	84,000	88,000	4,630,000
1805.....	2,607,000	702,000	776,000	967,000	148,000	61,000	5,261,000
1806.....	2,495,000	409,000	935,000	841,000	139,000	42,000	4,861,000
1807.....	2,637,000	335,000	1,490,000	852,000	143,000	19,000	5,476,000
1808.....	723,000	102,000	408,000	161,000	....	5,000	1,399,000
1809.....	1,843,000	737,000	1,506,000	323,000	136,000	29,000	4,583,000
1810.....	2,537,000	473,000	1,579,000	177,000	140,000	72,000	4,978,000
1811.....	3,195,000	843,000	752,000	314,000	79,000	112,000	5,286,000
1812.....	1,638,000	490,000	333,000	123,000	10,000	107,000	2,701,000
1813.....	636,000	91,000	204,000	58,000	....	118,000	1,107,000
1814.....	258,000	31,000	217,000	22,000	39,000	3,000	570,000
1815.....	1,835,000	455,000	865,000	409,000	10,000	336,000	3,910,000
1816.....	4,004,000	798,000	1,630,000	553,000	....	308,000	7,293,000
1817.....	3,196,000	345,000	1,697,000	688,000	102 000	186,000	6,484,000
1818.....	2,958,000	537,000	1,275,000	808,000	271,000	202,000	5,691,000
1819.....	2,466,000	376,000	1,419,000	481,000	39,000	146,000	4,927,000
1820.....	3,203,000	292,000	952,000	575,000	174,000	108,000	5,304,000
1821.....	1,512,808	314,660	889,348	766,205	171,786	139,534	3,794,341
1822.....	1,307,670	447,869	1,099,053	501,302	313,943	145,705	3,815,542
1823.....	1,335,600	457,562	1,770,523	672,917	150 976	111,333	4,498,911
1824.....	1,734,586	555,055	1,613,796	661,455	229,080	95,674	4,889,646
1825.....	1,717,571	463,897	1,994,381	524,692	144,599	93,809	4 938,949
1826.....	2,011,694	254,491	900,458	582,473	137,014	65,120	3,951,250
1827.....	1,697,170	402,189	643,171	441,690	79,566	79,884	3,342,970
1828.....	1,821,906	487,761	761,370	626,235	91,164	101,175	3,889,611
1829.....	1,680,403	377,613	817,434	526,507	114,396	165,406	3,681,759
1830.....	1,836,019	321,019	1,105,127	641,670	67,852	220,275	4,192,004
1831.....	1,688,976	397,687	935,613	750,938	115,928	99,116	4,263,477
1832.....	2,196,707	476,291	930,398	591,909	99,545	52,944	4,347,794
1833.....	2,250,852	483,712	814,398	841,933	183,194	93,609	4,086,339
1834.....	2,435,304	525,390	557,500	797,844	70,022	71,747	4,457,997
1835.....	3,329,057	567,566	571,591	759 953	94,960	73,877	5,397,004
1836.....	2,791,923	912,376	723,606	653,662	211,405	68,758	5,361,740
1837.....	3,059,549	823,419	731,596	154,908	109,398	96 443	4,711,007
1838.....	2,954,507	703,694	710,394	633,945	36,622	161,694	
1839.....	2,694,703	688,800	620,369	319,564	118,906	309,696	
1840.....	2,697,336	602,529	533,193	1,237,789	24,728	229,510	5,323,083
1841.....	3,423,286	684,514	573,026	993,262	437,245	153,519	6,264,852
1842.....	3,118,916	743,329	882,741	598,487	63,702	111,087	
1843*.....	1,648,271	475,357	541,004	453,869	193,870	39,538	
1844.....							

* For the nine months ending 30th of June only.

For exports of the products of the forests, from the United States to the British dominions, see Navigation and Trade between the United Kingdom and the United States hereafter.

CHAPTER V.

AGRICULTURE AND AGRICULTURAL PRODUCTS OF THE UNITED STATES.

THE agriculture of the United States of America is as variable as its climates. The following account of it we have grounded on the best practical American authorities, who generally deprecate the backward and slovenly condition of American husbandry; and upon our personal observations on the subject.*

We do not, however, generally agree with them, for we know many extensive districts in England, and on the continent of Europe, where far more ignorant and careless husbandry prevails than in the United States of America, or in the British North American possessions. In giving a brief statistical account of the agriculture of America, we must confine our limits, *first*, to the wheat and other grain-growing countries; *second*, to the countries where cotton, tobacco, rice, and sugar, are the staple crops.

Before the close of the revolutionary war, very little cotton and no sugar-cane were cultivated. As to the former depressed state of husbandry, and the progress of its improvement, we find some difference of opinion among the American writers on agriculture. "It is, indeed, a lamentable truth," says Mr. Watson, "that, for the most part, our knowledge and practice of agriculture, at the close of the revolutionary war, were in a state of demi-barbarism, with some solitary exceptions. The labours, I may say, of only three agricultural societies in America, at that epoch, conducted by ardent patriots, by philosophers, and gentlemen, in New York state, Philadelphia, and Boston, kept alive a spirit of inquiry, often resulting in useful and practical operations; and yet these measures did not reach the doors of practical farmers to any visible extent. Nor was their plan of organisation calculated to infuse a spirit of emulation, which county or state should excel in the honourable strife of competition in discoveries and improvements, in drawing from the soil the greatest quantum of net profits within a given space; at the same time, keeping the land in an improving condition, in reference to its native vigour. These results, and the renovation of lands exhausted by means of a barbarous course of husbandry, for nearly two centuries, are the cardinal points now in progression in our old settled countries, stimulated by the influence of agricultural societies. Nor did their measures produce any essential or extensive effects in the improvement of the breeds of

* Washington, considering the then state of agriculture in Europe, was a skilful agriculturist in America. Livingston, Powell, and Judge Buel, have been great benefactors. The reports of the latter—"American Husbandry," by Messrs. Willis Gaylord, and Luther Tucker, "The Cultivator," "The Genessee Farmer," "The Book of the United States," "The Official Returns to Congress," The Reports of Henry L. Ellsworth, Esq., The Reports of New York, Massachusetts, and other Agricultural Societies, "The Farmers' Instructor," by Judge Buel, "The Cultivation of Cotton," by Mr. Seabrook, President of the Agricultural Society of South Carolina; various private communications and personal observations, are our authorities for this account of the agriculture of the United States of America.

domestic animals; much less in exciting to rival efforts the female portion of the community, in calling forth the active energies of our native resources in relation to household manufactures. The scene is now happily reversed in all directions. Perhaps there is no instance, in any age or country, where a whole nation has emerged, in so short a period, from such general depression, into such a rapid change in the several branches to which I have already alluded; in some instances, it has been like the work of magic."

The early neglect of agriculture is traced to various causes. The first settlements were made along the shores of the ocean and bays, or on the banks of rivers. The population was scattered along the sea coast, where enterprise was directed, as the readiest means of employment to the fisheries and navigation. The cultivation of the soil was limited to the production of the necessaries of life. Agriculture did not generally attract industry, though it was found far more certain than other pursuits. The more immediately lucrative pursuits of trade and navigation, were preferred to the more enduring labour of cultivating the soil, and, to the more distant time required to await its profits, or casualties.

When we, however, consider the formidable and disheartening difficulties that the wilds of America have presented, and, in the remote districts of America, still present to the new settler, we are not surprised at the slow, but at the comparatively rapid, progress of agriculture.

It is curious and interesting to observe the progress which a new settler makes in clearing and cultivating a wood farm, from the period he commences in the forests until he has reclaimed a sufficient quantity of land to enable him to follow the mode of cultivation which is practised in old agricultural countries. As the same course is, with little variation, followed by all new settlers in every part of America, the following description, which we drew from observation, may be useful to those who are about to emigrate.

The first object is to select the farm among such vacant lands as are most desirable; and, after obtaining the necessary tenure, the settler commences (the nearest inhabitants usually assisting him) by cutting down the trees on the site of his intended habitation, and those growing on the ground immediately adjoining. This operation is performed with the axe, by cutting a notch on each side of the tree, about two feet above the ground, and rather more than half through on the side on which it is intended the tree should fall.

The trees are all felled in the same direction; and, after lopping off the principal branches, cut into ten or fifteen feet lengths. On the spot on which his dwelling is to be erected, these junks are all rolled away, and the smaller parts carried off or burnt.

The habitations which the new settlers first erect, are all nearly in the same style, and constructed in the rudest manner. Round logs, from fifteen to twenty feet long, without the least dressing, are laid horizontally over each other,

and notched in at the corners to allow them to come along the walls within about an inch of each other. One is first laid on each side to begin the walls, then one at each end, and the building is raised in this manner by a succession of logs crossing and binding each other at the corners, until seven or eight feet high. The seams are closed with moss or clay; three or four rafters are then raised to support the roof, which is covered with boards, or, with the rinds of birch or spruce trees, bound down with poles tied together with withes. A wooden frame work, placed on a foundation of stone, roughly dressed, is raised a few feet from the ground, and leading through the roof with its sides closed up with clay and straw kneaded together, forms the chimney. A space large enough for a door, and another for a window, is then cut through the walls; and, in the centre of the cabin, a square pit or cellar is dug, for the purpose of preserving potatoes or other vegetables during winter. Over this pit a floor of boards, or of logs hewn flat on the upper side, is laid, and another over head to form a sort of garret. When a door is hung, a window-sash with six, nine, or sometimes twelve panes of glass is fixed, a cupboard and two or three bed stocks put up; the habitation is then considered ready to receive the new settler and his family. Although such a dwelling has nothing attractive in its appearance, unless it be its rudeness, yet it is by no means so uncomfortable a lodging as the habitations of the poor peasantry in Ireland, and in some parts of England and Scotland. New settlers who have the means build much better houses at first, with two or more rooms; but the majority of emigrants live for a few years in habitations similar to the one here described; after which, a good comfortable house is built by all steady, industrious settlers.

When the occupant or first settler of new land or forest finds himself in comfortable circumstances, he builds what is styled a frame house, composed of timber, held together by tenons, mortices, and pins, and boarded, shingled, and clapboarded on the outside, and often painted white, sometimes red. Houses of this kind generally contain a dining-room and kitchen, and three or four bed-rooms on the same floor. They are rarely destitute of good cellars, which the nature of the climate renders almost indispensable. The farm-buildings consist of a barn, proportioned to the size of the farm, with stalls for horses and cows on each side, and a threshing-floor in the middle; and the more wealthy farmers add a cellar under the barn, a part of which receives the manure from the stalls, and another part serves as a store-room for roots, &c., for feeding stock. What is called a *corn-barn* is likewise very common, which is built exclusively for storing the ears of Indian corn. The sleepers of this building are generally set up four or five feet from the ground, on smooth stone posts or pillars, which rats, mice, or other vermin cannot ascend.

Previous to commencing the cultivation of woodlands, the trees which are cut down, lopped, and cut into lengths are, when the proper season arrives

(generally in May), set on fire, which consumes all the branches and small wood. The logs are then either piled in heaps and burnt, or rolled away for making a fence. Those who can afford it, use oxen to haul off the large unconsumed timber. The surface of the ground and the remaining wood is all black and charred; and working on it, and preparing the soil for seed, is as disagreeable, at first, as any labour in which a man can be engaged. Men, women, and children, must, however, employ themselves in gathering and burning the rubbish, and in such parts of labour as their respective strengths adapt them for. If the ground be intended for grain, it is generally sown without tillage over the surface, and the seed covered in with a hoe. By some a triangular harrow, which shortens labour, is used instead of the hoe, and drawn by oxen. Others break up the earth with a one-handled plough, the old Dutch plough, which has the share and coulter locked into each other, drawn also by oxen, while a man attends with an axe to cut the roots in its way. Little regard is paid, in this case, to make straight furrows, the object being no more than to break up the ground. With such rude preparation, however, three successive good crops are raised on fertile uplands without any manure; intervale lands, being fertilised by irrigation, never require any. Potatoes are planted (in new lands) in round hollows, scooped with the hoe four or five inches deep, and about forty in circumference, in which three or five sets are planted and covered over with a hoe. Indian corn, pumpkins, cucumbers, peas, and beans, are cultivated in new lands, in the same manner as potatoes. Grain of all kinds, turnips, hemp, flax, and grass seeds, are sown over the surface, and covered by means of a hoe, rake, or triangular harrow; wheat is usually sown on the same ground the year after potatoes, without any tillage, but merely covering the seed with a rake or harrow, and followed the third year by oats. Some farmers, and it is certainly a prudent plan, sow timothy and clover seed the second year, along with the wheat, and afterwards let the ground remain under grass, until the stumps of the trees can be easily got out, which usually requires three or four years. With a little additional labour, these obstructions to ploughing might be removed the second year, and there appears little difficulty in constructing a machine on the lever principle, that would readily remove them at once. The roots of beech, birch, and spruce, decay the soonest: those of pine and hemlock seem to require an age. After the stumps are removed from the soil, and those small natural hillocks called cradle hills, caused by the ground swelling near the roots of trees in consequence of their growth, are levelled, the plough may always be used, and the system of husbandry followed that is most approved of in England or Scotland. The foregoing remarks we drew up, from our observations on husbandry, in the counties north of Pennsylvania.

The following extracts on the subject of clearing lands is extracted from observations by Samuel Preston, of Stockport, Pennsylvania, a very observing cultivator. Previous to undertaking to clear land, Mr. Preston advises,—"1st.

Take a view of all large trees, and see which way they may be felled for the greatest number of small trees to be felled alongside or on them. After felling the large trees, only lop down their limbs ; but all such as are felled near them should be cut in suitable lengths for two men to roll and pile about the large trees, by which means they may be nearly all burned up, without cutting into lengths, or the expense of a strong team to draw them together. 2ndly. Fell all the other trees parallel, and cut them into suitable lengths, that they may be readily rolled together without a team, always cutting the largest trees first, that the smallest may be loose on the top, to feed the fires. 3rdly. On hill sides, fell the timber in a level direction; then the logs will rol. together but if the trees are felled down hill, all the logs must be turned round before they can be rolled, and there will be stumps in the way. 4thly. By following these directions, two men may readily heap and burn most of the timber without requiring any team; and perhaps the brands and the remains of the log heaps may all be wanted to burn up the old fallen trees. After proceeding as directed, the ground would be clear for a team and sled to draw the remains of the heaps where they may be wanted round the old logs. Never attempt either to chop or draw a large log, until the size and weight are reduced by fire. The more fire-heaps there are made on the clearing the better, particularly about the old logs, where there is rotten wood.

" The best time of the year to fell the timber, in a great measure, depends on the season's being wet or dry. Most people prefer having it felled in the month of June, when the leaves are of full size. Then, by spreading the leaves and brush over the ground (for they should not be heaped), if there should be a very dry time the next May, fire may be turned through it, and will burn the leaves, limbs, and top of the ground, so that a very good crop of Indian corn and pumpkins may be raised among the logs by hoeing. After these crops come off, the land may be cleared and sowed late with rye and timothy grass, or with oats and timothy in the spring. If what is called a *good burn* cannot be had in May, keep the fire out until some very dry time in July or August; then clear off the land, and sow wheat or rye and timothy, harrowing several times, both before and after sowing; for, after the fire has been over the ground, the sod of timothy should be introduced as soon as the other crops will admit, to prevent briers, alders, fire-cherries, &c., from springing up from such seeds as were not consumed by the fire.

" The timothy should stand four or five years, either for mowing or pasture, until the small roots of the forest trees are rotten; then it may be ploughed; and the best mode which I have observed, is to plough it very shallow in the autumn; in the spring, cross-plough it deeper, harrow it well, and it will produce a first-rate crop of Indian corn and potatoes, and, the next season, the largest and best crop of flax that I have ever seen, and be in order to cultivate with any kinds of grain, or to lay down again with grass. These directions are to be understood as

applying to what are generally called *beech lands*, and the chopping may be done any time in the winter, when the snow is not too deep to cut low stumps, as the leaves are then on the ground. By leaving the brush spread abroad, I have known such winter choppings to burn as well in a dry time in August, as that which had been cut the summer before."—*Encyclopedia Americana.*

Wherever a settlement is formed amidst the woodlands, and some progress is made in the clearing and cultivation of the soil, it begins gradually to develop the usual features of an American village. First, a saw mill, a grist mill, and a blacksmith's shop appear; then a school house, and a place of worship; and in a little time the village doctor, and pedlar with his wares, introduce themselves.

A saw mill, of itself, soon forms a settlement, for, attached to it, must be a blacksmith's forge, dwellings for carpenters, millwrights, and labourers, stables and ox houses. A shop and tavern are also sure to spring up close to it; tailors and shoemakers are also required.

In adverting to the circumstances which have retarded agricultural improvements in the United States, the following remarks occur in a very useful work, lately published on American husbandry,* "Coming, as the first colonists did, direct from the British Isles, and the intercourse with that country having continued, with only two slight interruptions, up to the present time, it follows, as a matter of course, that our modes of thinking and acting should be in a great degree fashioned by those of the fatherland. This is easily observable in our literature and our laws, and not less strikingly so in our agriculture. With some few modifications, then, such as may be traced to climate or the different social conditions of the two countries, the agriculture of the United States may be said to resemble that of England very closely."

The above remark is the more strictly true as relating to the Atlantic States north of Carolina, to part of Vermont, and the portions of New York and Pennsylvania, west of the Alleghany mountains. We could apply them also to the agricultural districts of Nova Scotia, New Brunswick, Upper Canada, parts of Lower Canada, and especially to Prince Edward Island.

The authors of the work here quoted on American husbandry, proceed:—

"The question has been not unfrequently asked, How far are farmers in the United States justified in following the example and practices of British agriculturists? This question assumes an importance it would not otherwise possess, were it not a fact that we look with great interest to the results of agriculture in that country; that most of our standard agricultural works are from that side of the Atlantic; that the wealth and resources of England are such as to render that island a great theatre of experiments; and that the arts and the sciences which can be brought to bear on the cultivation of the soil, are far more extensively diffused and better understood there than here. Having the same Anglo-Saxon descent, the influence of England is felt in every department of our social condition; in our religion, literature, and laws; and, perhaps, is as potent as anywhere in the usages and practices that belong to the cultivation of the earth. In our implements used on the farm, we copy from English models; in improving our breeds of horses, sheep, and cattle, we look to stock imported from England; in our horticulture and floriculture we follow the

* "American Husbandry," by Willis Gaylor and George Tucker, New York.

example of English planters and gardeners; and in our farming operations, in culture, and in the selection of grains, the influence of that country is paramount. It is necessary, then, to inquire how far we may safely follow such an example, and in what respects we ought to deviate, or when it becomes necessary to do so.

"To determine this question correctly, it is necessary to take into consideration the position of the two countries, so far as regards climate, soil, and population, and their influence on plants and the prices of labour. In general, it may be laid down as a correct position, that the difference between the soils of the two countries is not of a kind to render any difference of culture important.

"To the turnip may be traced the great improvements made in raising cattle and sheep in Britain, as the vast amount of food thus produced from an acre enables the cultivator to enlarge his flocks or herds to any desirable extent, and, by rapid or comparative feeding, to exhibit their several qualities. In this country we have hardly begun to appreciate the value of the root-crop. Public-spirited and intelligent farmers have endeavoured to bring the subject to the notice of their fellow-tillers of the soil, but deep-rooted prejudices, and a dread of innovation, have in most instances made the effort up-hill work, and, as yet, productive of comparatively little effect. Still the ice has been broken; an impression—a favourable one, we believe—has been made on public sentiment; and when we remember that a long series of years was necessary to place the root-culture on a firm foundation in England, we see no reason to despair of a like triumph over incorrect notions and the production of similar benefits here.

"Population, by justifying, or, rather, compelling English farmers to adopt peculiar systems of farming, may be said to create a wider difference between the agriculture of the two countries than any arising from the soil.

"But it is to climate that the principal points of difference in the agriculture of the two countries must be traced; and this is what should be kept most distinctly in view when comparisons between English agriculture and our own are instituted. England, though in the latitude, and most of it north of Quebec, has a milder climate than our middle states; and this fact should not be lost sight of in adapting the agriculture of that country to this. In the United States (we speak particularly now of the northern and middle states, as it is these that are more influenced by English agriculture than the south), the summers are much hotter and the winters much colder than in England: hence some plants that require a great degree of heat will succeed better here than there; while many plants will bear the winters of England in the open air, that perish when exposed without protection to the intense cold of our winter months. A great number of thermometrical observations show that the average temperature of the three months of January, February, and March, in England, is about 37 deg., 42 deg., and 47 deg., and that of the three months of June, July, and August, about 63 deg., 66 deg., and 65 deg. The average difference between the highest and the lowest temperature per month will not exceed more than 6 deg. or 8 deg., those sudden and extreme changes to which our climate is subject being unknown there. In the valley of the Genessee, near Lake Ontario, the average for the three winter months gives about 24 deg., 26 deg., and 36 deg., and for the three summer months, 71 deg., 73 deg., and 72 deg.; the mean average of several years is 49 deg., and the range of the thermometer about 100 deg. In this country we have changes of from 30 deg. to 40 deg. in twenty-four hours: there the greatest rarely exceeds 6 deg. or 8 deg. There, also, the thermometer seldom descends but a few degrees below the freezing point, while here it is below for weeks or months together. Indeed, it is probable that, in the colder parts of the United States, the thermometer falls below zero as often as it does in England below 32 deg.

"This statement will show that there must be a material difference between the agricultural operations proper to two countries so situated, as far as those operations can be affected by climate. To give a single instance: Indian corn, it is ascertained, cannot be grown in any country where the thermometer for more than one month is not above 70 deg.; and that in a temperature of 75 deg., or 80 deg., it arrives at its greatest perfection. This is the reason why, notwithstanding all the efforts made to introduce corn into Great Britain, it has proved a complete failure. It is not killed with the frost there as here; but the degree of heat will not bring it to maturity during the summer months. Mr. Cobbett was

confident he should succeed, and did grow some tolerable crops of early Canadian; but, like some trees which flourish and mature their seeds here, but will not ripen in England, the corn would not in all cases mature so as to vegetate, and, in spite of his boastings, he was compelled to abandon the culture. On the contrary, wheat is a crop that requires a lower temperature than maize, and is not adapted to a hot, dry climate. Great Britain is, therefore, one of the best wheat countries on the globe, and, perhaps, produces, in proportion to the land in tillage, a greater amount than any other. The low temperature and moist climate of England is found to agree with this plant perfectly. Scotland is too cold; but no part of the island is too hot, as is the case with a considerable portion of our southern states.

"To this difference of climate must be attributed the difficulty we have found in the United States in growing hedges from such shrubs or trees as are used in England for this purpose. From witnessing their excellent effect and beautiful appearance there, it was perfectly natural that we should adopt the same plants for the same object here; but, after the repeated and persevering efforts of fifty years, it may be questioned whether there are five miles of tolerable hedge, from imported varieties of thorn or holly plants, in the United States. The difference between the moist, temperate, and equable climate of England and the hot, dry, variable climate of this country, seems to have been overlooked; when a recollection of this fact would have convinced any one acquainted with the physiology of plants that our seasons must be fatal to English hedges. Whether there are any of our native plants that will supply this desideratum, remains to be seen.

"The worst effect which our variable climate and intense cold have on our agriculture, when compared with that of England, is their influence on our wheat crop. The heaving out of the roots of wheat and clover plants by the expansion of frost, and which is here the most fatal in the spring of the year, when the surface thaws by day and freezes by night, is something which agriculturists in that country are rarely called to guard against, and which, of course, never enters into their calculations in the preparation of their soil. Here it is advisable, in all cases, to guard against the evil by such a system of ploughing and manuring as shall most effectually obviate the danger arising from this source.

"The causes which, in our opinion, have tended more than any others to depress agriculture, and prevent its receiving the attention it demands, as well as to reduce the profits which should reward the labourer, are the following: First, a want of respect in the agricultural interest for their own profession. There is a feeling in certain portions of the community (principally among those who have done nothing to increase the productive capital of the country themselves, and who may be termed the drones of the social compact), that personal labour is disgraceful, and that the cultivator of the soil is little better than a slave. Strange as it may seem, this feeling may be said to be promoted and perpetuated by the conduct of farmers themselves. There are too many men among us—men who have good farms, and who might employ their sons upon them, with the certainty that honourable competence would be the result—who prefer to see them exposed to the fluctuations and uncertainties of mercantile life, or involved in the temptations and perplexities of professional life, rather than honest, high-minded, intelligent cultivators of the soil. For this evil, and it is a serious one, the remedy is with the farmer. His sons should be well educated; but they should be taught to feel, what in fact is the case, that in the actual dignity and usefulness of their profession, the farmer has few equals and no superior.*

* The following extract, written some years ago, will show that the evil complained of was not confined to the United States:—

"The cultivation of the soil of Nova Scotia was long neglected for other pursuits; it was even considered as disreputable, as if a portion of that spirit had been transplanted to the colony, which in Europe, during the feudal times, viewed husbandry as a degraded employment, in which villains or slaves should alone be engaged. A ridiculous pride certainly prevailed for a long time, and still, in some measure, exists in America, which showed itself by holding rural labour in contempt. This has been the principal cause of poverty among the old settlers, who, when any other employment offered, generally escaped from the occupation of husbandry.

"Strange as it may appear in England, where such opinions will be laughed at, the petty shopkeeper, who retailed rum, sugar, and tea; the pedlar who carried about tape, thread, needles, and pins; the keeper of a common tavern, or dram-shop; the constables who served the writs or

"The second cause of the depressed state of agriculture in the United States is the inattention of farmers in selecting the best breeds of animals for their yards, and the best seeds for planting. In these two respects there is the greatest room for improvement; and the necessity of entering at once upon a course of reform cannot be too earnestly pressed upon our cultivators.

"Another, and third cause of the low state of agriculture, is the too general want of knowledge among farmers of the scientific principles which govern it."

We have, in the account of each state, territory, and district of the United States, described the soil of each. In a general view of the agriculture of all, it may be interesting to class the whole country in regions, with regard to the soil and its productions.

The *first* of these regions comprise the six New England states; the *second*, New York, and the middle *Atlantic states*; the *third*, the northern Western states; the *fourth*, the Atlantic, or cotton and rice growing states; the *fifth*, the lower and southern Mississippi, or cotton and sugar growing states. With respect to the fertility and products of these regions, the following extracts, from an article on the agriculture of the United States, in "Hunt's Magazine," are interesting:—

"Taking the six states of New England, which are limited in their territory, we find, that although the soil is of primitive formation, and much broken by hills and ledges of rocks, the common grains, such as rye, corn, buckwheat, potatoes, and most of the garden vegetables, are produced upon its hill-sides and in its valleys to a considerable extent, which may be much increased by improved methods of culture, although a large portion of its surplus population is annually drained off to the more productive lands of the new states of the west. The state of Massachusetts, however, has exceeded all other of the New England states, in a better form of husbandry. There, not only has greater attention been paid to this interest as a science, but the influence of that improvement is experienced in the greater abundance and the superiority of its crops. Passing to the state of New York, we find the advantages furnished by the interest of agriculture most signally displayed. In that wide alluvial soil, stretching away from the banks of the Hudson to the shores of Lake Erie, the surface of the territory, throughout nearly its entire extent, is checkered with prosperous farms, tilled by an agricultural population which is probably exceeded by that of no other portion of the country, in the independence and solid comfort which they enjoy—a condition that is principally derived from the cultivation of the soil. In that condition, indeed, we perceive the benefits which might be diffused throughout the whole country, were this species of enterprise more widely extended. The production of wheat alone in this state yields a vast revenue to its producers; and the flour which is poured out from its mills, and the quantity of beef, pork, and other products of stock-husbandry, as

summons of the justice of peace, and the cheating horse-dealer; in short, all who made a living by scheming or rascality, considered themselves much more important persons than the truly more respectable, and assuredly more honest, man who cultivated his own lands.

"Unfortunately, many of the farmers themselves considered the cultivation of the soil so far beneath them, that they only held the plough from necessity, as a degraded employment, while their sons skulked from rural labour to the woods, or to seek for employment on board of the coasting vessels:—the daughters, also, were ashamed of being found engaged in the dairy, or assisting in the occupations of haymaking and harvest.

"Great, however, as the change and improvement in the agriculture of the province has been, we must yet consider farming, comparatively speaking, in a rude state.

"There still exists a lazy attachment to the make-shift system—an absence of neatness, amidst luxuriant vegetation. In short, the mere means of living are too easily obtained; and, when this is the case, the stimulous of improvement and the attainment of order seems to cease. Time, and a great increase of population, will alone create an effective change."—*M'Gregor's British America*, Vol. II.

well as grains and vegetables, which fill the channel of the Hudson, supply the wants of the villages upon its banks, and the great metropolis at its mouth. Passing towards the south, we reach the territory of Western Pennsylvania, cultivated with pains-taking thrift by Dutch farmers, a source of no inconsiderable wealth to the state. Arriving in Maryland, we enter upon a soil which, while it produces most of the grasses and grains of the north, in as great abundance as even the state of New York, yields also the tobacco; and, from that state, through Virginia, North Carolina, South Carolina, Georgia, and Florida, we have a territory which stretches away in plain and valley, inviting the labours of the plough, and giving, in return, not only the vegetable products of the north, but also those great staples, rice, tobacco, and cotton.

"Nor are the agricultural advantages of this portion of our territory, however great, equal to those furnished by the soil of the west. The valley of the Mississippi, or that domain which extends from the head of Lake Superior to New Orleans, watered by about 3000 miles of that great river, spreads out a more fertile territory than that of any other portion of the globe. The oak-lands, extending through Michigan to the borders of the lakes, the prairies of Illinois, the deep mould which stretches from the southern borders of the lakes beyond both banks of the Ohio, the forests of Kentucky, and the numerous states organised along the Mississippi, the Illinois, and the Missouri, from the rugged cliffs of Lake Superior to the cotton and sugar plantations of Louisiana and Alabama, develop a field for agriculture which almost bewilders us by its magnitude.

"The relative proportion of the agricultural production of the different states, may be clearly ascertained from the census which has been ordered, by act of Congress, to be taken. It would seem, that as a wheat-growing state, Ohio stands first in rank; the amount of that product which it yields being about 16,000,000 bushels. The next in importance is Pennsylvania, the annual product of which is 13,000,000 bushels. New York ranks the third, producing 11,000,000 bushels; and Virginia the fourth, producing 10,000,000 bushels. The state of Tennessee has yielded the largest annual crop of Indian corn; the product of that state being estimated at 42,000,000 bushels; Virginia has produced 34,000,000 bushels, Ohio 33,000,000 bushels, Indiana 28,000,000 bushels, Illinois 22,000,000 bushels, Alabama 18,000,000 bushels, Georgia 17,000,000 bushels, and Missouri 15,000,000 bushels. In the production of potatoes, New York seems to bear the palm, having yielded 30,999,000 bushels; next comes Maine, with a crop of 10,000,000 bushels; and she is followed by Pennsylvania, with 8,000,000 bushels. In the production of cotton, Mississippi leads the way with 289,000,000 lbs.; Alabama succeeds, with 240,000,000 lbs.; Georgia follows, with 148,000,000 lbs.; South Carolina comes afterwards, with 134,000,000 lbs.; Tennessee follows, with 128,000,000 lbs.; Louisiana yields 87,000,000 lbs.; Arkansas 23,000,000 lbs.; and Virginia 10,000,000 lbs. In the production of sugar, it would also appear that Louisiana has yielded the largest amount, having produced 249,000,000 lbs.; and New York comes next, in the manufacture of that which is derived from the maple, yielding, as we are informed, from her own forests, 70,000,000 lbs. In the production of swine, Tennessee stands first, having 2,795,000; while Ohio has furnished 2,000,000. In the production of wool, also, New York ranks first; and that state is soon followed in successive order by Ohio, Vermont, Pennsylvania, and Virginia. In the production of tobacco, the state of Tennessee, also, appears to rank first, yielding the amount of 26,000,000 lbs., Maryland is next, with 18,000,000 lbs., and Virginia, with 14,000,000 lbs., follows. In the production of lumber, also, New York has exceeded any other state, producing that article to the value of 3,788,000 dollars. This state is soon followed by Maine, the alleged valuation of whose lumber is 1,808,000 dollars. So, also, in the products of the orchard, the palm is given to New York; the value of this species of product derived from her soil being 1,732,000 dollars. In the products of the dairy, New York is found at the head of the column, producing from this source the value of 10,000,000 dollars; and that state is soon succeeded by Vermont, which derives, from the same source, the value of 4,892,000 dollars.

"It is, indeed, extraordinary, when we consider how certainly the application of science to the art of agriculture increases the amount and value of its products, and a proper attention to stock-husbandry improves the breed of cattle, that more attention is not paid to the subject in our own country. We have annual exhibitions of cattle, called fairs, in

which, it must be granted, that noble specimens of this species of stock are displayed; but little has been done, compared with what ought to be done, when we reflect upon the magnitude and importance of our agricultural interest. There are many farmers, both at the east and west, who, with a laudable enterprise, have imported numerous valuable specimens of farming stock; and we know that there are numerous agriculturists in the heart of Kentucky, Tennessee, and Ohio, upon a domain which we of the east are too apt to term a wilderness, who drive from their barn-yards specimens of sheep, horses, and cattle, which would surprise the less ambitious husbandmen of many of our eastern states. But notwithstanding the too great neglect of this branch of our agricultural interest, which we denominate stock-husbandry, our advance, in this respect, of late years, has been obvious and marked; and this improvement is manifest to every one who will compare the quality of our sheep and cattle with those of the same general species which formerly existed in our own country. Liberal and enterprising gentlemen, adopting the pursuit of agriculture from taste and inclination, and disposed to spread widely the benefits of improved husbandry, have imported at their own expense, from abroad, some of the best species of horses and cattle. As early as 1802, the first importation of merino sheep into this country was made by Colonel Humphreys, of the state of Connecticut, and Chancellor Livingston, of New York. Several companies have been also formed in the states of Ohio and Kentucky, composed of gentlemen of fortune, who have made it an important object to import from Europe the best stock, both of cattle and sheep; and the farming interest of the country is indebted to Messrs. George and Thomas Searle, of Boston, who, in 1824, imported that beautiful and valuable species of sheep, the Saxony, into the east, it having been introduced into the west seven years previously; and to Van Rensselaer and Corning, of New York; Powell, of Pennsylvania; and Cushing, of Massachusetts, for similar services; the last-named gentleman having not only imported the best stock, but distributed them among the farmers of his vicinity; deriving, as the sole consideration, the conviction that he had conferred solid advantages upon the agricultural interest of the nation. There are other individuals who have performed similar services."

Great improvements are, however, making in the agricultural as well as in the rearing of live stock, and valuable information on the subject will be found in the Transactions of the New York and other Agricultural Societies, to which our limits will scarcely more than allow us to refer.

The following remarks on the crops of the United States are extracted chiefly from the Reports for 1843, of Henry L. Ellsworth, Esq., Commissioner of Patents, on the Improvements in Agriculture and the Arts, and the statistical tables are all arranged and condensed from voluminous official returns.

PROGRESS OF AGRICULTURAL IMPROVEMENT.

"The progress of improvement in agriculture, though gradual, is yet steady. The importance of this branch of industry is beginning to be more and more appreciated. The whole country is more or less interested in it, as it furnishes, besides what is consumed at home, at least three-fourths of all the exports of the United States.—The vast public domain of unsold lands, too, will be affected by this progress, and its value proportionably advanced. It may be well here to mention some of the principal sources of this improvement.

"*Causes of Improvement.*—The geological surveys ordered and in progress, or recently completed, in many of the states, besides the other important benefits thereby conferred on those states, have contributed much to advance the science of husbandry.

"These, in connexion with the experiments of agricultural chemistry, by thus directing the attention to their analysis, are developing the nature of the soils and their adaptation and means of increased production, by different seeds, products, and methods of cultivation and manures, and so enable the farmer or planter to use the varieties of his land to the best advantage.

"The increasing number of agricultural periodicals and treatises, and their cheap and

more extensive circulation throughout the land, are also producing a happy effect. The farmers and planters in the various sections of our country are thus brought acquainted with each other's operations and success, and also with the methods of cultivation and rearing of stock, &c., common in England and on the continent, new products and the result of their trial are noticed, and the knowledge of many useful discoveries thus extended. The prejudice against 'book farming,' as it has been termed, which has so long proved a barrier to the adoption of valuable improvements thus suggested, is gradually wearing away; and a happy combination of science and practical skill is thus secured, the results of which are every year becoming more and more apparent.

"Agricultural societies also exercise great influence in furthering the progress of agricultural industry. These are but of comparatively recent date, and their institutions and increase in number and prosperity serve to mark the progress of improvement in agriculture; and if still further aided by an efficient board of agriculture, like what exists in Great Britain, they would no doubt be yet more successful. It is only about fifty years since that board was there established, and it has proved of extensive benefit to that active empire. By means of these societies, great numbers of the agriculturists of our country are brought together, to compare notes, as it were, to observe each other's success, and to converse on the topics connected with this branch of industry. They examine the machines, implements, animals, and products, offered for exhibition, and are induced to bestow more care and labour in the selection of their seeds and stock, in the preparation of the soil, and in their tillage and harvesting.—Every year new and valuable improvements are thus made known and introduced, by which many are essentially benefited. Premiums also encourage to effort, and a highly salutary incentive is furnished, in the honour to be acquired of successful and approved farming. A similar effect, too, results from the bounties given by the different states to encourage the culture of some particular product. These have never been offered without a new impulse being stirred, and leading to increased attention to the pursuit. Some of the states in these respects are far in advance of others, but almost all are beginning more to appreciate their true interest, and seeking to extend their true prosperity.

"While adverting to the causes of general improvement in the agriculture of our country, it may not also be improper to allude to the increased habits of temperance and sobriety of the labourer, by which the condition of the farm-house and farm is so essentially benefited, and domestic happiness and effective strength promoted. A clear head and a vigorous frame, in combination, will ever be most successful in tillage, as in every branch of industry. The lengthening of life and the repair of health, thus secured, render many who have been but drones and mere consumers, also active and efficient producers, as well as healthful consumers. The amount added, too, in the increased skill, as well as the saving from less breakage of tools, machinery of labour, and the actual effectiveness of such labourers as have heretofore been drawn from the intemperate class, now reformed, constitute no small item of gain in this view of the subject. No little damage has been thus sustained in the 'inebriate' management and cultivation of the land, which is now avoided. Were this the proper place, some most interesting deductions might be made as to the physical force and efficiency thus added to the various branches of industry, and the bearing of the whole on agriculture, as a source of our national wealth."—*Mr. Ellsworth's Report.*

Live Stock.—The horses, horned cattle, swine, and sheep of the United States, though still of inferior breeds, have now very greatly improved. We have no space to give any lengthened account of the live stock of America; and those who wish to be well informed on the subject, will find ample descriptions in the Transactions of the New York State Agricultural and other Agricultural Societies.

New York, Virginia, Pennsylvania, the New England States, Michigan, and Vermont, and in time, the prairie regions, will be the principal countries for horses, horned cattle, and sheep. The swine of the western states are increasing rapidly, and of late years for salting, and especially for lard oil.—(See Pork and Lard Oil Trade hereafter.)

The breeding of sheep for their wool has been greatly increased and improved. The following extract on the subject is interesting:—

"From present experiments, the introduction and raising of sheep on the vast prairies of the west are to be anticipated, and it would not be surprising if there should be a great change in the territory to which the consumers of wool must look for much of their raw material. Hitherto, the New England and middle states have principally furnished the market with wool. But sheep are already beginning to acquire importance in the view of the farmers and the planters of the west and south; and if the importation of 1100 merino bucks in a single year into South America produced such a change in their flocks, why may not equally as striking a result be effected in the western and southern states by a similar introduction there? Millions of sheep could be sustained at little expense on the belt of the oak timber land running through Georgia, seventy miles wide by 150 miles long. Indeed, there is scarcely one of the southern states but would furnish some good section for the keeping of flocks on the up-lands. Planters are now also actually beginning to collect their flocks. The sheep-raising states of the north must expect competition. The farmer in the higher and colder latitudes, who has to fodder his flock for a long winter, will certainly feel the effect of this new direction of sheep husbandry, brought, as he will be, into competition with those who enjoy the advantage of an almost perennial spring. So soon as the planter ceases to be absorbed in the production of cotton, the streams of the south will be lined with mills, and various operations of machinery. The northern and middle states cannot but see that it will do so. There are many locations south and west of the Delaware where three sheep at least can be kept as cheap as one can on the confines of the Canadas.

"Pasturage to almost any extent covers the prairie range, and grass and grain for a short winter's feed are cut and reaped by machines at a trifling expense. One gentleman, it is stated, in the vicinity of Buffalo, New York, having a prairie farm in Illinois of some 500 acres, purchased 2000 sheep, which he placed upon it, under the care of two faithful shepherds. The sheep were kept without difficulty in the best of health, and the proprietor, as the first fruits of his enterprise, received 6000 lbs. of good wool, worth thirty cents per lb. The transportation from Illinois to Buffalo cost about one cent per lb. These facts are mentioned, not to discourage effort, but to prepare the producer of wool to meet the condition of things that must soon take place in a state of general peace and depression of price of all the staple products. By the last census it appears, that there are in the United States about 20,000,000 of sheep. It has been thought by those who have paid attention to this subject that this number is much too low; and the supposition has been made that there are not less than 34,000,000 of sheep in this whole country, of which one-fifth are in New York. The safer estimate would probably be about 25,000,000; the estimated value of which, at two dollars per head, would give 50,000,000 dollars. Three sheep is the general allowance per acre for winter provender and summer pasture. The aggregate quantity of land necessary is more than 8,330,000 acres; which, at the average of fifteen dollars per acre (perhaps it would reach even to twenty dollars), would be nearly 125,000,000 dollars. The amount of wool produced at an average of two lbs. the fleece is 50,000,000 lbs., which, probably, at the lowest average price, is equal to 12,000,000 dollars."

The following are the live and dead weights, raised and fed by Mr. Raybold at his farm near Delaware city. Their wool was long, fine, and silky, such as is raised for the finest worsted stuffs.

Live weights each, 251 lbs. 200 lbs., 200 lbs. 219 lbs., 229 lbs. 233 lbs., 195 lbs. 219 lbs., 209 lbs. 173 lbs, 195 lbs. 195 lbs., 177 lbs. 205 lbs., 189 lbs. 209 lbs., 229 lbs. 183 lbs., 193 lbs. 203 lbs., 189 lbs.

Dead weights each, 116½ lbs. 115½ lbs., 124 lbs. 124 lbs., 110½ lbs. 100¼ lbs., 119 lbs. 94 lbs., 107 lbs. 105½ lbs., 128½ lbs. 111 lbs., 110½ lbs. 98 lbs., 130½ lbs. 117½ lbs., 132½ lbs. 147 lbs., 111½ lbs. 130 lbs., 118 lbs.

The rough fat weighed 371 lbs.

The following Tabular Statement will exhibit the Live Stock and Products of each State.

TABLES exhibiting the Live Stock, Horticultural, and Agricultural Products of the United States, from the Official Returns made by the Marshals, in 1840.

NAME OF STATE.	LIVE STOCK.					HORTICULTURE.					
						GARDENS.		NURSERIES.			
	Horses and mules.	Neat cattle.	Sheep.	Swine.	Poultry of all kinds, estimated value.	Value of produce of market gardeners.	Value of produce of nurseries and florists.	No. of men employed.	Capital invested	Value of the products of the dairy.	Value of the products of the orchard.
					dollars.	dollars.	dollars.		dollars.	dollars.	dollars.
Maine	59,208	327,255	649,264	117,386	123,171	5 ',579	460	689	84,774	1,496,902	149,384
New Hampshire	43,892	275,562	617,390	121,671	107,092	18,085	35	21	1,460	1,638 543	239,979
Massachusetts	61,484	282,574	378,226	143,221	178,157	283,904	111,814	292	43,170	2,373,299	389,177
Rhode Island	8,024	36,891	90,146	30,659	61,702	67,741	12,604	207	240,274	223,229	32,098
Connecticut	34,650	238,650	403,462	131,961	176,629	61,936	18,114	202	126,346	1,376,534	296,232
Vermont	62,402	384,341	1,681,819	203,800	131,578	16,276	5,600	48	6,677	2,008,737	213,944
New York	474,543	1,911,244	5,118,777	1,900,065	1,153,413	499,126	75,980	525	258,558	10,496,021	1,701,035
New Jersey	70,502	220,202	219,285	261,443	336,953	249,613	26,167	1233	125,116	1,328,032	464,006
Pennsylvania	365,129	1,172,665	1,767,620	1,503,964	685,801	232,912	50,127	1156	857,475	3,187,292	618,179
Delaware	14,421	53,883	39,247	74,228	47,265	4,035	1,120	9	1,100	113,828	24,211
Maryland	92,220	225,714	257,922	416,943	218,765	133,197	10,591	619	48,841	457,466	105,740
Virginia	326,438	1,024,148	1,293,772	1,992,155	754,698	92,359	38,799	173	19,900	1,480,488	705,765
North Carolina	166,608	617,371	538,279	1,649,716	544,125	28,475	48,581	20	4,663	674,349	386,006
South Carolina	129,921	572,608	232,981	878,532	396,364	38,187	2,139	1058	210,980	577,810	52,275
Georgia	157,540	884,414	267,107	1,457,755	449,623	19,346	1,853	418	9,213	605,172	156,122
Alabama	143,147	668,018	163,243	1,423,873	404,994	31,978	370	85	56,425	265,200	55,240
Mississippi	109,227	623,197	128,867	1,001,209	369,482	42,896	499	66	43,060	359,585	14,458
Louisiana	99,888	381,248	98,072	323,220	283,559	240,042	32,415	349	359,711	153,067	11,769
Tennessee	341,409	822,851	741,593	2,926,607	606,969	19,812	71,100	34	10,760	472,141	367,105
Kentucky	395,853	787,098	1,068,240	2,310,533	536,439	125,071	6,226	350	108,597	931,363	434,935
Ohio	430,527	1,217,874	2,028,401	2,099,746	551,193	97,606	19,707	149	31,400	1,848,869	475,271
Indiana	241,036	619,980	675,982	1,623,608	357,594	61,212	17,231	309	73,628	742,269	110,055
Illinois	199,235	626,274	395,672	1,495,254	309,204	71,911	22,990	77	17,515	428,175	126,756
Missouri	196,032	433,875	348,018	1,271,161	270,647	37,181	6,205	97	37,075	100,432	90,878
Arkansas	51,472	188,786	42,151	393,058	109,468	2,736	415	8	6,036	59,205	10 680
Michigan	30,144	185,190	99,618	295,890	82,730	4,051	6,307	37	24,273	301,052	16 075
Florida	12,043	118,081	7,198	92,680	61,007	11,758	10	60	6,500	23,094	1,035
Wisconsin	5,735	30,269	3,462	51,383	16,167	3,106	1,025	89	85,616	35,677	37
Iowa	10,794	38,049	15,354	104,899	16,529	2,170	4,200	10	1,698	23,609	50
D. of Columbia	2,145	3,274	706	4,673	3,092	52,895	850	163	42,933	5,566	3,507
Total	4,335,669	14,971,586	19,311,374	26,301,293	9,344,410	2,601,196	593,534	8553	2,945,774	33,787,008	7,256,904

STATE OR TERRITORY.	AGRICULTURE.									
	CEREAL GRAINS.						VARIOUS CROPS.			
	Wheat.	Barley.	Oats.	Rye.	Buckwheat.	Indian corn.	Rice.	Potatoes.	Sugar made.	Wine made.
	bushels.	bushels.	bushels.	bushels	bushels.	bushels.	lbs.	bushels.	lbs.	galls.
Maine	848,166	355,161	1,076,409	137,941	51,543	950,528	....	10,392,200	257 464	2,236
New Hampshire	422,124	121,899	1,296,114	308,148	105,103	1,162,572	....	6,206,606	1 162,368	94
Massachusetts	157,923	165,319	1,319,680	536,014	87,000	1,809,192	....	5,385,652	579,227	193
Rhode Island	3,098	66,490	171,517	34,521	2,979	450,498	....	911,973	50	803
Connecticut	87,009	33,759	1,453,262	737,424	303,043	1,500,441	....	3,414,238	51,764	2,666
Vermont	495,800	54,781	2,222,584	230,993	228,416	1,119,678	....	8,869,751	4,647,934	94
New York	12,286,418	2,520,068	20,675,847	2,979,323	2,287,885	10,972,286	....	30,123,614	10,048,109	6,799
New Jersey	774,203	12,501	3,083,524	1,665,820	856,117	4,361,975	....	2,072 069	56	9,416
Pennsylvania	13,213,077	209,893	20,641,819	6,613,873	2,113,742	14,240,022	....	9,535,663	2,265,755	14,328
Delaware	315,165	5,260	927,405	33,546	11,299	2,999,359	....	200,712	....	322
Maryland	3,345,783	3,594	3,534,211	723,577	73,606	8,233,086	....	1,036,433	36,266	7,585
Virginia	10,109,716	87,430	13,151,062	1,482,799	243,822	34,577,591	2.956	2,944,660	1,541,833	13,911
North Carolina	1,960,855	3,574	3,193,941	213,971	15,391	23,893,763	2,820 388	2,609,239	7,163	28,752
South Carolina	968,354	3,967	1,486,208	44,738	72	14,722,805	60,590,861	2,698,313	30,000	643
Georgia	1,801,830	12,979	1,610,030	60,693	141	20,905,122	12,384,732	1,291,366	329,744	8,647
Alabama	828,052	7,902	1,406,353	51,008	58	20,947,604	149,019	1,708,356	10,143	177
Mississippi	196,626	1,654	668,624	11,444	61	13.161,237	777.195	1,630,100	77	12
Louisiana	60	....	107,353	1,812	....	5,952,912	3,604,534	834,341	119,947,720	2,884
Tennessee	4,569,692	4,809	7,035,678	304,320	17,118	44,986,188	7,977	1,904,370	258,073	653
Kentucky	4,803,152	17,491	7,155,974	1,321,373	8,169	39.847,120	16,376	1,055,085	1,377,835	2,209
Ohio	16,571,661	212,440	14,393,103	811,205	633,139	33 668,144	....	5,805,021	6,363,386	11,524
Indiana	4,049,375	28,015	5,981,605	129,021	49,019	28,155,887	....	1,825,794	3,727,795	10,265
Illinois	3,335,303	82,251	4,988,008	88,197	57,884	22,634,211	460	2,025,520	399,813	474
Missouri	1,037,386	9,801	2,234,947	68,608	15,318	17,332,524	50	783,768	274,853	22
Arkansas	105,878	760	189,553	6,219	88	4,846,632	5,454	293,608	1,542	
Michigan	2,157,108	127,802	2,114,051	34,236	113,592	2,277,039	....	2,109,205	1,329,784	
Florida	412	30	13,829	305	....	898,974	481,420	264,617	275,317	
Wisconsin	212,116	11,062	406,514	1,965	10,654	379,359	....	419,608	135,288	
Iowa	154,693	728	216,385	3,792	6,212	1,406,241	....	234,063	41,450	
D. of Columbia	12,147	294	15,751	5,081	272	39,485	....	12,035	....	25
Total	84,823,272	4,161,504	123,071,341	18,645,567	7,291,743	377,531,875	80,841,422	108,298,060	155,100,809	124,734

STATE OR TERRITORY.	VARIOUS CROPS.									
	Hay.	Hops.	Wax.	Tobacco gathered.	Wool.	Cotton gathered.	Silk cocoons.	Hemp and flax.	Value of home made, or family goods.	Wood sold.
	tons.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	tons.	dollars.	cords.
Maine	691,358	36,940	3,723½	30	1,465,551	....	211	38	804,397	205,011
New Hampshire	496,107	243,425	1,345	115	1,260.517	....	410½	26½	538,303	116,266
Massachusetts	509,395	254,795	1,196	64,955	941,906	....	1,741	2½	231,942	278,069
Rhode Island	63,449	113	165	317	183,830	....	458	2	51,180	48,666
Connecticut	426,704	4,573	3 897	741,657	889.870	....	17,538	41½	226,162	159,062
Vermont	836,739	48,137	4,660	585	3,699,235	....	4,286	29½	674,548	96,399
New York	3,127,047	447,250	52,795	744	9,845,295	....	1,735½	1,130½	4,636,547	1,058,923
New Jersey	334,861	4,531	10,061	1,922	397,207	....	1,966	2,165½	201,625	340,602
Pennsylvania	1,311,643	49,481	34,107	325,018	3,048,564	....	7,262½	2,649½	1,303,093	269.516
Delaware	22,483	746	1,088	272	64,404	334	1,458½	52½	62,116	67,864
Maryland	106,687½	2,357	3,674	24,816,012	488,201	5,673	2,290½	488	176,050	178,181
Virginia	364,708½	10,597	65,020	75,347,106	2,538,374	3,494 4×3	3,191	25,594½	2,441,672	403,590
North Carolina	101,369	1,063	118,923	16,772,359	625,044	51,926,190	3,014	9,879½	1,413,242	40,034
South Carolina	24,618	93	15,-57	51,519	299,170	61,710,274	2,080	....	930,703	171,451
Georgia	16,969½	773	19,799	162 894	371,303	163,392,396	2,992½	10½	1,467,630	57,459
Alabama	12,718	825	25,226	273,302	220,353	117.138,823	1,592½	5	1,656,119	60.955
Mississippi	171	154	6,835	83,471	175,196	193,401,577	91	16	682,945	118,423
Louisiana	24,651	115	1,012	119,824	49,283	152,555.368	317	....	65,190	202,867
Tennessee	31,233	850	50,907	29,550,432	1,060,332	27,701,277	1,217	3,344½	2.886,661	104,014
Kentucky	88,306	742	38,445	53,436,909	1,786,847	691,456	737	9,992½	2,622,462	264,222
Ohio	1,022,037	62,195	38,950	5,942,275	3,685,315	....	4,317½	9,080½	1,853,937	272,527
Indiana	178,029	38,591	30,647	1,820,306	1,237,919	180	379	8,605½	1,289,802	183.712
Illinois	164,932	17,742	29,173	564,326	650,007	200,947	1,150	1,976½	993,567	134,549
Missouri	49,083	789	56,461	9,067,913	562,265	121,122	70	18,010½	1,149,544	81,981
Arkansas	586	....	7,079	148,439	64,943	6,028,642	95	1,039½	489,750	78,606
Michigan	130,805	11,381	4,533	1,602	153,375	....	266	755½	113,955	54,498
Florida	1,197	....	75	75,274	7,285	12,110,533	124½	2	20,205	9,943
Wisconsin	30,938	133	1,474	115	6,777	....	½	2	12,567	22,910
Iowa	17,953	83	2,132	8,076	23,039	....	....	313½	25,966	7,304
D. of Columbia	1,331	28	44	55,550	707	....	651	....	1,500	1,287
Total	10,248,108¾	1,238,502	628,303½	219,163,319	35,802,114	790,479,275	61,552½	95,251¾	29,023,380	5,088,891

RECAPITULATION exhibiting the total amount of each of the columns in the foregoing tables.

Agriculture.—Live stock.	
Horses and mules	4,335,669
Neat cattle	14,971,586
Sheep	19,311,374
Swine	26,301,293
Poultry of all kinds—estimated value .....dolls.	9,344,410
Horticulture.	
Value of produce of market gardeners .....do.	2,601,196
" " nurseries and florists...do.	593,534
Number of men employed	8,553
Capital invested.....dolls.	2,945,774
Value of the produce of the dairy. .....do.	33,787,008
" " orchard .....do.	7,256,904
Cereal grains.	
Number of bushels of wheat	84,823,272
" " barley	4 161,504
" " oats	123,071,341
Number of bushels of rye	18,645,567
" " buckwheat	7,291,743
" " Indian corn	377,531,875
" pounds of rice	80,841,422
Various crops.	
Bushels of potatoes	108,298 060
Pounds of sugar made	155,100,809
Gallons of wine made	124,734
Tons of hay	10,248,108¾
Pounds of hops	1,238,502
" wax	628,303½
" tobacco	219,163,319
" wool	35,802,114
Cotton gathered	790,479,275
Silk cocoons	61,552½
Tons of hemp and flax	95,251¾
Cords of wood sold	5,088,891

The foregoing returns are made by the officers of the United States who bear the name of marshals. The detailed accounts include not only the returns of each state, but those of each county in each state; and also of the smaller divisions of each county, called townships. The agricultural statistics of the United Kingdom might, in a similar manner, with very little trouble, and at not much expense, be made out at least once in ten years, and even for every five years, by taking that of each parish. I feel greatly indebted to the Hon. Daniel Webster, who sent me, most obligingly, a complete copy of all the voluminous returns made by the marshals of the United States.

ESTIMATE of the Crops for 1843 and 1844; by Mr. Ellsworth.

STATE OR TERRITORY.	Population in 1840.	Present estimated Population.	Wheat.	Indian Corn.	Potatoes.	Oats.	Rye.	Buck Wheat.	Barley.	Hay.	Silk.	Wine.	Flax and Hemp.	Tobacco.	Cotton.	Rice.	Sugar.
			bushels.	bushels.	bushels.	bushels.	bushels.	bushels.	bushels.	tons.	lbs.	gals.	lbs.	lbs.	lbs.	lbs.	lbs.
Maine	501,973	542,145	785,484	1,390,799	10,253,531	1,138,007	159,672	62,568	273,554	1,000,923	680	2,392	3,874	78	....	....	151,458
New Hampshire	284,574	288,170	534,782	330,925	6,191,071	1,470,663	378,209	140,180	111,643	547,842	880	101	23,379	277	....	....	102,497
Massachusetts	737,699	786,815	190,726	2,347,451	4,175,251	1,468,361	600,239	107,583	134,655	829,987	30,153	209	832	92,891	....	....	282,648
Rhode Island	108,830	113,482	3,376	578,720	902,387	190,393	44,617	3,845	51,959	54,300	912	785	93	481	....	....	30
Connecticut	309,978	314,902	94,622	1,926,456	2,822,295	1,424,444	934,234	387,463	26,495	602,906	140,971	1,923	4,248	601,282	....	....	31,220
Vermont	291,948	295,862	620,695	1,252,853	8,209,571	2,721,374	278,709	229,053	46,250	1,100,737	7,194	109	29	743	....	....	3,075,447
New York	2,428,921	2,643,695	12,479,499	15,574,590	26,553,612	24,907,553	3,677,222	2,398,354	1,802,982	4,295,536	5,238	5,554	1,947	1,051	....	....	6,934,616
New Jersey	373,306	394,298	671,727	5,805,121	2,426,457	3,280,438	2,335,987	682,235	9,733	359,452	4,166	9,398	1,235	2,840	....	....	39
Pennsylvania	1,724,033	1,874,353	12,215,230	15,857,431	9,161,409	19,826,938	9,429,637	2,408,508	150,398	1,899,128	26,482	18,983	3,527	411,944	....	....	878,730
Delaware	78,085	78,417	333,197	2,739,982	257,911	862,819	42,486	11,560	4,508	29,338	3,586	273	65	381			
Maryland	470,019	479,197	3,391,535	6,205,282	908,330	2,817,290	779,836	94,046	3,246	106,270	6,829	7,124	615	20,775,702	7,677	3,084	
Virginia	1,239,797	1,251,153	9,004,359	45,836,788	3,132,243	12,879,878	1,249,329	360,635	89,317	466,482	6,180	13,045	31,728	41,918,040	3,353,757	3,324,066	938,457
North Carolina	753,419	759,591	2,237,661	27,916,077	4,517,863	4,858,999	243,218	21,378	3,808	141,436	6,443	37,347	13,569	14,548,785	46,934,276	66,892,807	5,376
South Carolina	594,398	800,182	1,326,974	18,190,913	3,918,405	1,744,198	56,848	....	3,686	29,864	5,546	672	....	50,254	55,219,697	14,019,250	18,962
Georgia	691,392	841,580	2,463,771	26,960,687	2,408,623	1,586,797	75,578	588	12,346	29,731	6,134	8,961	14	130,201	185,758,136	166,581	224,395
Alabama	590,756	703,236	906,902	24,817,089	1,749,057	1,736,038	68,442	72	7,942	20,136	5,763	355	7	248,177	112,020,112	953,654	7,081
Mississippi	375,651	511,263	429,384	9,386,399	2,814,929	983,228	15,492	94	1,894	877	223	17	25	140,855	162,664,350	3,920,490	87
Louisiana	352,411	407,723	....	8,957,392	1,311,700	126,583	2,193	....	....	32,390	1,055	2,601	....	111,057	128,912,253	8,700	97,173,590
Tennessee	829,210	888,130	6,317,254	67,838,477	1,864,636	9,224,053	381,164	22,620	4,567	50,516	20,072	696	4,399	29,335,868	32,938,410	....	368,203
Kentucky	779,828	816,592	4,674,845	59,355,156	1,246,469	9,918,881	2,106,469	11,618	14,601	136,926	4,733	1,838	9,508	52,322,543	737,634	17,062	1,957,858
Ohio	1,519,067	1,756,091	18,786,705	38,651,128	6,462,248	16,313,403	934,440	659,695	181,833	1,407,510	25,202	14,597	12,664	5,991,296	....	....	5 850,558
Indiana	685,866	822,598	7,225,566	36,677,171	2,858,746	9,268,337	199,755	61,115	28,862	1,621,606	840	11,432	12,150	2,899,844	168	....	5,892,405
Illinois	476,183	692,653	4,929,182	32,760,434	3,867,661	8,639,231	124,237	79,326	84,033	280,383	3,400	794	2,279	965,269	214,067	732	412,363
Missouri	383,102	481,598	1,089,777	27,148,608	1,213,984	3,643,933	71,709	16,815	9,583	74,966	240	34	30,300	14,700 089	149,889	....	317,376
Arkansas	97,574	124,446	2,986,703	8,754,204	534,260	344,717	9,465	140	878	880	217	....	1,977	216,508	11,520,467	6,612	2,111
Michigan	243,267	284,395	5,296,271	3,592,482	4,465,871	3,240,716	64,195	167,212	143,757	223,827	1,395	....	1,280	3,187	....	....	1,307,629
Florida	54,477	62,373	686	838,667	373,806	14,919	361	....	50	1,561	415	....	3	155,509	7,229,206	566,107	249,322
Wisconsin	30,945	49,524	606,740	750,775	710,607	833,247	3,689	20,455	16,324	61,965	28	....	4	425	....	....	162,034
Iowa	43,112	69,478	495,611	2,128,416	390,765	474,856	7,360	11,906	1,505	28,599	....	....	654	13,271	....	....	55,899
Dis. of Columbia	43,712	50,244	11,583	47,837	52,435	13,862	5,479	346	312	1,733	1,038	....	....	61,715	....	....	1,038
Total, 1843	17,069,453	19,183,583	100,310,856	494,618,306	105,756,133	145,929,966	24,280,271	7,959,410	3,220,721	15,419,807	315,965	139,240	161,007	185,731,554	747,660,090	89,879,145	126,400,310
Total, 1844	17,069,453	19,552,196	95,607,000	421,953,000	99,493,000	172,247,000	26,450,000	9,071,000	3,627,000	17,715,000	396,790	....	22,800	151,705,000	872,107,000	111,759,000	201,107,000

CULTIVATION OF RICE.

"'Landgrave Thomas Smith, who was governor of the province in 1693, had been at Madagascar before he settled in Carolina. There he observed that rice was planted and grew in low and moist ground. Having such ground at the western extremity of his garden, attached to his dwelling-house in East Bay-street, he was persuaded that rice would grow therein, if seed could be obtained. About this time a vessel from Madagascar, being in distress, came to anchor near Sullivan's Island. The master of the vessel inquired for Mr. Smith as an old acquaintance. An interview took place. In the course of conversation, Mr. Smith expressed a wish to obtain some seed-rice to plant in his garden, by way of experiment. The cook, being called, said he had a small bag of rice suitable for that purpose. This was presented to Mr. Smith, who sowed it in a low spot in his garden, which now forms a part of Longitude-lane. It grew luxuriantly. The little crop was distributed by Mr. Smith among his planting friends. From this small beginning, the first staple of South Carolina took its rise. It soon after became the chief support of the colony.'

"Its introduction contributed much to the prosperity of that part of North America. It became valuable, not only for consumption at home, but as an article for exportation. By an act of parliament, 3rd and 4th of Anne (1706), rice was placed among the enumerated commodities, and could only be shipped directly to Great Britain; but afterwards, in the year 1730, it was permitted to be carried, under certain limitations and restrictions, to the ports of Europe lying south of Cape Finisterre. Its culture had so increased, that, as early as 1724, 18,000 barrels of it were exported; and, from November, 1760, to September, 1761, no less than 100,000 barrels were shipped from South Carolina.

"In 1770, the value of this article exported, being in quantity about 160,000 barrels, amounted to 1,530,000 dollars.

Exports from 1791 to 1843.

YEARS.	Tierces.	Value.	YEARS.	Tierces.	Value.
		dollars.			dollars.
1791	96,980	....	1818	88,181	3,262,697
1792	141,762	....	1819	76 523	2,142,644
1793	134,611	....	1820	71,663	1,714,923
1794	116,486	....	1821	88.224	1,494,923
1795	138,526	....	1822	87.089	1,553,482
1796	131,039	....	1823	101,365	1,820,985
1797	60,111	....	1824	113,229	1,882,982
1798	125,243	....	1825	97,015	1,925,245
1799	110,599	....	1826	111,063	1,917,445
1800	112,056	....	1827	133,518	2,343,908
1801	94,866	....	1828	175,019	2,620,696
1802	79,822	....	1829	171,636	2,514,370
1803	81,838	2,455,000	1830	130,697	1,986,824
1804	78,385	2,350,000	1831	116,517	2,016,267
1805	56,830	1,705,000	1832	120.327	2,152,631
1806	102,627	2,617,000	1833	144,166	2,774,418
1807	94,692	2,367,000	1834	121,886	2,122,272
1808	9,228	221,000	1835	110,851	2,210,331
1809	116,907	2,104,000	1836	212,983	2,548,750
1810	131,341	2,626,000	1837	106,084	2,309,279
1811	119,356	2,387,000	1838	71,048	1,721,819
1812	77,190	1,544,000	1839	93,320	2,460,198
1813	120,843	3,021,000	1840	101,660	1,942,076
1814	11,476	230,000	1841	101,617	2,010,107
1815	129,248	2,785,000	1842	114,617	1,907,387
1816	137,843	3,555,000	1843	106,766	1,625,726
1817	79,296	2,378,880			

"*Wine.*—North Carolina, Pennsylvania, Virginia, Ohio, and Indiana, rank highest, in their order, in the production of wine. In Maryland, Georgia, Louisiana, Maine, and Kentucky, some thousands of gallons are likewise produced. Two acres in Pennsylvania, cultivated by some Germans, have the past autumn (1842) yielded 1500 gallons of the pure juice of the grape, and paid a net profit of more than 1000 dollars. Still, the quantity produced is small. The cultivation of both the native and foreign grape, as a fruit for the table, seems to be an object of increasing interest in particular sections of our country; but any very decided advances in this product are scarcely to be expected.

"Near Mississippi city, in Mississippi, grapes are said to succeed well. One person is mentioned who had, on an average, from vines four years old, over 200 fine bunches to the vine Some others have had over 500 bunches to the vine. Mr. Mottier, of Delhi, near Cincinnati, has six acres wholly devoted to grape-vines. The vineyard was planted in 1829, and began to yield fair returns in two or three years; and, during the whole period, he has lost but a single crop. He finds there a northern preferable to a southern exposure. The Swiss vine-dressers, it is said, say that, in Switzerland and Germany, if they save the crops of three years out of five, they think they do well. 'About 1500 gallons of wine were made last year (1842), for which he finds a ready sale at one dollar per gallon. The Catawba affords a white wine in good repute with connoisseurs, resembling Rhenish. The Cape grape makes a red wine

more like Burgundy. His vines, this year (1843) are in a very promising state; and should nothing untoward occur, he thinks they will yield him from 200 to 400 gallons of wine to the acre.' There are also said to be some half-dozen other vineyards in the vicinity; and the amount of American wine manufactured there, and the preparations for extending the business by Germans from the valley of the Rhine, are stated to be larger than would be imagined. 'The Scuppernong grape of North Carolina has been pronounced by a French gentleman, not very ready to admit the excellence of American grapes, to be equal, if not superior, to any he had ever seen in France.' It is said that, 'in southern climates, under the best management, 2000 gallons an acre may be calculated on as a vineyard product. Some of the vines of ten or twelve years' growth yielded half a barrel a-piece.' A gentleman in North Carolina, who this last year made thirty barrels, intends the next year to make forty or more. The culture of the grape has also been successful in Louisiana, and the following calculations have been said to have been the result of experience: 'One acre planted with 1000 vines will produce a crop of fruit weighing 50,000 lbs., which will yield, after pressing and allowing for all waste, 16,666½ lbs. of pure juice, or 2083 gallons of wine.' Some clusters of the kind, called the grape of Canaan, are said to weigh from five to six pounds a bunch. The grape has also been cultivated very successfully as a fruit for the table, in the vicinity of New York. One gentleman at Croton Point is said to have twenty acres of the Catawba and Isabella grapes. The country abounds with many fine native grapes, some of which have already been adapted for cultivation. A southern journal speaks of the discovery, within the past year, of a white cluster or bunch grape, indigenous to the United States, in a remote unsettled part of Leake county, in Mississippi, on the Yokanodkano river. The bunches are very large; the fruit transparent, thin skinned, and oval; pulp soft, with three seeds inclosed; it is a great bearer, of delicious flavour, and was long known to the Indians. It is called the Yokanodkano grape.

"As a good mode of preserving grapes, it is recommended that they be put 'in tight boxes or kegs in alternate layers with carded bats of cotton.'

"The whole amount of the wine crop in the tabular estimate for the United States, is 139,240 gallons.

"*Madder*, which was mentioned in the report for 1842, is said to repay a net profit of 200 dollars to the acre when properly managed. It produced on the farm of a gentleman, who has devoted some attention to this product in Ohio, at the rate of 2000 lbs. per acre, and he believes it may be made to produce 3000 lbs., which is a greater crop than the average crops of Germany and Holland. It is probable that it may hereafter be more an object with our farmers, but the introduction of its culture among them must be gradual. Nine acres have been planted by one person in 1839, which he harvested in 1842. The labour required is said to be from eighty to 100 days' work per acre, and a crop is not reaped till it is three years old. The nature of the soil in which it is cultivated is said to have considerable influence on the colour of the dye produced from madder.

"*Olives*, it is asserted, may be grown in some of the southern states. A gentleman in Mississippi, is stated, in an agricultural journal, to have 'the olive growing, which, at five years from the cutting, bore fruit, and was as large at that age as they usually are in Europe at eight years old.' 'The olive here,' it is added, 'will yield a fair crop for oil at four years from the nursery, and in eight years a full crop, or as much as in Europe at from fifteen to twenty years of age.' The lands and climate there are stated to be as well adapted to the successful cultivation of the olive for oil, pickles, &c., as any part of Europe. Some hundreds of the trees are said also to have been growing in South Carolina, and the owner expressed his conviction that this product would succeed well on our sea-coast of Carolina and Georgia. The frosts, though severe, did not destroy or injure them; and in one case, when the plant was supposed to be dead, and corn was planted in its stead, its roots sent out shoots. It is well known to be a tree of great longevity—even reaching to 1000 or 2000 years; so that when once established, it will produce crops for a great while afterwards. The expense of extracting the oil is also stated to be but trifling.

"*Indigo*.—This was once a most important crop in South Carolina, and some attention has been given to it by an individual or two in Louisiana, and the enterprise is said to promise success; and enough might undoubtedly be raised in this country to supply our own market, so that we should not be dependent on other nations for this article. Some indigo produced at Baton Rouge is pronounced to have been equal to the best Caraccas, which sells at two dollars per pound; and the gentleman who cultivated it remarks, that one acre of ground there, well cultivated, will yield from forty to sixty pounds; that it requires only from July to October for cultivating it; that there is not connected with it one-third of the expense of time that is generally required for the cultivation of cotton. He, therefore, intends in future to turn his attention to the cultivation of indigo, in preference to cotton.

"*General Remarks*.—The root crops form a very important item as fodder, and are cultivated with increasing success in many parts of the country. The turnip has not yet become as great a favourite among our farmers as it is in England, where very large crops are produced; nor are carrots, the product of which has sometimes in England reached to over thirty-seven tons per

acre; or parsnips, which are said to be excellent food for horses and cattle. Parsnips, also, stand the winter better than any other root vegetable. Swine, too, are fond of them. Besides the *ruta baga*, mangel wurtzel, sugar beet, and other varieties of the beet, occupy a useful place on the farm, and are more or less cultivated in this country.

"An account of an experiment respecting the raising of pumpkins on grass land, and the great amount produced from one vine, furnishes some important facts with reference to the culture of that product, showing that it might be rendered very profitable.

"The productions of the orchard—apples, peaches, and pears, and other varieties of fruit—are most successfully raised for market in some of the states. The peach orchards of New Jersey and Pennsylvania form a source of large profit to their enterprising proprietors. The apple crop suffered severely the past year in some of the New England states.

"Many farmers in Wisconsin territory are said to be beginning to give their attention to the production of wool; large flocks have been introduced into the southern counties.

"Much is doing to ascertain the best breeds of cattle for our country, and many noble specimens have been exhibited the past year at the agricultural fairs in various parts of the union, showing the increasing attention which is given to this subject.

"The products of the dairy, too, and the apiary, with the new methods of raising poultry, might claim a notice. The subject of the best modes of cultivation, manures, and the proportions of the various parts of husbandry to one another, belong to the general subject."—*Mr. Ellsworth's Report.*

Prickly Comfrey.—Some experiments have been made in the New England states for feeding cattle; and that on being gathered only once in two years, an acre produced 2400 bushels. It is regarded as indigenous to America.

Apples.—The following are extracts from letters to Mr. Ellsworth:

"For some years I have been experimenting upon the apple-tree, having an orchard of 20,000 bearing Newtown pippin trees. I have found it very unprofitable to wait for what is termed the bearing year, and, consequently, it has been my study to assist nature, so as to enable the tree to bear every year.

"I have noticed that it produces more profusely than any other tree, and, consequently, requires the intermediate year to recover itself, by extracting from the atmosphere and earth the requisites to enable it to produce.

"One year is too short a time for so elaborate a process, and, if unassisted by art, the intervening year must necessarily be lost. If, however, it is supplied with the necessary substances, it will bear every year—at least, such has been the result of the following experiments:

"Three years ago, in April, I scraped all the rough bark off several thousand trees in my orchard, and washed the trunk and limbs within reach with soft soap, trimmed out all the branches that crossed each other early in June, and painted the wounded part with white lead, to keep out moisture; then split open the bark, by running a sharp-pointed knife from the ground to the first set of limbs in the latter part of the same month, which prevents the tree from becoming bark-bound, and gives the inner wood an opportunity of expanding.

"In July, I placed one peck of oyster-shell lime around each tree, and left it piled about the trunk until November, during which three months the drought was excessive. In November, the lime was dug in thoroughly. The following year (1842), I collected from those trees 1700 barrels of fruit, some of which were sold in New York for four dollars per barrel, and others, in London, for nine dollars; the cider made from the refuse, delivered at the mill two days after its manufacture, I sold for three dollars seventy-five cents per barrel of thirty-two gallons, not including the barrel. *In making cider I never wet the straw.* After gathering the fruit in October, I manured the same trees with stable-manure, having secured to it the ammonia, and covered it immediately with earth.

"Strange as it may appear, this year (1843), the same trees literally bent to the ground with the finest fruit I ever saw. The other trees in my orchard, not treated as above, were barren.

"I am now placing around each tree one peck of charcoal-dust, and propose, in the spring, to cover it from the compost heap.

"I have grown corn, beets, and carrots, in pure charcoal-dust, likewise cuttings of the rose-bush, camella japonica, grape-vine, and wax-plant, and believe it to be one of the most valuable manures we have. Once placed upon the soil, it is there for ever.

"*Plums.*—Fourteen years since, I removed eighty plum-trees from the lower part of my farm in the month of May, and set them in rich, sandy loam land, which is the best soil for them. They were valuable varieties, such as the blue gage, yellow egg, magnum bonum, &c., and had borne profusely four years before they were taken up. For the space of thirteen years after their removal they never bore a single plum, although they grew luxuriantly. In the fall of 1842, I placed half a bushel of shell lime round each tree, and last March, half a bushel of pulverised charcoal. In May they were covered with blossoms, and bore a profusion of fruit.

"When large black excrescences appear on plum-trees, I cut off the limbs affected, and burn them. They are caused by a worm."

CALCULATION AND ESTIMATES OF PRODUCTION OF WHEAT AND OTHER BREAD STUFF GRAINS, AS BEARING UPON CONSUMPTION IN, AND EXPORTATIONS FROM, THE UNITED STATES.

THE following statements and tables are prepared from official accounts, and from a series of observations and tables which were drawn up and published in an extra number of the *Philadelphia Commercial List* for 1842.

The cause of that alarm, which has been so generally manifested by the landed interests of England, as to the United Kingdom, in the event of a free trade in corn and other food from America, has, it will appear, no foundation.

Mr. Gladstone has, with forcible truth and ability, in his recently published remarks, proved how utterly groundless have been the complaints against the liberal portions of the tariff of 1842. The following statements and tables will show that the export of corn and flour from the United States has not increased in proportion to the increase of population, and goes far to prove how little the landed interest of the United Kingdom has to fear from the competition of American agriculture. We could further prove that, in the advance of nations, the consumers of agricultural produce increase more rapidly in numbers than the producers. The reason is, that cities, manufactures, trades, navigation, &c., draw people from cultivating the soil, and from the rural districts. This is especially the case in America.

In the United States the population employed in agriculture has, it is true, increased rapidly, but not so rapidly as the population of the towns, and those employed in the fisheries, in ship-building, in the timber trade, in the fur trade, in the producing of naval stores, in navigating the ocean, rivers, lakes, and canals; and as those employed in manufactures, handicraft trades, and on railways and other public works.

We must also take into our calculation those employed in agriculture, who are not producers of wheat, other bread stuffs, and food, viz., those engaged in the cultivation of tobacco, of cotton wool, and, in Louisiana, of sugar.

The author of the interesting papers which were prepared for the Philadelphia paper, which we have quoted above, describing the wheat crops observes:—

"*It is very generally believed abroad, that this valuable grain is of very general culture in our country, but such is not the fact. This table divides the states and territories into three districts*:—The first embraces the six New England states; the second, the states in what may be called the 'Wheat District,' extending from latitude 35 deg. to 45 deg. north, and from longitude 5 deg. east to 15 deg. west of Washington; and the third, states south of latitude 35 deg. The cultivation of wheat was commenced in the New England states at quite an early date after their first settlement, and with sufficient success to supply the wants of the colonists, but it could not be continued with profit when Pennsylvania was settled, and its lands, more congenial to wheat, subjected to the plough. Then, the *hardy and adventurous sons of the Puritans, found it their interest to 'cultivate' the ocean, and, by exchange of its productions purchase* flour and grain from the descendants of Penn. The efforts made since the revolution, and, by *aid of bounties, even down to within three or four years, to revive the cultivation of wheat in the* eastern section, have proved alike unsuccessful; and the agricultural pursuits of New England will, doubtless, in future be confined to the more suitable

products of Indian corn and potatoes, with pasturage of cattle and increased growth of wool in parts more remote from the sea board.

"With the states south of the wheat section, we have included North Carolina, for although a great part of this state lies north of 35 deg., and wheat is cultivated towards its northern parts, the soil in general is better adapted to Indian corn, and the quantity cultivated is large. It may also be remarked of New Jersey, that, although within the wheat latitude, it cannot be called a wheat growing state, as in all that part towards the ocean on which the state borders for near 150 miles, the soil is too light and sandy for this grain; and Indian corn and rye are its leading products. In reference to the culture of wheat in both these sections—the eastern and the southern—Washington, in his letter to Arthur Young, dated December 5, 1791, gives the following opinion:—'But the country beyond these (New York and New Jersey) to the eastward (and the farther you advance that way it is still more so), *is unfriendly to wheat*, which is subject to *blight and mildew, and, of late years, to a fly, which has almost discouraged the growth of it*. The lands, however, in the New England states are strong, and productive of other crops. To the *southward of Virginia, the climate is not well adapted to wheat, and less so as you penetrate the warmer latitudes.*' Experience has fully confirmed the correctness of his judgment, and, it is now admitted that in *neither of those districts can wheat be raised to profit even in competition with the more remote parts of the great wheat district, since the cost of transportation from those has been reduced by artificial communications.*

"To the north of 45 deg. north on this continent, the length and severity of the winters will prevent the cultivation of wheat to any material extent. This opinion will appear remarkable in England, when it is considered that the most southerly point of Great Britain is near north latitude 49 deg., and that the culture of wheat is successfully extended to north latitude 55 deg. But that island has an open ocean to the north and west, and the North Sea to the east; whereas the American continent, towards the north-west, is unbroken to the Polar Sea, and to the north, and towards north-east, is indented with immense bays, covered by ice for nine months in the year.

"To the west of longitude 15 deg. west of Washington, commence those extensive prairies extending to the Rocky Mountains, on which it is not likely the cultivation of wheat will be extended nor any permanent settlement made, except along some of the water-courses, for years to come. The want of wood and water on those plains will stop the advance of the civilisation in that direction, and leave them to the Buffalo and the Indian. How far it will be practicable to cover them with sheep, horses, and cattle, controlled by man, as on the steppes of the Banda Oriental, remains to be ascertained by experiment.

"The wheat section within 10 deg. of latitude and 20 deg. of longitude, embraces about one-half the surface of the states, or one-fourth of that of the states and territories, but within this there is abundance of untouched land of the finest quality awaiting the invasion of the cultivator. Nor can that be delayed; for the wants of a population constantly increasing both within and without this district, and not regarding foreign countries, demands a rapid increase in the growth of wheat. If our estimate is correct, that the United States and territories will number 22,000,000 inhabitants in 1850, the additional quantity to be raised in that year over 1840, to supply an increase of 5,000,000 consumers at home, and leave seed, &c, must be about 22,000,000 bushels, equal to the whole crop raised in 1800. To bring the cultivation up to this point it becomes necessary that for ten years 130,000 acres of new land per annum should be put under wheat culture alone, and three times that quantity under culture in corn, rye, oats, or in pasturage. To accomplish this will require that the labour of full one-third of the whole increase in population be directed to agricultural pursuits in this district.

"On reference to Table No. 8, it will be observed that we have stated the consumption of wheat at the average of three bushels and a half per head in the eastern district (New England states), four bushels and one-twelfth per head in the wheat district, and two bushels per head in the southern, or cotton and sugar district. These very low estimates will appear remarkable in England, where the consumption of wheat is estimated at six to eight bushels per head. It is, easy, however, to account for this difference, which arises from the more general consumption in this country of Indian corn, rye, and buckwheat, for culinary purposes. In the eastern states, Indian corn and rye are generally used, and, in parts more remote from the sea-coast, wheat bread is almost unknown. In the middle and western states, with the agricultural population in particular, more than half the bread is made of corn and rye meal; and buckwheat is also extensively used. In the southern and south-western states, corn becomes the leading article, and, in some, rice is an important auxiliary; but, to the coloured population (full one-half in those states) wheat is unknown. This will account for the very low estimate of two bushels per head, which we have given for the consumption of wheat in the southern district. Throughout every part of the United States, Indian corn is raised. It is used both green and ripe; is easily prepared for food, and fully as nutritious as wheat. Its usual cost per bushel, in the interior, is about one-third that of wheat, and, for human nutriment, one bushel of Indian corn is perhaps equal to one bushel and three-fourths of barley, or three bushels of oats. It is not, therefore, surprising, that the use of this invaluable grain should be so general, and that of oats and barley unknown—but for animal food and the brewery.

"Although it must be apparent from the views now given of the present state of the growth and consumption of wheat in the United States, that there is no inducement to seek new markets for that grain, we are still interested in any measures that will be likely to give more regularity to the demand for old markets, and greater steadiness to our prices. The measures now in agitation affecting these points are, an alteration of the corn laws of Great Britain, and a new adjustment of our tariff.

"In the former country, the corn law question is so completely mixed up with politics, and surrounded by prejudice, that a clear and disinterested judgment as to what is best for the whole population, will scarcely be attained. It is understood that the new ministry will not present any law allowing a free trade in corn, or establishing a fixed duty, but will adhere to the '*Sliding Scale*,' making some alteration in its graduation.

"By late returns it appears that the population of Great Britain, in 1841, was 18,664,761
" " " " " 1831 " 16,366,011

Increase..... 2,298,750

"Ireland, in 1841	8,205,382	
" " 1831	7,784,536	
Increase.....	410,846	410,846
Aggregate increase of the British Islands in ten years.....		2,609,596

"Without reference to this increase in Ireland, it is evident that to supply that of Great Britain with wheat at the lowest estimated consumption of six bushels per head, requires that the growth in 1841 should exceed that of 1831—13,800,000 bushels; and for seed, starch, &c., we may add 2,200,000 bushels, making 2,000,000 quarters. At the estimated product per acre of three quarters, the increased breadth of land required for wheat alone, would be 660,000 acres, and for barley, oats, potatoes, pasturage, &c., 1,980,000 acres more, say 2,640,000 acres, to supply the wants of 2,298,750 inhabitants. Has this quantity of new land been found on the surface of the island and put under cultivation? or have its industrious farmers, by bringing for manure guano from the Pacific, and bones from the continent, been able to increase the product of the old lands, to meet this demand? In relation to the first inquiry, it is much doubted if any extent of unenclosed first or second quality lands could have been found, and under present circumstances the operation of the corn laws must be to force into wheat culture third quality lands, that can yield no profit even at high prices, and only increase the uncertainty of dependence on home growth for bread. The spirited and intelligent agricultural societies have made great exertions to extend the growth of wheat on the old lands by improved methods of culture, and to a certain extent with success; but still, that increase is not sufficient to meet all the new demands for consumption, and give surplus stocks adequate for the contingencies of their very uncertain climate. A succession of favourable seasons may afford relief for a time, but this cannot be permanent, and some radical change in the system becomes daily more necessary.

"If we look forward ten years, and suppose the population to increase in that time 2,500,000, and that 3,000,000 acres more land must be brought under culture, we would again ask, where is it to be found? The prime minister of England had better give up the search, and by a liberal alteration of the corn laws, endeavour to make bread more uniformly cheap, by allowing wheat to be imported free of duty from those countries that take goods in exchange.

"If the parliament of Great Britain will not make a change in the corn laws sufficiently liberal to give an abundant supply of bread at moderate prices to operatives at home, let it immediately appropriate an adequate sum to carry them to this country. We want no paupers, but sober and industrious men with healthy families will be received *free of duty*, and in our western country they will find food cheap and employment abundant. The *grain* trade must, in short, take this course, the consumer must seek food in other countries, if it is not allowed to reach him at home.

"Had the corn laws been absolutely repealed in 1825, the establishment of manufactories in the United States might have been procrastinated for many years; but no change in those laws can now materially change the course of production in this country, and any alteration made will not be considered as a boon to agricultural nations, but as a measure forced on the government by the wants of a population increasing more rapidly than agricultural productions on a limited extent of land and in an uncertain climate. Great Britain must relinquish the idea of being able to keep provisions *high* at home, and supply all the world with *cheap* goods. This cannot be done without starving the operative.

"The first efforts of the colonists were directed simply to supply their own wants, and those of a continued accession of emigrants from various parts of Europe. *It was well known to them that England, then a grain exporting country, would not receive wheat in exchange for such articles of clothing as they required: and hence came the establishment in the colonies of some coarse manufactures of a domestic kind.* But the hardy sons of New England began to look towards the

ocean for products of exchangeable value, and on the borders of the Chesapeake, labour was directed to tobacco; but the followers of Penn persevered in the cultivation of wheat. This continued to be very much the state of production down to the commencement of the war of 1755. By this time the settlements had extended as far south as Georgia; the population of the colonies had greatly increased, and, in the middle states, cultivation had made considerable progress in land, especially along the waters of the principal rivers. In Pennsylvania, a population of 250,000 had extended to the South Mountain, embracing the counties of Chester, Lancaster, Berks, Northampton, Bucks, and Philadelphia; but even previous to this time, *the rising importance of the trade of the colonies had excited the jealousy and cupidity of the mother country, and laws were enacted to confine their trade to her markets, and to prevent the growth of manufactories with them, even to the making of a horse-shoe.*

"But, at the conclusion of the war of 1755, the condition of the colonies had undergone a material change. Their exports and imports had greatly increased, and so continued up to the commencement of the revolutionary struggle. In the interim, England had, in a great measure, ceased to export wheat, and her West India possessions became more dependent on her North American colonies for supplies. Pennsylvania profited by this demand, and, in exchange for large quantities of flour, bread, &c., exported from Philadelphia, she received the products of the Antilles. As early as the year 1765, her exports were:—Bread, 34,736 barrels; flour, 148,887 barrels; wheat, 367,522 bushels; corn, 60,206 bushels. And, in 1773, bread, 48,183 barrels; flour, 265,967 barrels; wheat, 182,391 bushels; corn, 179,217 bushels. Showing an export of wheat, or wheat products, in 1773, from our city, to places now foreign, greater than in any year subsequent to the revolution. At that time, the exports of bread stuffs from Baltimore and New York were altogether unimportant. South of the Susquehanna, few merchant mills existed. The first of any importance in the vicinity of Baltimore were erected by the Ellicotts and Tysons, who removed from Pennsylvania about the year 1765, and whose energy and enterprise gave that impulse to the millering business there, which, of the little town of Baltimore, on an inlet of the bay, without interior water communications, but with water power convenient for manufacturing purposes, has made a great city.

"The quantity of wheat returned, as the product of the very superior crop of 1839, in New York, was:—

	bushels.	bushels.
		11,853,507
Taken for seed and starch, ten per cent, or.....	1,185,350	
For human food—population returned, 2,428,921, at four bushels and a quarter per head.....	10,327,164	
		11,512,514
Surplus left.....		340,993

about equal to the 'tailings' of such a crop commonly used for animal food. Now the crop of 1839, in New York, no doubt exceeded the average of the three crops preceding, fifteen per cent, and that of 1841 full thirty per cent. This result will appear extraordinary to those who have not fully considered the subject; but it may be reconciled by a view of the flour trade of New York. Suppose we debit that state with all the flour and wheat brought into it from the Lake Country, from New Orleans, and all the Atlantic states, south of it; and then give it credit for all the flour and wheat exported to foreign or domestic ports, continuing the account for five years, so as to have a fair average, what would be the balance in favour of New York production?

"The population of Pennsylvania has not increased so rapidly as that of New York, and although her surplus of wheat is not, perhaps, so great as twenty or even thirty years back, it is still very considerable, but as little good land now remains unbroken in Eastern Pennsylvania, and labour is fast seeking mining and manufacturing employments, this surplus will gradually diminish, and the time is not very remote when our metropolis will have to rely on the country beyond the Ohio, for wheat bread. In all the old wheat districts in the states of Delaware, Maryland, and Virginia, the land is so completely exhausted by continued cropping, that it must be abandoned for years until restored to vigour by the re-operative powers of nature, or transferred to another population, better qualified to recover it by art and industry. In the upper section of those states, and towards the western parts of Maryland and Virginia, a different agricultural system prevails, and there the cultivation of wheat is still on the advance.

"If we make a natural line of the Mississippi to the confluence of the Ohio, and up this river to Pittsburg, and thence draw an imaginary line north to Lake Erie, and continue it round the northern and eastern frontiers of the United States, it will be found, that at this time, the wheat raised in all this section of the United States is about equal to what is consumed in it, and that the whole surplus shipped from the United States to foreign countries including Canada, is in fact produced in the states and territories north and west of the Ohio river. We have stated the whole export in 1840, to September 30th, at 11,208,365 bushels, and the wheat and flour of the crop of 1839, which left those states, &c., for Canada, or came to the Atlantic cities by various outlets,

the Ohio and Mississippi rivers, the canals and railroads of Maryland, Pennsylvania, and New York, was about equal to this quantity. The estimate may, however, be made in another way. In the states and territories beyond the Ohio river, the wheat raised in 1839, 26,000,000 bushels, and allowing 12,000,000 bushels for consumption at four bushels per head, and 2,500,000 bushels for seed, starch, &c., we have left a surplus for export from that section of 11,500,000 bushels. Now, it is a striking fact, that this surplus, in short the whole disposable surplus of the United States, is furnished by that section of our country the most remote from our Atlantic seaports, and with the aid of all the natural or artificial communications existing, it cannot reach those ports, from the places of shipment, much less from the farmer's door, at a charge per bushel and forty-five or fifty cents freight, insurance, commission, and wastage included. From Cleaveland to New York, the charge is about thirty-seven and a half cents; from Pittsburg to Philadelphia about forty cents, and these are the nearest and most convenient shipping points. What then does the farmer in those states get for his wheat when the price in our Atlantic cities is one dollar per bushel? Is it not a matter of serious consideration whether, with our rapidly increasing population, the consumption of wheat has not already approached too close to its production? not leaving a sufficient margin to meet the contingency of a bad crop, which might make it necessary again to import from Europe; and under circumstances not so favourable to obtain supplies as those which existed in 1837 and 1838. It is evident from the experience of the last fifty years, that the increase in the cultivation of wheat, merely extends in proportion to the wants of the home population, not giving any increase in the surplus for export, unless in years of over production, or when the home consumption is lessened by high prices arising from unusual demands for other countries. If permitted to carry this table forward to the year 1850 by analogy, the important items would then stand, perhaps, nearly as follows:—

Population of the United States		22,000,000
„ of the Atlantic cities		1,200,000
„ of the seven interior cities		400,000
Land under wheat culture	acres,	6,000,000
Product of average crop at twenty bushels		120,000,000
Required for seed, starch, &c.	bushels,	12,000,000
For export to foreign places	„	12,000,000
For home use	„	96,000,000

"In this estimate we are induced to advance the average product per acre to twenty bushels, as the great increase in wheat cultivation for the next ten and many succeeding years, must be on the rich virgin soils to the north and west of the Ohio river.

"On examination of No. 4, the first important fact apparent, is the great increase of the export of flour to the British North American colonies in the year ending September 30, 1840. This has arisen from the circumstance that wheat of colonial growth is admitted into England either free, or at a duty not exceeding five shillings per quarter, imperial measure, at any time, and the large quantity shipped from Canada to England has been replaced by imports from the Lake states. This import has been greatly facilitated by the opening of the Welland canal, at the same time, the abundant crop of 1839, has afforded a surplus adequate to this demand. Its continuance will depend very much on the future product of harvests in England, or on changes which may be made in British corn laws.

"In exports to the West Indies, there has also been a material increase of wheat flour and corn meal, and this arises principally from a demand for those English islands in which emancipation has been carried out. From our former great market in Cuba, we are nearly altogether excluded by heavy duties on flour, intended to encourage importations from Spain. The markets of South America continue to take about the usual average quantity, and that no increase of late years has taken place in these demands on us for the markets of Brazil, notwithstanding the great increase in our importations of coffee from that country, may be attributed to the fact, that considerable shipments of flour have been made from Europe to the Brazils of late years.

"To Great Britain our exports of flour present an aspect of irregularity in demand, arising from the uncertainty of crops there, as well as the peculiar working of her corn laws. These of late have been so managed as to admit at low duties large quantities of wheat from the continent of Europe, paid for by export of gold—but to discourage the American shippers, even at moderate prices, and when no specie would have been required in payment. How long this state of things will be permitted to continue, will depend much upon the present ministry in England—but to us the interest constantly lessens in any European market for bread stuffs, as our rapidly increasing population affords a more certain market at home.

"The comparison made in Tables Nos. 5 and 6, does not show any average increase in our exports of flour for five years, ending September 30, 1840—for though the export in 1840 was the greatest ever made from this country, the failure of our crop in 1836, and deficiency in that of 1837, occasioned the exports of 1837 and 1838 to fall full fifty per cent below an average. But it will probably appear that for the next ten years, steady American markets will be found for 1,250,000 barrels, annual average export, if the increased growth of wheat should be such as to meet the wants of a population continually on the advance; and leave such a surplus for export.

I.—Population, compared with the Growth, Consumption, and Export of Wheat, in Three Sections of the United States.

SECTIONS.	Population in 1840.	Crop in 1840.	Used for seed, starch, &c.	Exported to foreign countries.	Consumed for human food.	Imported from wheat section.	Exported from wheat to other sections.	Annual consumption of wheat per head.
	per official census.	bushels of 60 lbs.	bushels.	bushels.	bushels.	bushels.	bushels.	bushels.
States East of Wheat section—Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut	2,234,822	2,000,000	160,000	....	7,750,000	5,910,000	....	3 1-2
Wheat growing section—Latitude 35 deg. to 45 deg. north; longitude 5 deg. east to 15 deg. west of Washington—including New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, Kentucky, Tennessee, Ohio, Michigan, Indiana, Illinois, Missouri, District of Columbia, and North-West Territory	11,317,666	73,000,000	7,190,000	11,300,000	46,200,000	....	8,310,000	4 1-12
States south of 35 deg. north latitude — South Carolina, Georgia, Alabama, Mississippi, Arkansas, and Florida Territory, and including also North Carolina, though nearly all above 35 deg.	3,510,078	5,000,000	400,000	....	7,000,000	2,400,000	....	2
In naval service of the United States	6,100							
Population in 1840	17,068,666	80,000,000	7,750,000	11,300,000	60,950,000	8,310,000	8,310,000	gen. aver. 3 1-10

II.—Increase of Population in the United States, compared with the Growth, Consumption, and Export of Wheat, from 1790 to 1840.

YEARS.	Population of the United States.	Atlantic cities—Boston, New York, Philadelphia, Baltimore, Charleston, New Orleans.	Inland cities—Albany, Buffalo, Cleveland, Detroit, Pittsburg, Cincinnati, Louisville, St. Louis.	Land under cultivation in wheat.	Estimated product of average crop.	Used for seed, starch, and animal food.	Wheat exported to foreign countries, in flour and grain.	Consumed for human food.	Proportion of crop exported.	Average price per bushel of 60 lbs. at Philadelphia.	Value of the wheat crop at market, exclusive of seed, &c.	Average prices in Great Britain.	Average price in Philadelphia in each period of ten years.	Average price in Great Britain in each period of ten years.
	per census.	population.	population.	acres.	bushels of 60 lbs.	bushels.	bushels.	bushels.	per ct.	dollars.	dollars.	pr. qr. of 8 bushs.	per bushl. dolls.	pr. qr. of 8 bushs.
1790	3,929,328	130,051	3,500	1,000,000	17,000,000	1,550,000	4,750,000	10,700,000	28	1 20	18,540,000	51s 11d	..	47s 6d
1800	5,309,758	210,539	9,500	1,300,000	22,000,000	2,100,000	3,300,000	16,600,000	15	2 00	39,800,000	112 3	1 62	62 7
1810	7,239,903	314,795	25,700	1,750,000	30,000,000	2,800,000	4,320,000	22,880,000	14½	1 90	52,680,000	103 3	1 58	82 3
1820	9,638,166	400,023	33,000	2,600,000	38,000,000	4,150,000	5,900,000	27,950,000	15½	0 95	36,100,000	65 7	1 85	86 0
1830	12,866,020	589,434	82,344	3,000,000	50,000,000	4,800,000	6,175,000	39,125,000	12½	1 00	45,200,000	64 3	1 05	58 7
1840	17,068,666	871,621	169,239	4,700,000	80,000,000	7,750,000	11,300,000	60,950,000	14	1 00	72,250,000	66 4	1 29	56 11

III.—Comparative Average Export of Wheat Flour, from the principal Flour Marts of the United States, for three periods, of Five Years each.

YEARS.	British North American provinces.	West Indies.	South America.	Great Britain and Ireland.	France.	Spain and Portugal.	Madeira.	Africa.	Asia.	Average of total exports for five years.
1800 to 1804	50,294	514,277	....	214,309	6,749	127,933	25,345	....	....	1,006,721
1823 to 1827	53,995	418,471	273,100	34,776	174	13,770	5,098	4,545	9,773	858,142
1836 to 1840	135,014	297,831	180,696	159,840	95,818	476	1,146	2,617	2,660	818,533

IV.—Annual Inspection of Wheat and Rye Flour, and Kiln-dried Corn Meal, in the principal Flour Marts of the United States, from 1800 to 1840, inclusive.

YEARS.	Philadelphia.				New York.				Baltimore.				Alexandria.			Georgetown.		Richmond.	Petersburg.	Fredericksb'g.	New Orleans.		Falmouth.	Albany.
	Wheat Flour.	Rye Flour.	Corn Meal.		Wheat Flour.	Rye Flour.	Corn Meal.		Wheat Flour.	Rye Flour.	Corn Meal.		Wheat Flour.	Rye Flour.	Corn Meal.	Wheat Flour.	Rye Flour.	Wheat Flour.	Wheat Flour.	Wheat Flour.	Wheat Flour.	Corn Meal.	Wheat Flour.	Wheat Flour.
	brls.	brls.	hhds.	brls.	brls.	brls.	hhds.	brls.	brls.	brls.	hhds.	brls.	brls.	brls.	brls.	brls.	brls.	brls.	brl.	brls.	brls.	brls.	brls.	brls.
1800..	..	..	..	..	..	..	..	..	325,818	6,948	93	3,240												
1801..	..	..	..	..	..	..	..	..	342,605	13,827	50	3,554												
1802..	..	..	..	..	..	..	..	..	426,012	1.896	159	2,048												
1803..	..	..	..	..	..	..	..	..	325,955	2,426	123	1,260												
1804..	..	..	..	..	..	..	..	..	252 026	1,930	333	1,891	142,935	11	536									
1805..	..	..	..	..	..	..	..	..	340,090	8,726	190	881	119.372	28	27									
1806..	..	..	..	..	..	..	..	..	350.774	4.662	332	1,145	123,747	..	1619									
1807..	..	..	..	..	..	..	..	..	490.200	4,512	79	2,591	219.359	..	51									
1808..	..	..	..	..	..	..	..	..	258,197	1,288	..	511	148,214	3										
1809..	..	..	..	..	..	..	..	..	423,278	785	83	2,327	168,697	..										
1810..	..	..	..	..	..	..	..	..	363,955	3,543	22	2,460	163,312	..										
1811..	..	..	..	..	..	..	..	..	530.052	20,014	..	8,647	137,449	2069	533									
1812..	474,132	42,105	1175	18,933	..	..	..	..	552,699	21,130	..	6,178	188,866	379	1079									
1813..	359,555	6,780	4149	3,122	389,617	38,736	3,374	5,499	291,393	5,216	..	1,263	180,267	29	523									
1814..	243,570	2,158	956	147	205,683	7,591	18	403	156,165	1,108	..	128	103,030	..										
1815..	335,046	6,098	6037	20,364	312,003	12,906	5.012	5,901	388,342	2,777	..	1,470	110,620	15										
1816..	296,392	20,446	6809	14,671	271,541	22,902	7,486	7,064	394,976	7,677	..	202	158,552	11										
1817..	352,464	54,945	5982	14,008	376,029	110,728	7,107	8,746	398,833	13,685	512	993	209,470	103										
1818..	287,793	59,990	7233	19,674	328,399	91,226	10,164	11,078	430,167	10,031	574	4,015	158,746	754	980									
1819..	246,330	26,866	8619	14,654	218,452	30,674	7,457	6,163	465,657	2,900	648	1,769	176,931	2	300	81,743	..	159,500	59,173					
1820..	400,814	20,696	8508	18,670	267,365	35,062	9,975	7,443	577,058	4,271	425	6,012	233,505	..	..	107,372	..	152,924	56,593	81,478				
1821..	396,066	20,874	6839	24,917	258,902	20,175	10,389	7,391	485,818	2,927	221	8,287	208,507	..	98	92,208	..	137,360	55,577	72,912				
1822..	271,397	26,100	7567	19,268	342,825	26,154	7,364	9,769	429,377	6,735	226	3,222	171,577	374	15	68,197	..	102,424	38,553	55,467	120,159			
1823..	302,293	32,225	6484	20,524	347,876	37,299	8,179	15,322	442,468	6,056	42	1,017	102,819	40	..	55,565	..	111,526	28,496	52,036	114,735			
1824..	301,333	34,327	7936	37,336	360,511	27,872	9 236	26,608	544,890	5,770	20	6,471	133,024	411	..	69,284	..	99,128	54,072	51,268	100,920			
1825..	294,289	33,808	6502	24,690	446,611	20,682	8,279	19,608	510,425	2,929	..	6,999	170,711	..	..	62,964	..	173.203	37,818	56,044	140,546			
1826..	342,250	15,810	7129	22,010	527,700	10,370	11,490	12.220	596,348	1,102	..	2,749	178,755	..	..	78,920	..	113,786	30,000	34,707	129,094			
1827..	351,517	20,422	6161	30,756	652,032	12,191	10,708	15,170	572,759	1,874	..	5,266	140,447	..	..	66,044	..	121,664	17,900	35,000	131,096			
1828..	333,764	29,138	8832	45,436	647,525	21,692	9,931	24.701	546,450	4,409	415	8,821	146,784	..	..	79,815	..	149,147	50,000	100,000	152,593			
1829..	297,206	39,523	7710	6,483	670,262	24,522	8,572	19,466	473,604	12,801	1609	6,483	156,849	368	..	104,077	..	204,488	60,350	96,060	157,323			
1830..	473,876	21,712	7498	19,949	870,585	15,192	9.663	10,316	597,804	4,436	588	5,458	187,432	..	..	139,713	..	251,024	72,000	79,336	133,700		46,406	
1831..	474,076	24,757	7980	23,015	928,280	9,222	9 951	24,076	555,136	3,318	416	7,092	193,735	72	..	194,976	30	173,688	52,386	74,227	360,580	1996	51,309	
1832..	384,844	23,163	8141	24,445	840,026	12,676	7,154	12,774	527 446	1,729	303	7,246	158,223	..	..	152,772	8	176,730	68,915	55,207	210,887	2963	40,000	
1833..	392,529	40,011	7549	40,415	1,003,466	16,007	5,848	29,300	523,656	5.887	364	9,152	125,668	..	..	108,230	..	243,995	55,319	44,684	262,739	1665	55,320	
1834..	319,559	31,173	5797	31,173	1,259,793	17,454	7,164	34,040	489,365	4,464	912	4,068	102,925	..	..	119.685	13	156,788	50,171	46,868	320,650	1532	50,000	
1835..	361,276	36,864	5813	39,121	1,154,613	13,411	6,982	25,277	527,266	5,807	1405	4,301	66,438	..	..	110,840	15	204,151	44,937	53,222	285,705	8762	48,000	
1836..	337,917	46,576	6947	53,975	1,133,554	2,401	9,562	22,016	400,230	22,515	2520	16,256	36,543	..	..	108,513	374	129,131	27,527	26,810	287,191	3004	25,000	
1837..	214,339	31,601	6082	39,289	1,004,488	12,632	6,222	23,575	399,064	15,887	800	8,373	38,604	..	..	61,618	..	140,984	23,350	18,491	264,356	3004	22,100	
1838..	292,763	40,111	9108	53,426	1,183,871	24,200	8.110	27.068	430,247	15,495	1303	5,458	36,426	185	300	43,058	1587	137,708	27,628	49,931	307,610	3204	21,508	86,768
1839..	425,513	40,600	6491	45,854	1,239,567	9,983	4,873	20 548	560,875	5,444	894	6,220	57,311	..	60	209,692	84	303,687	50,047	51,429	482,525	4404	13,248	88,539
1840..	616,207	43,487	6928	26,146	1,863,313	14,288	..	70,333	779,918	5,676	1196	12,789	51,089	141	200	207,353	..	229,965	56,871	42,921	496,194	2221	36,894	120,820
1841..	511,981	40,533	7606	84,100	..	..	..	..	628,874	3,582	459	10,736	61,317	..	3612	214,466	..	149,750	..	49,984				

Note.—The returns for the city of New York, in 1837 and 1839, are incomplete, the returns being only from May 1st to December 31st in those years; consequently the returns are estimated for two years.

V.—Destination of Wheat Flour and Rye Flour, Indian Corn Meal, and Indian Corn, Exported from the United States, annually, from 1800 to 1843, inclusive. Commencing the 1st of October in each Year.

YEARS.	AMERICA.			EUROPE.					AFRICA.	ASIA.	ALL COUNTRIES.			
	British North America.	West Indies.	South America.	Great Britain and Ireland.	France.	Spain and Portugal.	Madeira.	Other parts of Europe.	All parts.	All parts.	Destination uncertain.	Rye flour.	Indian Corn meal.	Indian corn.
	barrels.	barrels.	barrels.	barrels.	barrels.	barrels.	barrels.	barrels.	barrels.	barrels.	barrels.	bushels.	bushels.	bushels.
1800	26,472	411,611	....	172,815	....	7,883	13,178	....	....	....	21,093	392,267	919,355	1,768,162
1801	25,452	497,021	....	479,720	....	54,691	19,491	...	....	....	26,069	33,292	266,816	1,633,283
1802	30,434	558,316	....	208,744	14,628	145,193	28,205	10,055	....	....	170,673	barrels.	barrels.	
1803	38,324	592,488	....	203,127	18,045	267,345	24,599	8,695	....	....	159,230	28,273	133,606	2,079,608
1804	30,789	511,950	....	7,140	1,074	164,554	41,253	3,041	....	....	50,207	21,799	111,327	1,944,874
1805	17,608	528,130	....	36,752	....	126,279	23,127	4,395	....	....	41,222	23 450	116,131	861,501
1806	32,000	410,201	....	127,619	....	110,469	26,230	23,217	....	....	52,988	18 090	108,342	1,064,263
1807	44,244	640,758	....	323,968	....	116,194	40,902	20,255	....	....	63,498	29,067	136,460	1,018,721
1808	10,514	154,462	....	2,922	....	72,210	8,124	....	....	....	15,581	6,167	30,818	249,533
1809	17,288	307,134	....	159,741	....	105,196	87,082	61,773	....	....	108,033	1,306	57,260	522,047
1810	18,397	303,971	....	92,136	....	233,132	49,801	8,279	....	....	92,715	5,078	86,744	1,054,252
1811	31,813	404,464	....	38,183	2,966	835,179	85,487	....	....	....	86,920	29 375	147,423	2,790,850
1812	28,245	269,733	....	28,429	....	938,944	37,763	7,303	....	....	139,075	69,839	90,810	2,039,999
1813	337	235,374	....	....	....	972,500	19,903	....	....	....	32,829	65,680	58 521	1,486,970
1814	600	152,103	....	....	....	4,362	890	495	....	....	34,824	2,716	26,438	61,284
1815	74,057	444,179	....	104,885	64	115,029	40,247	2,367	....	....	81,911	6,016	72,364	830,516
1816	114,532	320,210	....	5,572	6,234	147,881	18,305	7,512	....	....	108,807	8,373	89,119	1,077,614
1817	130,734	478,781	28,789	706,601	27,700	32,917	24,589	43,586	3990	1,511	....	78,067	106,763	384,454
1818	96,125	480,825	55,083	389,530	25,694	43,010	28,714	26,139	7757	4,820	....	107,335	120,029	1,675,190
1819	87,909	405,456	90,176	51,847	3,257	31,491	25,495	42,631	4894	7,334	....	48,388	135,271	1,086,762
1820	199,447	603,639	95,380	171,772	10,470	12,272	26,921	52,836	3053	11,246	....	37 014	146,316	533,741
1821	131,035	551,396	156,888	94,541	1,175	71,958	26,572	9,074	3123	10,357	....	23,523	131,669	607,277
1822	89,840	436,849	211,039	12,096	228	25,104	21,375	976	3929	26,429	....	19 971	148,288	509,098
1823	29,681	412,468	198,256	4,252	51	62,387	4,752	2,088	903	11,864	....	25,665	141,501	749,034
1824	39,191	424,359	357,372	70,873	426	939	25,851	47,449	3883	6,439	....	31,879	152,723	779,297
1825	30,780	429,760	252,786	27,272	102	730	3,597	55,818	7623	15,438	....	29,545	187,285	869,644
1826	72,904	433,094	285,563	18,357	275	504	6,119	27,716	5403	7,885	....	14,472	158,652	505,381
1827	107,420	362,674	271,524	53,129	19	4,293	5,171	52,114	4909	7,238	....	13,345	131,041	978,644
1828	86,630	370,371	307,834	23,258	6,265	294	4,061	54,374	1737	5,662	326	22,214	174,639	704,902
1829	91,088	248,246	235,492	221,176	17,464	599	3,779	15,284	221	3,947	99	34,191	173,775	897,657
1830	149,996	281,276	348,593	326,182	56,590	10,222	9,628	37,553	2080	5,114	230	26,298	145,301	444,107
1831	150,795	373,050	319,065	879,430	23,991	361	12,811	35,416	2751	8,305	551	19,100	207,604	571,312
1832	135,646	337,358	175,052	95,958	77,161	391	9,058	30,634	1695	870	1,097	17,254	146,710	451,230
1833	168,127	354,576	360,017	22,207	961	3,569	4,994	30,723	3842	6,956	156	36,038	146,678	487,174
1834	134,975	341,478	295,428	19,687	2,850	590	5,094	26,474	2199	6,176	403	39,151	149,609	303,449
1835	75,406	382,841	279,788	5,376	501	564	3,100	20,247	3039	7,290	1,244	30 854	166,784	755,781
1836	42,300	284,710	169,776	161	....	358	1,604	6	2044	4,076	325	36,646	140,917	124,791
1837	23,316	194,093	99,628	....	....	300	....	8	693	449	282	28,323	159,435	151,276
1838	29,591	226,559	178,366	8,295	7	475	....	17	1855	2,846	150	22,864	171,843	172,321
1839	149,407	333,940	246,061	169,829	11,886	....	1,040	7,433	6199	4,504	....	29 458	165,672	162,300
1840	32,356	474,385	289,651	620,919	73,925	1,250	3,087	13 553	4225	1,035	10,770	53,218	206,063	574,279
1841	377,806	466,584	363,011	208,984	1,340	562	5,408	21,249	8122	983	26,556	44,031	232,284	535,527
1842	369,048	393,713	255,725	208,024	479	225	331	6,558	3290	5,662	27,088	34,190	209,199	600,308
1843	190,322	293,022	285,239	19,436	3,304	8	4,506	6,568	5810	1,781	24,530	21,770	174,354	672,608

On referring to the Inspection Tables it will be observed, that the great increase in the supply of flour brought to market, is to ports east of the Potomac, as no material change is apparent in the average inspections of the ports of Virginia for some years; and in the district of Columbia, what Georgetown has gained by the opening of the Ohio canal to the Shenandoah valley, Alexandria has lost.

VI.—STATEMENT of the Exports of Flour and Wheat from the United States, from the Year 1790 to 1843, and also of the Average Price of Wheat in England, and of Flour in Philadelphia, and the Population of the United States during the same period.

YEARS.	Bushels of Wheat exported.	Average price of Wheat in England, per Quarter.		Barrels of Flour exported.	Average price of Flour at Philadelphia, per barrel.		Value of Flour exported at average prices, in Philadelphia.	Quantity of Flour shipped to England	Exports of Flour from Canada.	Population of the United States.
		s.	d.		dlrs.	cts.	dollars.	barrels.	barrels.	
1790	1,124,458	53	2	724,623	5	56	....	....	....	3,929,326
1791	1,018,339	47	2	619,681	5	22	3,234,735			
1792	853,790	41	9	824,464	5	25	4,318,436			
1793	1,450,575	47	10	1,074,639	5	90	6,340,370	....	10,900	
1794	698,797	50	8	846,010	6	90	5,837,469	....	13,700	
1795	141,273	72	11	687,369	10	60	7,286,111	....	18,000	
1796	31,226	76	3	725,194	12	50	9,064,955	....	4,300	
1797	15,655	52	2	515,633	8	91	4,594,190	....	14,000	
1798	15,021	50	4	567,558	8	20	4,653,975	....	9,500	
1799	10,056	66	11	519,265	9	66	5,016,099	....	14,400	
1800	26,853	110	5	653,052	9	86	6,439,092	172,815	20,000	5,319,762
1801	239,929	115	11	1,102,444	10	40	11,465,417	479,720	38,000	
1802	280,281	67	9	1,156,248	6	90	7,978,111	208,744	28,200	
1803	686,415	57	1	1,311,853	6	73	8,828,771	203,127	15,432	
1804	127,024	60	5	810,008	8	23	6,666,365	7,140	14,067	
1805	18,041	87	1	777,513	9	70	7,541,876	36,752	18,590	
1806	86,784	76	9	782,724	7	30	5,713,885	127,619	10,997	
1807	776,814	73	1	1,249,819	7	17	8,961,202	323,968	20,442	
1808	87,333	78	11	263,813	5	69	1,501,095	2,922	42,462	
1809	393,889	94	5	846,247	6	91	5,847,566	159,741	19,476	
1810	325,924	103	3	798,431	9	37	7,481,298	92,136	12,519	7,239,903
1811	216,833	92	5	1,445,012	9	95	14,377,869	38,183	10,340	
1812	53,832	122	8	1,443,492	9	83	14,189,526	28,429	37,625	
1813	288,535	106	6	1,260,242	8	92	11,247,602	....	517	
1814	....	72	1	193,274	8	60	1,662,156	....	1,217	
1815	17,634	63	8	862,739	8	71	7,514,456	104,855	1,920	
1816	62,321	76	2	729,053	9	78	7,130,138	5,572	1,135	
1817	96,407	94	0	1,479,198	11	69	17,291,824	706,601	38,047	
1818	196,808	83	8	1,157,697	9	96	11,530,662	389,530	30,543	
1819	82,065	72	3	750,500	7	11	5,337,192	51,847	12,985	
1820	22,137	65	10	1,177,036	4	72	5,555,609	171,772	45,369	9,638,166
1821	25,821	54	5	1,056,119	4	78	5,048,248	94,541	22,635	
1822	4,418	43	3	827,865	6	58	5,447,351	12,096	47,247	
1823	4,272	51	9	756,702	6	82	5,160,708	4,252	46,250	
1824	20,373	62	0	996,792	5	62	5,601,971	70,873	41,901	
1825	17,990	66	6	813,906	5	10	4,150,920	27,272	40,003	
1826	45,166	56	11	857,820	4	65	3,988,863	18,355	33,640	
1827	22,182	56	9	868,496	5	23	4,542,234	53,129	54,023	
1828	8,906	60	5	860,809	5	60	4,820,530	23,258	35,720	
1829	4,007	66	3	837 385	6	33	5,300,647	221,176	11,783	
1830	45,789	64	3	1,227,434	4	83	5,928,506	326,182	71,749	12,866,020
1831	408,910	66	4	1,806,529	5	67	10,243,019	879,430		
1832	88,304	58	8	864,919	5	72	4,947,337	95,958	31,419	
1833	32,421	52	11	955,768	5	63	5,380,974	22,207	51,435	
1834	36,948	46	2	835,352	5	17	4,418,770	19,687	26,812	
1835	47,762	39	4	779 396	5	88	4,582,848	5,376	16,976	
1836	2,062	48	6	505,400	7	99	4,038,146	161	18,125	
1837*.....	17,303	55	10	318,719	9	37	2,986,397	....	7,794	
1838*.....	6,201	64	7	448,161	7	79	3,491,174	8,295	26,985	
1839	96,325	70	8	916,161	6	50	1,670,512	167,585	19,732	
1840	1,720,860	66	4	1,897,501	5	00	6,925,170	620,919	303,071	17,068,666†
1841	868,585	64	4	1,515,817	....		10,143,615	208,984		
1842	817,958	57	3	1,283,602	....		7,375,356	208,024		
1843	311,685	50	1	841,474	....		3,763,073	19,436		

* In 1837, when the previous harvest in the United States yielded under an average crop, the imports of wheat amounted to much more than double the quantity ever exported in any one year; viz., to 3,921,259 bushels, imported from various countries. In 1838 there were imported 896,560 bushels of wheat, and 12,731 bushels of flour.

† The population returns for the present year, 1845, may be placed at about 20,000,000.

PROVISIONS AND LIVE STOCK EXPORTED.

The rearing of horned cattle and of swine, for provisions, for tallow, for lard, and for their skins, has not been neglected in the United States. But, unless it may be the pork and lard of the north-western states, the quantity salted or prepared for foreign markets, has scarcely increased. This will appear from the following table.

QUANTITY and Value, the Produce of Animals, Exported from the United States, in each Year, from 1791 to 1844.

YEARS.	Quantity of Beef.	Quantity of Pork.	Value of Beef, Tallow, Hides, and Live Cattle.	Value of Butter and Cheese.	Value of Pork, Bacon, Lard, and Live Hogs.	Value of Horses and Mules.	Value of Sheep.	Aggregate Value.
	barrels.	barrels.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1791	62,771	27,781						
1792	74,638	38,098						
1793	75,106	38,563						
1794	100,866	49,442						
1795	96,149	88,193						
1796	92,521	73,881						
1797	51,812	40,125						
1798	89,000	33,115						
1799	91,321	52,268						
1800	75,045	55,167						
1801	75,331	70,779						
1802	61,520	78,239						
1803	77,934	96,602	1,145,000	585,000	1,890,000	460,000	55,000	4,135,000
1804	134,896	111,532	1,520,000	490,000	1,990,000	270,000	30,000	4,300,000
1805	115,532	57,925	1,545,000	415,000	1,960,000	220,000	1,500	4,141,000
1806	117,419	36,277	1,360,000	481,000	1,096,000	321,000	16,000	3,274,000
1807	84,209	39,247	1,108,000	490,000	1,157,000	317,000	14,000	3,086,000
1808	20,101	15,478	265,000	196,000	398,000	105,000	4,000	968,000
1809	28,555	42,652	425,000	264,000	1,001,000	113,000	8,000	1,811,000
1810	47,699	37,209	747,000	318,000	907,000	185,000	12,000	2,169,000
1811	76,743	37,270	1,195,000	395,000	1,002,000	254,000	20,000	2,866,000
1812	42,757	22,746	524,000	325,000	604,000	191,000	9,000	1,657,000
1813	43,741	17,337	539,000	95,000	457,000	8,000	2,000	1,101,000
1814	20,297	4,040	241,000	59,000	176,000	1,000	5,000	482,000
1815	13,130	9,073	407,000	242,090	498,000	155,000	30 000	1,332,000
1816	33,239	19,280	738,000	223,000	719,000	364,000	49,000	2 093,000
1817	37,889	14,462	845,000	213,000	537,000	432,000	42,000	2,069,000
1818	36,875	17,553	648,000	195,000	754,000	280,000	59,000	1,936,000
1819	34,966	28,173	598,000	297,000	1,009,000	100,000	21,000	2,025,000
1820	53,191	44,091	858,000	302,000	1,179,000	85,000	23,000	2,447,000
1821	66,887	66,647	698,323	190,287	1,354,116	59,830	22,175	2,324,731
1822	97,610	68,352	844,534	221,041	1,357,899	93,753	12,276	2,529,503
1823	61,418	55,529	739,461	192,778	1,291,322	123,373	15,029	2,361,963
1824	66,074	67,229	707,299	204,205	1,489,051	213,396	14,938	2,628,889
1825	88,025	85,709	930,465	247,787	1,832,679	283,835	20,027	3,314,793
1826	72,886	88,994	733,430	207,765	1,892,429	247,543	17,693	3,098,860
1827	90,685	73,813	772,636	184,049	1,555,698	173,629	13,586	2,699,598
1828	66,640	53,836	719,961	176,354	1,495,830	185,542	7,499	2,585,186
1829	51,100	59,539	674,955	176,205	1,493,629	207,858	10,644	2,563,291
1830	46,842	45,645	717,683	142,370	1,315,245	182,244	22,110	2,379,652
1831	60,770	51,263	829,982	264,796	1,501,644	218 015	14,499	2,828,936
1832	55,507	88,625	774,087	290,820	1,728,196	164,034	22,385	3,179,522
1833	64,322	105,870	958,076	258,452	2,151,558	167,330	21,464	3,556,880
1834	46,181	82,691	751,259	190,009	1,796,001	233,554	29,002	3,003,875
1835	38,028	61,827	638,761	164,809	1,776,732	285,028	36,566	2 901,896
1836	50,226	22,550	699,116	114,033	1,383,344	346,689	18,548	2,561,730
1837	28,076	24,583	585,146	96,176	1,299,796	368,194	16,852	2,366,064
1838	23,491	31,356	528,231	148,191	1,312,346	331,620	20,462	2,340,850
1839	16,189	41,301	371,646	127,550	1,777,230	291,625	15,960	2,584,011
1840	19,081	66,281	623,373	210,749	1,894,894	246,320	30,698	3,006,034
1841	56,537	133,292	904,918	504,815	2,621,557	293,143	35,767	4,360,180
1842	48,581	180,032	1,212,638	388,185	2,629,463	299,654	38,892	
1843	37,812	80,301	1,092,949	508,968	2,120,090	212,696	29,061	
1844								

The increase of exports during the year ending the 30th of September, 1842, and during the nine months ending the 30th of June, 1843, has been attributed in this country to the British tariff, which came into operation in the latter end

of 1842. In order to show the fallacy of such an assertion, it must be remarked that the exports of 1842 were effected before the British tariff came into operation ; that the duty on butter, cheese, and tallow, were not reduced in that tariff; that no live cattle, hogs, sheep, horses, or mules, were exported at all to the United Kingdom; and that the exportation of beef, pork, hams, bacon, lard, tallow, butter, hides, &c., were chiefly to the following countries, viz., in 1842, and for the nine months ending the 30th of June, 1843.

ARTICLES.	Foreign West Indies and South America.		British Possessions.		United Kingdom.		France.		All Countries.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
1842		dollars.		dollars.		dollars.		dollars.		dollars.
Beef... .brls.	22,202		15,036		2,001		2,649		48,581	
Tallow ....lbs.	176,874		550,322		1,714,320		4,574,247		7,038,092	
Hides.....No.	14	123,436	29,843	360,929	6,731	168,697	14,942	441,697	58,157	1,212,638
Horned cattle .....do.	76		9,811		none		none		9,887	
Pork.....brls.	29,385		131,289		6,900		3,939		180,032	
Hams and bacon.....lbs.	1,763,038		459,293		460,274		45,407		2,518,841	2,629,403
Lard .....do.	7,343,814	912,562	692,547	97,199	3,430,738	237,028	8,438,356	502,108	20,102,397	
Hogs .....No.	516		5,048		none		none		5,564	
Butter....lbs.	475,465		575,189		676,265		do.		2,055,183	388,185
Cheese....do.	227,892		484,227		1,414,784		do.		2,456,607	
1843										
Beef.....brls.	12,670		10,948		6,886		966		37,812	
Tallow....lbs.	463,420		259,446		3,653,614		2,957,873		7,489,882	
Hides.....No.	none	115,264	1,827	207,988	8,882	381,769	35,741	341,620	50,340	1,092,949
Horned cattle.....do.	4		5,176		none		none		5,181	
Pork.....brls.	21,828		49,443		3,230		1,355		80,310	
Hams and bacon.....lbs.	1,320,316		280,866		656,328		65,807		2,422,067	2,120,020
Lard .....do.	6,553,791	794,399	837,823	502,683	4,569,484	512,683	11,762,510	634,647	24,534,217	
Hogs .....No.	197		6,935		none		none		7,162	
Butter....lbs.	555,778		1,274,524		1,059,776		71,911		3,408,247	508,986
Cheese....do.	557,722		502,295		2,313,643		13,371		3,440,144	

The imports into the United Kingdom of the above articles, the produce of the United States, have been of comparatively unimportant value; of those on which duties have been reduced in the tariff of 1842, none are of any consequence in the amount imported except lard, and France has taken more than double the quantity of lard from America that has been imported from the United States.

Lard and lard oil will hereafter continue to be one of the principal animal products which America will export. Not for food, but for burning in lamps, and for the use of machinery and of manufactures.

PORK TRADE OF CINCINNATI.

"Twenty years since (says a recent writer on this business), we are told, it was so insignificant, that no one house was engaged in it exclusively, and the whole number of hogs then cut in one season did not exceed 10,000. At that period the hogs were killed (as isolated farmers now kill them in the country) out of doors, and then hung upon a pole. The butchers charged the farmers twelve and a half to twenty cents, per head, for killing them, and the offal as at present. From this insignificant beginning the business has increased, so that the number of hogs killed this year (1842) will probably reach 250,000, and the butchers now frequently pay ten to twenty cents premium per head for the privilege of killing them. And instead of a few houses incidentally engaged in the business a part of the year, there are now twenty-six pork houses exclusively engaged in it, and which

use a capital of *nearly* 2,000,000 *of dollars, which, by the way, has been mostly foreign this season, owing to the disasters of the last three years.*

"The district of country in the west devoted to the raising of pork as an article of commerce, includes Ohio, Kentucky, Indiana, Illinois, Missouri, Iowa, and a part of Tennessee; but the bulk of the business is done within a circle of 300 miles in diameter, with Cincinnati as its centre, including the contiguous parts of Ohio, Kentucky, and Indiana. Hogs, are, however, frequently driven to this market from a distance of 200 miles, as notwithstanding large numbers are killed at various places in the Wabash and Miami valleys, at Madison, Indiana, Portsmouth, Chillicothe, &c., this business will concentrate in the largest cities, where labour, salt-barrels, and other facilities are naturally most abundant. In a populous city, also, the steaks, spare-ribs, &c., not used in packing, can always be disposed of for cash, without loss; and in this city, also, if anywhere in the west, active cash capital is always found.

"In the above district the number of hogs prepared for market this season will not fall short of 500,000 (and this is not a larger number than usual), besides the vast amount detained for domestic consumption. Of this number 250,000 are probably packed in Cincinnati, 150,000 more will probably come here for a market or reshipment, and 100,000 more may be set down as the estimate for those that will be shipped from various other towns on the river, without being landed here. Of the above number 75,000 are raised in the Wabash valley alone.

"Our hogs are fed on Indian corn exclusively. They are never '*fed on mutton,' as an English nobleman lately stated at an agricultural fair.* The stock is well crossed with imported animals from Europe, of the various Chinese, Irish, English, and Russian breeds, and is probably exceeded by none in the United States. Hogs have been raised here, weighing over 1200 lbs., but the average runs from 200 to 250 lbs.—the latter size being the most desirable.

"In Kentucky, the drovers frequently buy the hogs alive of the farmers by gross weight, as is sometimes the case in Ohio and Indiana. But generally the farmers club together (each one having his hogs marked), and drive them to market themselves in droves of 500 to 1000, and seldom less than 500, except in the immediate vicinity of the city. During the first day or two the hogs cannot well travel more than four to six miles; but after that they travel eight and sometimes ten miles per day, depending upon the condition of the roads. The Yorkshire are said to be the best travellers.

"Having reached some of the extensive slaughtering establishments in the neighbourhood of the city, a bargain is made with the butchers to kill and dress them, which is done for the offal, and the hogs, after being dressed, are carried to town at the expense of the butcher.

"The hog is bought by the pork packer, completely dressed by the butcher, and delivered at the pork-house."

Notwithstanding the above account, it does not appear that the export of pork or beef to foreign countries has, or will, increase (see tabular statements). The increased consumption of animal food by the large towns, by those engaged in the inland and coasting, and foreign navigation, in the lake, river, shore bank, and whale fisheries, will keep pace with the probable increase of cattle and hogs raised for beef and pork.

Lard, Lard Oil, and Vegetable Oils.—Mr. Ellsworth in his reports for 1842 and 1843, states:—

"The subject of the manufacture of oil from corn and lard was introduced to the notice of the public in the report of last year. As corn oil has heretofore been connected with distillation, although it is easily made, and answers a good purpose, less attention has been devoted to it. It has been suggested, on good authority, that it can be gathered from the mash which is prepared for fermentation for feeding swine. If this should be confirmed by further experiments, as it would not be liable to the same objection urged against the former,

the manufacture of spirituous liquors, it may hereafter be carried on to a great extent. No doubt seems to be entertained of its value for burning, and all other purposes to which oil is applied but paintings.

"Much interest has been felt on the subject of oil from lard, and the almost daily inquiries respecting its process of manufacture, &c., and its close connexion with the question of disposing of our agricultural products, forms a reason for giving it a more extended consideration in these remarks. Complete success has attended the enterprise. Several large factories for the manufacture of this oil have been some time in operation in Cincinnati, and thousands of gallons are daily prepared for home consumption and exportation. It is also carried on at Cleveland, Ohio; Chicago, Illinois; Burlington, Iowa; Hannibal, Missouri; and other places both in the western and Atlantic states.

"It is considered much superior to olive or sperm oil for machinery and for the manufacture of woollens, &c. It can be furnished also at half the price, and therefore it will doubtless supersede that article of import. As it contains less gelatine than other oils, it is found much better for combing wool, for which purpose a single factory wished to contract for 10,000 gallons from one establishment. An order for 600 gallons, with this view has already been received for the use of a cloth factory in Huddersfield, England. Repeated experiments, too, have shown, that for the purpose of combustion no oil is superior.

"The following are given as the relative constituents of lard oil and sperm oil, in 100 parts of either:—

	carbon.	hydrogen.	oxygen.
Lard oil . .	79.03	11.422	9.548
Sperm oil . .	79.05	11.6	8.9

"It will be thus seen that the difference in carbon is only 3.00; about the same in hydrogen; while in oxygen it is about 4.10 in favour of the lard oil. The large quantity of carbon proves that it may be relied on as a material for giving light, as it is well ascertained that whenever carbon predominates in an animal oil the article is capable of a high degree of luminous power. Experiments have been made by Mr. Campbell Morfit, of Philadelphia, These resulted in favour of lard oil. About sixty lbs. in 100 lbs. of good lard, in tallow only twenty-eight lbs. is oil; and the processes of manufacture resorted to, show that it may be made a profitable business."—*Report for* 1842.

"The amount of lard and tallow worked into oil, and stearine candles, in the vicinity of Cleveland the past year, is 250 tons; while the year before it was only eighty tons. The process adopted with respect to sperm oil, in producing *stearine*, has not been found to answer with regard to lard and oil, on account of the different mode of their crystallisation. Compression answers in the former case; but in the latter it has a tendency to confine the fluid parts that may be separated. The usual modes, by the use of alcohol, camphor, acids, and alkalies, are found too expensive; but, by the improved method described by Mr. Stafford, a more beautiful article, clear, and capable of enduring a temperature of twenty degrees, is said to be produced. The oil which he mentions, is superior in appearance to the sperm oil of the stores.

"The candles of stearine sell, it is said, at from fifteen to twenty cents per pound, by the box; and, in light, are equal to the first quality of tallow candles, but last twice as long, and are not greasy in warm weather.

"Mr. Stafford states the price of lard at four and a half cents per pound, and says, that from May to August, he worked the average of 3500 pounds per day. The fattened hog can be turned into the steam tub (hams, blood, entrails, &c., excepted), separated by heat—the fat from the lean, bone, and muscle—and twelve hours after the fat is cold, and candles can be produced. The lighthouse and beacon at Cleveland have been exclusively supplied with lard oil, since the opening of navigation, for the past year. Mr. Stafford further says, that 'assuming pork to be worth one dollar fifty cents per cwt., by his improved process he could deliver, for lighthouses, the first quality of lard-oil in New York, at thirty-seven and a half cents per gallon, and candles, as described, at twelve and a half cents per pound, and leave a good broad margin for profit.' Mr. Wing gives a statement respecting this subject in Cincinnati. By his account there are four establishments for the purpose of manufacturing lard by steam in that city. It is said to succeed admirably, making it perfectly white and

pure; the process, too, proves a great saving of expense, as well as furnishes a larger quantity from the same amount of pork.

"For the conversion of lard into oil and stearine, there are, in Cincinnati, not less than thirteen factories in full operation, making from 300 to 2500 barrels each in a season, or 100,000 gallons. The oil sells there at sixty cents per gallon, by the barrel, and seventy-five cents by retail. The stearine made by one establishment amounts to 750,000 pounds per annum, two-thirds of which (the summer) is suitable for making candles. This stearine sells at seven cents per pound; and the winter, which is used for culinary purposes, is equal to the best leaf lard, and sells for six cents per pound, when well put up in kegs for shipping.

"Lard oil is also manufactured in Columbus, Ohio; Wheeling, Virginia; Pittsburg, Pennsylvania; Indianapolis, Indiana; St. Louis, Mobile; Springfield, Illinois; Nashville, Tennessee; New Orleans, Louisiana; Rochester, New York; New York city, and various other places."—*Report for* 1843.

It is stated in several papers that the demand for lard oil, as a perfect substitute for sperm oil will soon raise the price of hogs and pork.

CULTIVATION OF SUGAR IN THE UNITED STATES.

"The sugar-cane has, for several years, been extensively cultivated in Louisiana, and, for some time, to a limited degree in Georgia, and West Florida. In Louisiana, five kinds of the cane have been raised. The first is the Creole cane, which is supposed to have come originally from Africa. The second is the Bourbon cane from Otaheite. Besides these, are the riband cane, green and red; the riband cane, green and yellow; and the violet cane of Brazil. The latter species was abandoned soon after its introduction, as it proved less productive in our climate than any of the others. The other species are the best suited to the nature of the soil. They are all more or less affected by the variations of the atmosphere, are very sensible to cold, and are killed in part by the frost every year. Experience has demonstrated that the cane may be cultivated in a latitude much colder than was generally supposed; for fine crops are now made in Louisiana, in places where, a few years ago, the cane froze before it was ripe enough to make sugar.

"In the process of cultivation, the ground is ploughed as deep as possible, and harrowed; after it has been thus broken up, parallel drills or furrows are ploughed at the distance of two feet and a half to four feet from one another; in these the cane is laid lengthwise, and covered about an inch with a hoe. Small canals, to drain off the water, are commonly dug, more or less distant from each other, and these are crossed by smaller drains, so as to form squares like a chess-board. These ditches are necessary to drain off the water from rains, as well as that which filters from the rivers, which would otherwise remain upon the plantations. The average quantity of sugar that may be produced upon an acre of land of the proper quality, well cultivated, is from 800 to 1000 lbs., provided that the cane has not been damaged, either by storms of wind, inundations, or frost. The strong soil is easiest of cultivation, and most productive, in rainy seasons. The light soils require less labour, and yield more revenue, in dry seasons. To these variations, others are to be added, resulting from the different exposure of the lands, the greater or less facility of draining, and also from the greater or less quantity of a weed known by the name of coco or grass nut. Sixty working hands are necessary to cultivate 240 acres of cane, planted in well-prepared land, and to do all the work necessary until the sugar is made and delivered."—*Book of the United States.*

In an article in *Hansard's Register*, it is stated—

"That the great staple of Southern and Eastern Florida must be *Sugar*. We now call the attention of the planters of Georgia, the Carolinas, Alabama, and of Middle and West Florida, to the sugar hammocks and sugar savannahs of Florida, lying *East* of the Suwannee. And first, we observe, that East Florida embraces an area more than equal in extent to the state of South Carolina. It has been estimated by competent judges familiar with the country, that there are in East Florida, at the least calculation, 500,000 acres of the choicest sugar lands. The hammocks and savannahs that constitute *these sugar lands proper*, belt the eastern and southern coast of East Florida, and are permeated by navigable streams. They commence fifteen miles south of St. Augustine, and are divided thus:—

four-fifths are hammock, and one-fifth savannah land. The characteristics of the hammock soil are, a deep vegetable black mould, underlaid by a firm clay pan or stratum, based upon a bed of rich pure marl, of a dark clay colour, and this bed of marl varying from eight to twenty feet in depth, of course inexhaustible for soil or for manure. These hammocks are thickly studded with a luxuriant growth of, first, the cabbage-palm tree; second, live-oak, with gum, magnolia, orange, hickory, maple, ash, cedar, &c. The savannahs are even more valuable, having a similar but still richer soil, and without any timber to obstruct the process of immediate cultivation.

"The chief outlets of this sugar region (soil, and climate, and other advantages considered, the best, it is believed, on the continent of America), are the St. John's, the Ocklawaha, the Suwannee, the Santa Fé, Echactucnee New River, the Matanzas, Halifax, Hillsborough, and Withlacoochee; the harbour of St. Augustine, the Matanzas, Mosquito, and Indian River inlets. The value of these *sugar lands* is greatly enhanced from the fact that they are, in almost every instance, contiguous to, or surrounded by, the best provision and grazing lands, to an illimitable extent."

In the account given of the trade of New Orleans, we have given tabular statements of the exports of the cane-grown sugar of Louisiana. The following statements are from Mr. Ellsworth's Reports, for 1841, 1842, and 1843; and from various sources of information:—

"The progress of the sugar manufacture, and the gain upon our imports, has been rapid. In 1839, the import of sugars was 195,231,273 lbs, at an expense of at least 10,000,000 dollars; in 1840, about 120,000,000 lbs., at an expense of more than 6,000,000 dollars. A portion of this was undoubtedly exported, but most of it remained for home consumption. More than 30,000,000 lbs. of sugar, also, from the maple and the beet-root, were produced in 1841, in the northern, middle, and western states; and, should the production of corn-stalk sugar succeed, as it now promises to do, this article must contribute greatly to lessen the amount of imported sugars. Indeed, such has been the manufacture of the sugar from the cane for the last five years, that were it to advance in the same ratio for the five to come, it would be unnecessary to import any more sugar for our home consumption. Some further remarks on this particular topic will be found in connexion with the subject of corn-stalk sugar."—*Report for* 1841.

"The early frosts and high winds threatened it, and were thought to have cut off the crop by thousands of hogsheads; the clear, cold weather, however, succeeding, prevented it from proving so injurious as a milder and more moist season would have done. Even the frozen cane turned out very well, and thus nearly realised the full amount of the planters' expectations. The capital employed in the production of sugar, in 1842, is said to be 52,000,000 dollars, and the average manufacture is, probably more than 80,000,000 lbs., and 4,000,000 gallons of molasses."—*Report for* 1842.

"The crop of cane sugar for 1843 fell off. *Maple* sugar, also, proved a failure. Good molasses and syrup have been made from corn-stalk juice; and, though it has been found difficult to make a crystallised sugar from it, it appears evident that every farmer may supply, from his own ground, abundance of molasses or syrup"—*Report for* 1843.

POUNDS of Sugar produced in each State in 1840.—(Official Account.)

STATES.	Quantity.	STATES.	Quantity.
	lbs.		lbs.
Maine	238,230	Brought forward	19,675,316
New Hampshire	1,097,398	Mississippi	70
Massachusetts	579,227	Louisiana	249,937,720
Rhode Island	50	Tennessee	251,745
Connecticut	51,764	Kentucky	
Vermont	4,220,541	Ohio	6,989,088
New York	10,093,991	Indiana	3,720,186
New Jersey	56	Illinois	394,446
Pennsylvania	1,555,977	Missouri	252,560
Delaware		Arkansas	2,535
Maryland	36,266	Michigan	
Virginia	1,530,541	Florida Territory	
North Carolina		Wisconsin Territory	
South Carolina	30,000	Iowa Territory	41,750
Georgia	231,140	District of Columbia	
Alabama	10,135		
Carried forward	19,675,316	Total	281,265,416

"The importation of sugar and molasses into the United States, chiefly from Brazil and the Spanish West Indies, is annually very large. By the reports of the secretary of the treasury, the imports of sugar into, and exported from, the United States, were as follows:—

YEARS.	Quantity.	YEARS.	Quantity.
	lbs.		lbs.
1832	66,452,288	1836	191,426,415
1833	97,688,132	1837	136,130,819
1834	115,389,855	1839	163,000,000
1835	126,036,239		

"Imports of sugar from Brazil for five years:—

YEARS.	Quantity.	Value.	YEARS.	Quantity.	Value.
	lbs.	dollars.		lbs.	dollars.
1834	6,816,156	356 865	1837	3,287,401	199,387
1835	7,969,883	395,083	1838	7,885,067	429,853
1836	27,849,654	1,579,596			

YEARS.	Quantity.	Value.
	lbs.	dollars.
1840—Brown sugar imported	107,955,038	4,742,492
And there was exported—		
Refined to the value of	....	1,214,658
Molasses "	....	2,910,791
1841—Imports—		
Brown sugar	165,063,083	7,605,830
White clayed	18,233,579	1,192,207
Refined	13,435,385	1,348,974
1842—Brown sugar exported	166,533	8,890
Refined	3,430,346	291,499
1843—Nine months, ending June 30—		
Brown sugar exported, indigenous	68 563	3,435
Refined	598,884	47,345

"The quantity of sugar imported into Boston, chiefly from Cuba, was—

YEARS.	Brown.	White.	YEARS.	Brown.	White.
	lbs.	lbs.		lbs.	lbs.
1840	29,978,674	9,704,821	1843	24,655,165	1,142,404
1841	31,990,342	11,252,061	1844	38,012,135	1,485,513
1842	29 541,675	2,695 237			

"Of which from Cuba—

In 1843, 17,552,954 lbs. brown, and 1,131,731 white.
In 1844, 29,597,873 " " 1,485,513 "

"The whole quantity of molasses imported into Boston, foreign and coastwise, in 1842, was 63,676 hogsheads; and in 1843, 57,660 hogsheads; in 1844, about 64,000 hogsheads.

IMPORTS of Sugar and Molasses for Ten Years, into New York.

YEARS.	MOLASSES.	Duty.	SUGARS.	Duty.
	dollars.		lbs.	
1833	2,867,986	5 cents per gallon.	4,752,343	2½ cents per lb.
1834	2,989,020	"	5,537,829	"
1835	3 074,172	"	6,806,174	"
1836	4,077,312	"	12,314,504	"
1837	3,444 701	"	7,202,668	"
1838	3 865,285	"	7,586,360	"
1839	4 364,234	"	9,919,502	"
1840	2 910,791	"	5,580,950	"
1841	2,628,519	"	8,798 037	"
1842	1,942,573	4½ mills per lb.	6,370,775	"

"The whole produce of sugar in Louisiana, in the year 1828, was stated at 88,878 hogsheads of 1000 lbs. each; the capital invested in sugar estates estimated at 45,000,000 dollars; the number of sugar plantations in 1827 about 700; in 1840 only about 525

would seem to have been in operation. The average annual amount of sugar produced is about 90,000,000 lbs. The quantity of molasses produced in the same state is 4,000,000 gallons. The amount of capital then employed was 52,000,000 dollars, with 40,000 hands and 10,000 horses.

"According to the circular of Messrs. A. Gordon, Wylie, and Co., of New Orleans, issued at the close of 1844, the whole quantity of sugar produced that year in the United States is estimated at 126,400,310 lbs., of which Louisiana yielded 97,173,590 lbs. There are in this state 668 sugar plantations, of which 361 work by steam power, and the number of blacks employed amount to about 26,000. The yield varies according to the accidents of weather: in 1843, the crop was 140,316 hogsheads; in 1844, about 100,000; and the prospects of the coming crop are so favourable, that it will probably amount to 175,000 hogsheads. The lands cultivated are almost exclusively low alluvial land, bordering on the Mississippi, and the minor streams lying to the south and west. One or two estates have as many as 500 slaves, but the average of all is about forty hands, men and women. The product varies very much, according to circumstances and cultivation. On small farms as much as 10,000 lbs. of sugar per working hand has been made, but half that quantity would be a high average. The labourers are very well fed and clothed, and work moderately; and the slave population employed in the cultivation of sugar increases on all the plantations where the people have become acclimated. The cane cultivated is the species or variety called the riband cane, originally from Java, which has superseded the Creole or St. Domingo cane, as well as the variety brought from Tahiti.

"In a memorial addressed to the State Legislature, in 1840, it was stated that sugar could not be produced for less than five cents per pound; but field-hands, provisions, and lands are all cheaper since then, and at four cents it must be a remunerating crop. The extension of cultivation will much depend upon the protection afforded by the tariff. With the present duty of two and one-half cents per lb. on foreign sugar, large tracts of land in the union will be taken in; and there are still enormous tracts in Louisiana, well situated on water-courses now lying idle. Many experiments are making in the manufacturing of sugar, and these, with improved cultivation and draining, must long before augment considerably the quantity produced. But (observe Messrs. Gordon and Co.) we see no reason to suppose that the sugar of Louisiana can become an article of importance in European markets, save so far as it supplies, or fails to supply, the wants of the United States. It may be that with a very large crop, or a failure in the crops of the West India Islands, some small portion may find its way to Great Britain; but if so, it will be accidental, and not a supply to be looked for."

Mr. S. Tillotson, a sugar planter, New River, Louisiana, says: "The plants we cut and matlay in beds during the autumn, usually in October, previous to the sugar-making season, and before the canes are injured by frosts. Often the unripe tops, which would otherwise be thrown away, are winrowed for plants. The best plant cane we usually save for plants, because they are the easiest put up and the quickest planted; for time and saving of labour are money. Besides, by planting the whole stalk, it grows more vigorously than the tops, especially in a dry season.

"After the sugar-making season is over, which is usually about the 1st of January, we prepare our land designed for cane by ploughing and harrowing, breaking it from four to eight inches deep: the stiffer the land, the deeper the ploughing is necessary, to protect it from drought. Thus prepared, the ground is laid off in rows, with a two-horse plough, about six feet apart (some plant as close as four feet). In these furrows, a double-mould board plough with one horse is run, in order to clear the furrows of lumps and sods, and also to deepen and widen the furrows, as it is necessary to put the plants several inches below the surface, otherwise the cane would require too much hilling, especially the second and third years.

"The plants are now taken off from these mats, and the leaves stripped off, placed in carts, carried and tipped out on the prepared land, and laid lengthwise in the furrows. We plant three canes side by side, or triple; some say one and a half is sufficient. The closer the rows, the less each would require. We now pass along with a cane-knife, and cut the cane in pieces, say from two to three feet in length, in order that the canes may lie more level, and because more eyes will vegetate. Being thus placed, they are covered

with a plough to the depth required, from one to three inches; over which a light harrow may be passed. Many prefer to cover with the hoe. As soon as the freshets are over in February, the cane is ploughed—running the bar each side the cane, and throwing the furrows from it; the cane, beginning to come up, is scraped (so called); if covered too deep, the earth is taken off, usually with a hoe, sometimes with a harrow or other machine, and cleaned from grass and weeds. In a few weeks it is again ploughed and hoed, and again, when necessary; a little earth put to it when required.

"The cane by April or May has come up thick in the rows, but usually not so thick but that the stalks, when about a foot and a half or two feet high, send out many new stools or shoots from the bottom of the stalk; and, if they come out early, grow and mature equal to the main stalk. It is usual to give it three or four workings, and, in the last, to hill the cane three or four inches, and sufficiently high to protect the lower eyes on the stalks from freezing during the winter. Those eyes vegetate next spring, and produce nearly equal to the first season, on fresh land, and so again the third year, and often longer. Cane is injured by hilling before the stools are sufficiently high, and should receive the last working soon after it is about three feet high, in order to afford more time for ripening. After this period, say in June, it grows very rapidly; the joints begin to appear, and the lower ones begin to ripen and sweeten; and, by the middle of October, usually ripen from two to four feet from the bottom, and continue to ripen about a joint or six inches a week, till they are cut for the mill, or till the freeze comes, or till they are cut to winrow, in order to secure them from an anticipated freeze. About the middle of October, we commence making sugar. Each hand takes a row; first cuts the top of the stalks off, just below the green leaves, and drops them on the ground, or lays them in winrow, if designed for plants; then, with the knife (the blade of which is about eighteen inches in length and two inches in breadth), the dry leaves are stripped from the stalks, and the cane is cut close to the ground; the left hand, at the same time, has hold of the canes thus cut, and places them in small heaps, convenient for loading into carts, drawn by horses, mules, or oxen. Other hands load the cane, and it is hauled to the mill.

"The cane-fields are all ditched, usually every acre in width, with cross ditches about every five acres. No water is allowed to remain on the surface. The cultivation is as simple as that of broom corn, and the young shoot far more vigorous.

"Cane-stalks usually grow from six to nine feet high. The leaves shoot up two or three feet higher. Cane ripens in favourable seasons within twelve or eighteen inches of the top. You will perceive we plant one-third of our cane-land, or crop, yearly; two-thirds coming from the ratoons.

"The crops have not been good in Louisiana for several years past. That of 1841 was injured by the early frosts, and the amount was not so great as that of 1839 by nearly one-third. The crop of 1842 was an average one; that of 1843 was also rather limited, compared with previous seasons. In the year ending September 1839, the river craft brought to New Orleans 70,000 hogsheads of sugar, and 25,000 hogsheads of molasses.—(See exports from New Orleans.)

"We planted, the 8th of April, 1843, four acres in corn, in drills; half of which were three feet, and half four feet apart; and when thinned out, the stalks stood about three inches apart in the rows.

"The corn was well cultivated, and in fine condition; ploughed three times, hoed twice, and harrowed once, and grew large.

"The embryo ears were taken off three times, and before the kernels were formed.

"It was cut, rolled, and boiled, on the 28th of July, after the tassels were dead, and the fodder beginning to dry. It was topped about five feet high, and a very little above, when the embryo ears were taken. The bottom of the stalk appeared more juicy and ripe than the top. The four acres produced sixty cart (body) loads, and yielded 1800 gallons of juice, weighing eight degrees by the syrup-weigher, which, when boiled to the granulating point (139 degrees Beaumé's thermometer, or forty-four degrees by the saccharometer), produced 200 gallons of syrup, and showed no appearance of granulation after standing two months in the coolers; the cause of which was probably owing, in part, to the unripeness of the corn-stalk when cut; but, provided it had granulated as well as usual

for the cane syrup, it would have produced 1300 lbs. of sugar, and eighty-two gallons of molasses."

Cost of Cultivating and Manufacturing Four Acres of Corn—Man and Team.

	dlrs.	cts.		dlrs.	cts.
4 days preparing ground	4	00	Brought forward	45	50
1 day opening furrows	1	00	4 persons feeding mill	2	00
1 day covering corn	1	00	1 person and horse carrying bagasse	1	00
2 days, one person dropping	1	00	4 kettlemen boiling	2	00
1 day ploughing corn	1	00	2 firemen, 9½ hours	1	00
8 days hoeing	4	00	4 cords wood	8	00
1 day harrowing	1	00			
2 days ploughing, second time	2	00	Expenses	59	50
4 days hoeing	2	00			
2 days ploughing, third time	2	00	1300 lbs. of sugar, at 5 cents	65	00
10 days taking off ears	5	00	82 gallons of molasses, at 20 cents	16	40
4 days, second	2	00			
4 days, third	2	00	Product of 4 acres	81	40
12 days cutting for mill	6	00	Product of 1 acre, 20 dlrs. 35 cts.		
5 days loading carts	2	50	Deduct expenses	59	50
3 days hauling	3	00			
8 horses rolling 9 hours	4	00	Net product of 4 acres	4)21	90
4 drivers	2	00			
			Net product of 1 acre under Indian corn	5	47
Carried forward	45	50			

Cost of Cultivating and Manufacturing Four Acres of Sugar-cane.

	dlrs.	cts.		dlrs.	cts.
4 days preparing ground	4	00	Brought forward	72	75
1 day opening furrows	1	00	4 kettlemen	6	00
10 days stripping and dropping	5	00	2 firemen	3	00
1 day covering with plough	1	00	16 cords of wood	32	00
1 day covering with hoe	0	50	1 man and cart carrying bagasse	3	00
1 day barring with plough	1	00	Putting up sugar	0	50
12 days first hoeing	6	00			
1 day harrowing	1	00	Expenses	117	25
2 days second ploughing	2	00			
8 days second hoeing	4	00	Product of 4 acres of cane, 8000 lbs. of sugar, at		
2 days third ploughing	2	00	5 cents per lb.	400	00
8 days third hoeing	4	00	480 gallons of molasses, or 60 per hhd. sugar,		
16 days cutting for mill	8	00	at 20 cents	96	00
4½ days hauling 100 loads	4	50			
5 loaders, 30 hours	3	75	Product of 4 acres of cane	496	00
8 horses, 30 hours rolling	13	00	Expenses of cultivation and manufacturing	117	25
4 drivers	6	00			
4 feeders for mill	6	00	Net product of 4 acres of cane	4)378	75
Carried forward	72	75	Net product of 1 acre of cane	94	68

The following statements are added to Mr. Ellsworth's report, showing the results of collecting corn-stalks and canes for making sugar, on the banks of New River, Louisiana, in 1843, by Messrs. Tillotson.

"According to our test, the corn-stalk juice required very little lime, and that principally to get the temper. The most simple mode of ascertaining the striking point (or when the syrup is boiled sufficiently), and one of the most perfect is, by dipping into it a small skimmer (milk skimmer), and blowing through it; and when the bubbles rise on the opposite side, in diameter, say, three-fourths of an inch, and before they blow off, the boiling is completed.

"Objections may be made to many of our calculations, but the result will be nearly the same. We admit that an extraordinary yield of corn-stalk may produce double this amount; the same may be said of sugar-cane—2000 lbs. per acre is a common yield for good plant cane; and seldom has a season passed without our making it.

"We have just commenced making sugar this season, and rolled none but ratoon cane (which usually produces much less than plant cane), and it produces exceeding 1000 lbs. per acre; and this has been an unfavourable season for cane. The juice of the corn, as before stated, weighed eight degrees. The juice of the cane we are rolling weighs eight degrees also; and, by lowering the knives (topping lower), it would weigh nine degrees and one-half, and later in the season it will be still sweeter.

"We think it an error to suppose the sugar-cane will not mature in this country. Cane, like the corn-stalk, begins to ripen from the bottom. True, the seasons are too short to mature entirely to the top, though they often do mature six or seven feet high. We are now cutting from two to four feet.

"It seems to us, making sugar or molasses from corn-stalks is impracticable, except far in the interior, or far from water or railroad communication.

"It appears to be overlooked by some writers on the subject, that sugar-cane, in this country, is only planted once in three, four, or five years—usually every three years; that three, four, or five crops, are taken from one planting.

"We have often made exceeding a hogshead, or 1000 lbs., from an acre, the fifth season after planting; thus making, from one planting, six to eight hogsheads of sugar. The longer the ratoons are cultivated, the drier (the less juicy) the cane becomes.

"We doubt not many of our sugar-planters may doubt the correctness of this statement; nevertheless, it is true, and we trust none who know us will question the statement. It is customary to burn off, early in the spring, the trash or leaves from the cane-fields. We seldom burn any, but rake them into the centre, between the rows, and bar the cane, turning the furrows on them, where they soon form manure to nourish more vigorously the plant, and the better to protect the ratoons for the succeeding crops.

"In expressing the juice, some use steam mills. We use horses and mules, believing them cheaper, as they are all needed to work the crop. We work twenty-four horses to one mill, making three changes; eight horses carry the mill, and are capable of taking off a crop of 400 hogsheads of sugar.

"Our mill, cylinders, housing, and wheels, are cast-iron, with wrought-iron journals, and composition or brass boxes; cylinders three feet and a half in length, and two feet in diameter, and work horizontally, cost about 2000 dollars. The cost of a mill suitable for expressing twenty-five gallons of juice per hour from corn-stalks, worked by one horse, would probably not exceed 300 dollars, if all made of iron; wooden housing, on which the cylinders and boxes set, would answer well, and the expense would be much less."

EXTRACT of a Letter from Mr. Webb to Mr. Ellsworth on Corn-stalk Sugar, dated Wilmington, December 30, 1843.

"I have never received the letter of which you speak, on the subject of maple sugar; but I have received one from you on the subject of corn and cane sugar, written by S. and R. Tillotson, which is herewith returned, as requested. In relation to the communication of these gentlemen, I would remark, that they estimate the profit of cane culture much higher than my former information had led me to consider it. The net annual revenue of many Louisiana planters must (according to their estimate) equal, if not exceed, the salary received by the President of the United States. But, as I have no practical acquaintance with the subject, I will not presume to doubt the correctness of their calculations. Their experiment with corn appears to have been well conducted, and I have no fault to find with any part, except the inferences which they draw from it. It does not follow, because *they* have failed, that others may not succeed; or, that they themselves may not in future arrive at a more favourable result. It may be that a more northern latitude is better suited to the crop. I have never known the juice to weigh so light as eight degrees. Here, it has uniformly ranged from nine degrees to ten degrees. The fact, that their syrup failed entirely to granulate, shows that there must have been something wrong either in the crop or in its manufacture; and, of course, no certain inference can be drawn from the result of their experiment. But, admitting that no objections of this kind could be urged, has it not been just as completely proved, by careful experiment, that steamboats could never succeed? Has it not been theoretically demonstrated, on scientific principles, that railroads could never be used as a means of rapid communication? Such cases have been too numerous, and are too well known, to require any more than a mere allusion to them. It may be considered as settled, that the manufacture of corn sugar, in the large way, cannot be profitably carried on by the process which succeeds with cane. There is a foreign substance in the syrup, which this process fails to remove, and which prevents its speedy granulation. This is a great objection to the manufacture on a large scale; and, though it cannot be considered an insurmountable one, it must be admitted that it has not yet been obviated.

"The family manufacture, by farmers, can, however, be safely recommended as entirely practicable, for the syrup may be used to the same advantage in a liquid as in a solid state.

If, in manufacturing, evaporation is hastened by the use of flat-bottomed pans, with such other arrangements as will ensure its speedy accomplishment, and the syrup, after being boiled sufficiently, is kept at a temperature not under seventy degrees, it will never fail to granulate. It has been found, from experience, that pans made of Russia sheet iron, six inches deep, are well suited for evaporation. It must not be forgotten, when corn is cultivated for sugar, that it is not the only valuable product which may be secured.

"The leaves and tops from an acre of corn (planted closely), are equal in value to an acre of good grass.

"The Messrs. Tillotson found the expense of growing and manufacturing one acre of corn for sugar, to amount to fifteen dollars. If we admit that the produce of an acre in hay is worth an equal sum, then it follows that, whatever sugar or molasses may be made, is so much clear gain."

Maple Sugar.—The maple forest districts of the northern, middle, and north-western states, are the localities where the sugar from the sugar maple (*acer saccharinum*) is made.

The sugar maple (*acer saccharinum*) differs from the great maple, in its fibres being generally straight and coarser, its wood not being so hard or compact, and its sap granulating more perfectly. From its juice, principally, is made the maple sugar; although all the varieties of maple that we know of, if we class them agreeably to the saccharine matter contained in their saps, might be called sugar maples.

The process of obtaining sugar from the sap of the maple is simple. In the early part of March, at which time sharp frosty nights are usually followed by bright sunshining days, the sap begins to run.

A small notch, or incision, making an angle across the grain, is cut in the tree, out of which the juice oozes, and is conveyed, by a thin slip of wood, let in at the lower end of the cut, to a wooden trough, or dish, made of bark, placed below, on the ground.

The quantity of sap thus obtained from each tree varies from one pint to two gallons per day. Those who follow the business fix on a spot where maple-trees are most numerous, and erect a temporary camp, or lodging. When they have as many trees tapped as can be attended to, the sap is collected once or twice a day, and carried to a large pot, or boiler, hung over a wood fire near the camp. It is then reduced by boiling until it granulates; and the sugar thus obtained is rich, and pleasant to the taste. An agreeable syrup is also made of maple sap. The maple ground occupied by a party is termed a "Sugarie;" and those who first commence tapping the trees consider that possession for one year constitutes right for those years that follow. They often receive, without having any tenure themselves of these lands from the crown, a consideration from others for the right of possession. Great improvements have been made in crystallizing and purifying maple sugar in the United States. *

* "*To the Committee on Maple Sugar of the New York State Agricultural Society.*—Gentlemen: I herewith submit to your inspection fifty lbs. of my maple sugar. The following is a statement of the manner of making and clarifying the same.

"In the first place, I make my buckets, tubs, and kettles all perfectly clean. I boil the sap

TOBACCO CULTURE.

The growth and enormous consumption of a plant, prepared not as a product of use and nourishment, but as a stimulant—and which was unknown in Europe three centuries ago—is remarkable, as exhibiting how far human labour, skill, and wealth have been, and continue to be, expended on an article which is altogether unnecessary. The introduction of the *distillery* in Europe was a remarkable event; but, as far as the distillation of spirits as a drink, certainly in no way useful, though assuredly pernicious both to health and morals. The growth and use of opium and betel in the East are as remarkable, and at least as injurious, as the distillation and drinking of spirits, and far more injurious than the use of tobacco.

When nations refuse to pay ordinary taxes, it is astonishing how cheerfully they consent to pay high taxes on such articles as tobacco, opium, and spirits. Of the enormous taxation levied annually in the United Kingdom (at least 50,000,000*l.*,) stimulating drinks, and other stimulants, are taxed to the amount of 18,250,000*l.*; viz.: distilled spirits, 7,250,000*l.*; wine, 2,000,000*l.*; malt and hops, 5,250,000*l.*; tobacco, 3,750,000*l.* Now, there is no compulsion to pay any part of these duties; for the law can be legally avoided by refraining from the use of them, and for using which there is not, as far as the health and the strength of the people are concerned, the least benefit derived, while extensive voluntary evil is inflicted on the majority of those who indulge in these stimulants.

The progress of the use of tobacco is shown by the following statement, compiled for *The Northern Light*, Albany, New York, 1841.

"The whole world, within the space of about three centuries, have become chewers, smokers, and snuffers. The Chinese chews and smokes his opium, the East Indian his betel, and the European and American their tobacco. Against these practices it is useless to declaim. It was in vain that the parliament of England discouraged the *flagrant delit* of smoking; in vain did James I. assure his subjects that the custom was 'loathsome to the eye, hateful to the nose, harmful to the brain, dangerous to the lungs, and in the black

in a potash kettle, set in an arch in such a manner that the edge of the kettle is defended all around from the fire. I boil through the day, taking care not to have any thing in the kettle that will give colour to the sap, and to keep it well skimmed. At night, I leave fire enough under the kettle to boil the sap nearly or quite to syrup by the next morning. I then take it out of the kettle, and strain it through a flannel cloth into a tub, if it is sweet enough; if not, I put it in a cauldron kettle, which I have hung on a pole in such a manner that I can swing it on and off the fire at pleasure, and boil it till it is sweet enough, and then strain it into the tub, and let it stand till the next morning. I then take it and the syrup in the kettle, and put it all together into the cauldron, and sugar it off. I use to clarify, say 100 lbs. of sugar, the whites of five or six eggs, well beaten, about one quart of new milk, and a spoonful of sal-eratus, all well mixed with the syrup before it is scalding hot. I then make a moderate fire directly under the cauldron, until the scum is all raised; then skim it off clean, taking care not to let it boil so as to rise in the kettle before I have done skimming it. I then sugar it off, leaving it so damp that it will drain a little. I let it remain in the kettle until it is well granulated. I then put it into boxes made smallest at the bottom, that will hold from fifty to seventy lbs., having a thin piece of board fitted in two or three inches above the bottom, which is bored full of small holes, to let the molasses drain through, which I keep drawn off by a tap through the bottom. I put on the top of the sugar, in the box, a clean damp cloth; and over that a board, well fitted in, so as to exclude the air from the sugar. After it has done, or nearly done, draining, I dissolve it, and sugar it off again; going through with the same process, in clarifying and draining, as before. "JOEL WOODWORTH."

stinking fume thereof, nearest resembling the horrible Stygian smoke of the pit that is bottomless.' The strong arm of the law opposed it; the priest and the physician, the moralist and the philanthropist arrayed themselves against it; all to no purpose. Opposition only served to make proselytes, and the custom has spread far and wide under persecution, till over the whole surface of the globe its fumes arise constantly to the atmosphere, and it is at this moment, perhaps, the most general luxury in existence. In the city of New York alone, the consumption of cigars is computed at 10,000 dollars a day—a sum greater than that which its inhabitants pay for their daily bread; and in the whole country the annual consumption of tobacco is estimated at 100,000,000 lbs., being seven pounds to every man, woman, and child, at an annual cost to the consumer, of 20,000,000 dollars!

"It may be curious to mark by what gradations the use of tobacco has reached this grand crisis. The subject attracted the attention of Professor Beckmann of Gottingen, about the middle of the last century, who took great pains to ascertain the dates of its introduction into the different countries of Europe, and from whose work some of the following items are gathered. He conjectures, that even before the discovery of the fourth quarter of the globe, a sort of tobacco was smoked in Asia; and this opinion was also entertained by the celebrated traveller M. Pallas, who says that, 'Among the Chinese, and among the Mogol tribes, who had the most intercourse with them, the custom of smoking is so general, so frequent, and become so indispensable a luxury; the tobacco purse affixed to their belt so necessary an article of dress; the form of the pipes, from which the Dutch seem to have taken the model of theirs as original; and, lastly, the preparation of the yellow leaves, which are merely rubbed to pieces and then put into the pipe, so peculiar, that we cannot possibly derive all this by the way of Europe from America, especially as India, where the habit of smoking tobacco is not so general, intervenes between Persia and China.' It may be too late now to investigate the subject, even if it should be considered worth the trouble. But there is one more important confirmation of Professor Beckmann's conjecture to be adduced from Ulloa's 'Voyage to America,' who says, 'it is not probable that the Europeans learned the use of tobacco from America; for, as it is very ancient in the eastern countries, it is natural to suppose that the knowledge of it came to Europe from those regions by means of the intercourse carried on with them by the commercial states on the Mediterranean Sea. Nowhere, not even in those parts of America where the tobacco grows wild, is the use of it, and that only for smoking, either general or very frequent.' We have nothing, however, authentic, earlier than the following:—

"In 1496, Romanus Paine, a Spanish monk, whom Columbus, on his second departure from America had left in that country, published the first account of tobacco, with which he became acquainted in St Domingo. He gave it the name of *cohoba*, *cohabba*, *gioia*.

"In 1519, tobacco is said to have been discovered by the Spaniards near Tobasco, though it is assigned to the next year.*

"In 1535, the negroes had already habituated themselves to the use of it, and cultivated it on the plantations of their masters. Europeans likewise already smoked it. We also find, from a passage in 'Cartier's Voyage,' that it was used in Canada.†

"In 1559, tobacco was introduced into Europe from St. Domingo, by a Spanish gentleman named Hernandez de Toledo, who brought a small quantity into Spain and Portugal. In the same year Jean Nicot, envoy from the court of France to Portugal, first transmitted thence to Paris, to Queen Catharine de Medicis, seeds of the tobacco plant; and from this circumstance it acquired the name of *Nicotiana*. When tobacco began to be used in France, it was called *herbe du grand prieure*, from the grand prieure of the house of Lorraine, who was then very fond of it. It was also called *herbe de St. Croix*, after cardinal Prosper St.

* "Cette plante (tabac), acre et caustique, trouvee en 1520, pres de Tobasco dans le golfe du Mexique."—*Precis sur l'Amerique*, p. 116.

† "There groweth a certain kind of herbe, whereof in summer they make great provision for all the yeere, and only the men use of it; and first they cause it to be dried in the sunne, then weare it about their neckes, wrapped in a little beastes skinne made like a little bagge, with a hollow peece of stone or wood like a pipe; then when they please they make poudre of it, and then put in one of the ends of the said cornet or pipe, and laying a coal of fire upon it, at the other end sucke so long, that they fill their bodies full of smoke, till that it cometh out of their mouth and nostrils, even as out of the tonnell of a chimney."

Croix, who, on his return from Portugal, where he had been nuncio from the pope, introduced the custom of using tobacco. It was received at once in France and the Papal States with great enthusiasm, in the form of powder or snuff; it was some time after this period, that smoking became popular.

"In 1565, Conrad Gesner became acquainted with tobacco. At that time several botanists cultivated it in their gardens. The same year Sir John Hawkins carried tobacco from Florida to England, where 'all men wondered what it meant.'

"In 1570, they smoked in Holland out of conical tubes composed of palm leaves plaited together.

"In 1575, first appeared a figure of the plant in Andre Thevot's 'Cosmographie.'

"In 1585, the English first saw pipes made of clay among the natives of Virginia, which had just been discovered by Sir Richard Grenville. It appears, likewise, that the English soon after fabricated the first clay tobacco pipes in Europe.

"In 1590, Schah Abbas of Persia, prohibited the use of tobacco in his empire; but the practice had become so deep-rooted among his subjects, that many of them fled to the mountains, and abandoned every thing else to enjoy the luxury of smoking.

"In the beginning of the seventeenth century they began to cultivate tobacco in the East Indies.

"In 1604, James I. of England endeavoured, by means of heavy imposts, to abolish the use of tobacco, which he held to be a noxious weed.

"In 1610 the smoking of tobacco was known at Constantinople. To render the custom ridiculous, a Turk, who had been found smoking, was conducted about the streets with a pipe transfixed through his nose. For a long time after, the Turks purchased tobacco from the English, and that the refuse. It was late before they began to cultivate the plant themselves.

"In 1615, tobacco began to be sown about Amersfort, in Holland, which afterwards became famous for its cultivation.

"In 1616, the colonists began to cultivate tobacco in Virginia. It is not known whether the plant was indigenous, or whether it came from a more southern country. It is supposed the seeds were from Tobago. But it seems to have been in use among the Virginia Indians at the time they were visited by the English, and was called by them *petun*, or *petum*. Clavigero says, 'tobacco is a name taken from the *Haitine* language.' Humboldt also derives it from the same language, and says that the term was used to designate the pipe, or instrument made use of by the natives in smoking the herb, which the Spaniards transferred to the herb itself, and after them the other nations of the old world.

"In 1619, James I. wrote his 'Counterblast to Tobacco,' and ordered that no planter in Virginia should cultivate more than 100 lbs. a year. He also prohibited its sale in England or Ireland until the custom should be paid and the royal seal affixed; 20,000 lbs. were exported this year from Virginia to England, the whole crop of the preceding year.

"In 1620, ninety young women were sent over from England to America and sold to the planters for tobacco, at 120 lbs. each. The price at first was 100 lbs., which gradually increased to 150 lbs. King James issued a proclamation restraining the disorderly trade in this obnoxious article. In the same year some English companies introduced the smoking of tobacco into Zittau, in Germany, and Robert Konigsman, a merchant, brought the tobacco plant from England to Strasburg.

"In 1622, the annual import of tobacco into England from America, for the last seven years was 142,085 lbs.

"In 1624, the pope published a decree of excommunication against all who should take snuff in the church, because then already some Spanish ecclesiastics used it during the celebration of mass. King James restricted the culture of tobacco to Virginia and the Somer isles, and forbade its importation from any other quarter, considering England and Wales 'as utterly unfyt, in respect of the clymate, to cherish the same for any medicinall use, which is the only good to be approved in yt.'

"In 1631, smoking of tobacco was introduced into Misnia by some Swedish troops.

"In 1634, a tribunal, called the chamber of tobacco, was formed at Moscow, which prohibited smoking under pain of having the nose slit; and the Grand Duke defended the

entrance of tobacco with the infliction of the knout for the first offence, and death for the second.

"In 1639, the grand assembly of Virginia passed a law, that all tobacco planted in that and the two succeeding years, should be destroyed, except such a proportion to each planter as should make in the whole 120,000 lbs., and that the creditors of the planters should receive forty pounds for every 100 lbs. due them.

"In 1653, smoking began in the canton of Apenzell, in Switzerland. At first the children ran after those who smoked in the streets. They were likewise cited before the council and punished, and the innkeepers were ordered to inform against such as should smoke in their houses.

"In 1661, the police regulation of Berne, in Switzerland, was made, which was divided according to the ten commandments. In it, the prohibition to smoke tobacco, stands under the rubric, 'thou shalt not commit adultery,' and was continued in force until the middle of the last century.

"In 1669, the crimes of adultery and fornication were punished in Virginia by a fine of from 500 to 1000 lbs. of tobacco.

"In 1670, and the two following years, smoking of tobacco was punished in the canton of Glaurus, by a fine of one crown Swiss money.

"In 1676, the whole custom on tobacco from Virginia, collected in England, was 600,000 dollars. In the same year, two Jews first attempted the cultivation of tobacco in the margravate of Brandenburg; but which, however, was not brought to bear till 1681.

"In 1689, Jacob Francis Vicarius, an Austrian physician, invented the tubes for tobacco pipes, which have capsules containing bits of sponge; however, about the year 1670, already pipes were used having glass globules appended to them, to collect the oily moisture exuding from the tobacco.

"In 1690, Pope Innocent XII. excommunicated all who should be guilty of taking snuff or tobacco in the church of St. Peter at Rome.

"In 1697, great quantities of tobacco already were produced in the palatinate of Hesse.

"In 1709, the yearly exports of tobacco from America for the last ten years, were 28,858,666 lbs.; of which 11,260,659 lbs. were annually consumed in Great Britain, and 17,598,007 lbs. countries of Europe.

"In 1719, the senate of Strasburg prohibited the culture of tobacco from an apprehension that it would diminish the growing of corn.

"In 1724, Pope Benedict XIV. revoked the bull of excommunication published by Innocent, because he had acquired the habit of taking snuff.

"In 1732, tobacco was made a legal tender in Maryland, at one penny a pound.

"In 1747, and the two years previous, there were annually exported to England from the American colonies, 40,000,000 lbs. of tobacco, 7,000,000 lbs. of which was consumed in England. The annual revenue was about 4,500,000 dollars.

"In 1753, the King of Portugal farmed out the tobacco trade for about 2,500,000 dollars. The revenue of the King of Spain from tobacco, amounted to 6,330,000 dollars.

"In 1759 the duties on tobacco in Denmark brought in 40,000 dollars.

"In 1770, the Empress of Austria received a revenue from tobacco of 800,000 dollars.

"In 1773 the duties on tobacco in the Two Sicilies, amounted to 446,000 dollars.

"In 1775, the annual export of tobacco from the United States, for the last four years, was 1,000,000 lbs.; for the last thirty years it averaged 40,000,000 lbs., of which 7,000,000 lbs. were consumed in Great Britain, and 33,000,000 lbs. in the other European countries.

"In 1780, the King of France received from tobacco a revenue of about 7,250,000 dollars.

"In 1782, the annual export of tobacco during the preceding seven years' war of the Revolution, had been 12,378,504 lbs. Of the total seven years' exportation, 33,974,949 lbs. were captured by the British.

"In 1787, the quantity imported into Ireland, was 1,877,579; in 1829, 4,124,742 lbs.

"In 1789, the quantity exported from the United States, together with the two previous years, averaged about 90,000,000 lbs.

"In 1820, the quantity of tobacco grown in France had doubled in three years, being 32,887,500 lbs.

"In 1828, the revenue on tobacco in the state of Maryland was 27,275 dollars.

"In 1830, the revenue on tobacco and snuff in Great Britain was nearly 13,000,000 dollars.

"In 1834, the value of tobacco used in the United States was estimated at 16,000,000 dollars; of which 9,000,000 dollars were supposed to have been for smoking Spanish cigars; 6,500,000 dollars for smoking American tobacco and chewing; and 500,000 dollars for snuff.

"In 1838, the annual consumption of tobacco in the United States was estimated at 100,000,000 lbs. valued at 20,000,000 dollars cost to the consumers, being seven pounds to each individual of the whole population.

"In 1840, it was ascertained by a committee appointed to procure and report statistical information on the subject, that about 1,500,000 persons were engaged in the manufacture and cultivation of tobacco in the United States; 1,000,000 of whom were in the states of Virginia, Maryland, Kentucky, and Missouri. Allowing the population of the whole country to be 17,000,000, it will be seen that nearly *one-tenth* are in some way engaged in the cultivation or manufacture of this article. The value of the export during that year was nearly 10,000,000 dollars."

CULTIVATION OF TOBACCO IN THE UNITED STATES.

"There are four kinds of tobacco reared in Virginia, namely, the *sweet-scented*, which is the best; the *big* and *little*, which follow next; then the *Frederick;* and lastly, the *one* and *all*, the largest of all, and producing most in point of quantity. The Virginian tobacco is reckoned superior to any raised in the southern states; and great care is taken by the regulations of the state, that no frauds be practised upon the merchants, and that no inferior tobacco be palmed upon the purchaser. For this purpose, houses of inspection are established in every district where tobacco is cultivated, whose regulations are rigorously enforced; this contributes, as much as the real superiority of the article itself, to keep up its price in the market. Every person who intends his tobacco for exportation, packs it up in hogsheads, and thus sends it to one of the inspecting houses. Here the tobacco is taken from the cask, which is opened for the purpose; it is examined in every direction, and in every part, in order to ascertain its quality and its purity; if any defect is perceived, it is rejected and declared to be unfit for exportation. If no defect appear, it is pronounced to be exportable. It is then repacked in the hogshead, which is branded with a hot iron, marking the place of inspection, and the quality of the contents; and then lodged in the inspecting storehouses, there to await the disposal of the planter, who receives a certificate of the particulars, serving at the same time as an acknowledgment of the deposit. It is by selling this *tobacco note* to the merchant that the planter sells his tobacco. The purchaser, on viewing this note, is as well acquainted with the article, as if he had inspected it himself; and he has only to send the note and transfer to the store where the tobacco lies, and it is immediately delivered out, agreeably to his orders. This measure has insured a preference in the foreign market to the Virginian tobacco, and prevents the deterioration of the article."—*Book of the United States.*

It is a curious fact, that notwithstanding the variety of climate and soil in the United States, every state and territory in the union produces tobacco. In many of the states its cultivation is, of course, a secondary object, and perhaps in some, it is attended to as a matter of curiosity. But in most of the states, probably, a sufficient quantity has been grown to show that, with attention to this object, it might, in case of necessity, be resorted to as a profitable crop. In Maine and New Hampshire, the amount returned in 1840 is small, being only thirty pounds in the former, and 115 lbs. in the latter. In Massachusetts, it appears to have more attention, 64,955 lbs. being returned, and in Vermont, 585 lbs. In Connecticut, 471,657 lbs. were raised, and in Rhode Island, 317 lbs., making in the New England states together 537,659 lbs. In the middle states, also, some attention has been paid to the cultivation of it. In New York, 744 lbs. are returned, and in New Jersey, 1922 lbs.; Pennsylvania, 325,018 lbs., and Delaware, 272 lbs.; making the product of the middle states, 327,956 lbs. But the states in which the great bulk of the crops is grown,

lie between the latitudes of about 34 deg. and 40 deg. We have arranged the following table according to the quantity produced in each state :—

	lbs.		lbs.
1 Virginia	75,347,106	Brought forward	218,902,243
2 Kentucky	53,436,909	17 Florida	75,274
3 Tennessee	29,550,432	18 Massachusetts	64,955
4 Maryland	24,816,012	19 District of Columbia	55,550
5 North Carolina	16,772,359	20 South Carolina	51,519
6 Missouri	9,067,913	21 Iowa	8,076
7 Ohio	5,942,275	22 New Jersey	1,922
8 Indiana	1,820,306	23 Michigan	1,602
9 Illinois	564,326	24 New York	744
10 Connecticut	471.657	25 Vermont	585
11 Pennsylvania	325,018	26 Rhode Island	317
12 Alabama	273,302	27 Delaware	272
13 Georgia	162,894	28 New Hampshire	115
14 Arkansas	148,439	29 Wisconsin	115
15 Louisiana	119,824	30 Maine	30
16 Mississippi	83,471		
Carried forward	218,902,243	Total	219,163,319

From which table it will be seen that Connecticut and Pennsylvania hold the tenth and eleventh rank as producers.—The following shows the quantity raised in non-slave-holding states.

	lbs.		lbs.
Ohio	5,942,275	Brought forward	9,200,881
Indiana	1,820,306	Vermont	585
Illinois	564,326	Rhode Island	317
Connecticut	471,657	Delaware	272
Pennsylvania	325,018	New Hampshire	115
Massachusetts	64,955	Wisconsin	115
Iowa	8,076	Maine	30
New Jersey	1,922		
Michigan	1,602	In non slave-holding states	9,202,315
New York	744	Slave-holding states	209,961,004
Carried forward	9,200,881	Total crop	219,163,319

The whole crop of 1840, therefore, if the returns be correct, is 219,163,319 lbs., which, at the estimate of 1200 lbs. to the hogshead, would be equal to 182,636 hogsheads, which, at the average price of that year, eighty-one dollars five cents per hogshead, would make the value of the crop of the United States that year 14,802,647 dollars 80 cents. The average annual export for the ten years, ending with 1840, was 96,775 hogsheads, which, if that year be an average crop, would leave a surplus for consumption and future exportation of 85,861 hogsheads. The actual exportation in 1840, ending September 30, per treasury returns, was 119,484 hogsheads. The principal exports are formed of the produce of Virginia, Kentucky, Tennessee, Maryland, and North Carolina, the crops of which states, according to the census returns, make as follows :—

	hogsheads.		hogsheads.
Virginia	62,789	Brought forward	152,627
Kentucky	44,531	North Carolina	13,968
Tennessee	24,625	The other slave-holding states	8,375
Maryland	20,682	Non slave-holding states	7,668
Carried forward	152,627	Total crop	182,638

MANUFACTURE OF TOBACCO IN THE UNITED STATES.

Tobacco is manufactured in all the states except Vermont and Wisconsin. In this branch of business 8384 persons are employed, and 3,437,191 dollars of capital invested. The value of the product is 5,819,568 dollars, nearly one-half of which is in Virginia. The following table shows the states in which it is manufactured to any considerable extent.

STATES.	Hands.	Value.	STATES.	Hands.	Value.
		dollars.			dollars.
Virginia	3342	2,406,671	Maryland	378	232,000
New York	669	831,570	Ohio	187	212,818
Pennsylvania	950	550,159	North Carolina	482	189,868
Kentucky	587	413,585	Massachusetts	286	176,264

STATEMENT of the Tobacco, Snuff, and Manufactured Tobacco, Exported from the United States, annually, from 1821 to 1840, inclusive.

YEARS.	Hogsheads.	Value.	Average value per hogshead.		Snuff.	Manufactured Tobacco.	Value of Snuff and manufactured Tobacco.	Total Value of Tobacco trade.
		dollars.	dollars.	cts.	lbs.	lbs.	dollars.	dollars.
1821.....	66,858	5,648,962	84	49	44,552	1,332,949	149,043	5,798,045
1822.....	83,169	6,222,838	74	82	44,602	1,414,424	157,182	6,380,020
1823.....	99,009	6,282,272	63	46	36,684	1,987,507	154,955	6,437,627
1824.....	77,883	4,855,566	62	34	45,174	2,477,990	203,789	5,059,355
1825.....	75,954	6,115,623	80	48	53 920	1,871,368	172,353	6,287,976
1826.....	64,098	5,347,208	83	42	61,801	2,179,774	210,134	5,557,342
1827.....	100,025	6,577,123	65	75	45,812	2,730,255	239,024	6,816,147
1828.....	96,278	5,269,960	54	73	35,655	2,637,411	210,747	5,480,707
1829.....	77,131	4,982,974	64	60	19,509	2,619,399	202,306	5,185,370
1830.....	83,810	5,586,365	66	65	29,425	3,199,151	246,747	5,833,112
Total...	824,245	56,889,291	69	11	417,134	22,450,228	1,946,410	58,835,701
1831.....	86,718	4,892,388	56	40	27,967	3,639,856	292,475	5,184,863
1832.....	106,806	5,999,769	56	18	31,175	3,456,071	295,771	6,295,540
1833.....	83,153	5,755,968	69	29	13,453	3,790,310	288,973	6,044,941
1834.....	87,979	6,595,305	74	96	57,826	3,956,579	328,409	6,923,714
1835.....	94,353	8,250,577	87	01	36,471	3,817,854	357,611	8,608,188
1836.....	109,442	10,058,640	91	54	46,018	3,246,675	435,464	10,494,104
1837.....	100,232	5,795,647	57	82	40,883	3,615,591	427,836	6,223,483
1838.....	100,593	7,392,029	73	48	75,083	5,008,147	577,420	7,969,449
1839.....	78,995	9,832,943	124	47	42,467	4,214,943	616,212	10,449,155
1840.....	119,484	9,883,957	81	05				
	967,755	74,457,223	76	83	371,343	34,746,026	3,620,171	68,193,437
Total...	1,792,000	131,346,514	73	21	788,477	57,196,254	5,566,581	127,029,138

STATEMENT, showing to what Countries the larger portion of Tobacco is Exported.

YEARS.	ENGLAND.		FRANCE.		HOLLAND.		GERMANY.		All other Countries.	TOTAL.
	Hhds.	Value.	Hhds.	Value.	Hhds.	Value.	Hhds.	Value.	Hhds.	Hhds.
		dollars.		dollars.		dollars.		dollars.		
1821.....	19,695	1,995,667	3,478	381,048	13,216	968,760	10,472	766,222	19,997	66,858
1822.....	26,740	2,436,805	4,665	550,591	23,584	1,339,618	11,757	734,419	16,473	83,169
1823.....	31,999	2,511,896	7,661	992,829	30,390	1,384,683	15,259	660,088	13,700	99,009
1824.....	19,418	1,646,444	4,469	528,901	23,159	1,159,883	12,808	534,858	18,029	77,883
1825.....	22,293	2,071,474	6,096	888,966	21,998	1,653,087	12,051	605,176	13,546	75,984
1826.....	25,854	2,741,980	10,739	827,913	15,465	948,279	7,523	340,782	4,517	64,098
1827.....	28,918	2,310,543	8,963	1,057,577	25,553	1,192,288	19,420	936,345	17,171	100,025
1828.....	25,176	1,619,524	5,909	800,606	21,216	818,815	23,949	900,574	20,028	96,278
1829.....	21,916	1,520,109	6,835	930,737	21,522	1,053,059	10,958	558,009	15,900	77,131
1830.....	19,910	1,537,744	7,007	995,996	22,576	1,035,756	15,318	751,860	18,999	83,810
Total...	241,919	20,392,176	65,822	7,955,164	218,679	11,654,228	139,515	6,788,333	158,310	824,245
1831.....	26,372	1,851,717	1,673	151,080	23,917	1,104,198	19,833	909,246	14,923	86,718
1832.....	36,176	2,319,596	5,779	669,562	24,006	1,115,962	27,930	1,192,024	12,915	106,806
1833.....	23,772	2,245,733	4,782	692,416	19,022	883,625	21,408	1,091,436	14,169	83,153
1834.....	30,658	2,937,020	4,775	623,078	19,101	1,012,442	20,611	1,126,728	12,834	87,979
1835.....	27,563	3,397,415	6,312	864,351	17,730	902,911	27,989	1,539,362	14,759	94,353
1836.....	36,822	4,222,592	7,856	908,699	19,148	1,057,830	22,246	1,252,299	23,370	109,442
1837.....	20,723	1,750,065	9,110	723,842	22,739	930,657	28,863	1,128,229	18,797	100,232
1838.....	24,312	2,638,643	15,511	1,237,128	17,558	879,019	25,571	1,184,889	17,641	100,593
1839.....	30,068	5,362,331	9,574	901,950	12,273	833,178	14,303	994,508	12,777	78,995
1840.....	26,255	3,077,178	15,640	1,634,076	29,534	1,533,415	25,649	1,527,132	22,406	119,484
	282,721	29,802,290	81,012	8,406,182	205,028	10,253,237	234,403	11,945,853	164,591	967,755
Total...	524,640	50,194,466	146,834	16,361,346	423,707	21,907,465	373,918	18,734,186	322,901	1,792,000

The export of tobacco from the United States since 1821 has nearly doubled, but the increase has been chiefly to Holland and Germany; while to Great Britain the export has not increased to any great amount; although the population has increased in the United Kingdom about 7,000,000 of inhabitants during the twenty years, 1821 to 1840.

The consumption of tobacco, per head, as charged with duty, has greatly decreased

since the commencement of the present century, in proportion to the increase of duty. Parliamentary tables furnish us with the following statistics in relation to this matter:—

CONSUMPTION of Tobacco in Great Britain.

YEARS.	Consumed.	Duty per lb.	Population.	Average consumption per head.	Amount of Duty received.
	lbs.	s. d.		oz.	£
1801	10,514,998	1 7 6-20	10,942,646	15.37	923,855
1811	14,923,243	2 2 13-10	12,596,803	18 95	1,710,848
1821	15,983,198	3 0	14,391,631	14.43	2,630,415
1831	15,350,018	3 0	16,539,316	14.84	2,338,107
1841	16,380,893	3 0	18,532,235	14.52	2,716,217

This presents a constant decrease in the consumption, per head, but the result in the case of Ireland is much more marked—as follows:—

YEARS.	Consumed.	Duty per lb.	Population.	Average consumption per head.	Amount of Duty received.
	lbs.	s. d.		oz.	£
1801	6,389,754	1 3 1-10	5,451,002	18.95	285,482
1811	6,553,024	1 7	5,937,856	17.35	552,082
1821	2,614,954	3 0	6,801,827	6.15	528,168
1831	4,183,823	3 0	7,761,401	8.61	626,485
1841	5,478,767	3 0	8,179,359	10.71	863,946

The highest consumption for the United Kingdom was, it appears, in 1811, when the abundance of depreciated bank paper, then serving as a currency, made the tax comparatively light. In 1821, both the rate of duty was enormously increased, and the currency enhanced by the resumption of specie payments by the Bank of England. Hence the enormous falling off in the consumption in that year, both in England and Ireland, more particularly in the latter country. Since then the currency has become better adjusted, and the consumption has increased under the same tax. Now the exports of tobacco to England, with the total export in each year, has been as follows:—

TOBACCO Exported from the United States to England.

YEARS.	Quantity.	Total from United States.	Value.	YEARS.	Quantity.	Total from United States.	Value.
For ten years	hhds.	hhds.	dollars.		hhds.	hhds.	dollars.
to—	241,919	824,245	56,889,201				
1831	26,372	86,718	5,184,863	1838	24,312	100,593	7,969,449
1832	36,176	106,806	6,291,540	1839	30,068	78,995	10,449,135
1833	23,772	83,153	6,044,941	1840	26,235	119,448	9,883,957
1834	30,658	87,979	6,923,714	1841	41,648	147,828	12,576,703
1835	27,563	94,353	8,608,188	1842	36,886	166,113	9,540,755
1836	36,822	109,442	10,494,104	1843	21,029	94,454	4,650,979
1837	20,723	100,232	6,223,483	1844			

The greatest increase in the export to England was in the years 1840 to 1841. For the six years 1839, 1840, 1841, 1842, 1843, and 1844, the British customs returns give the following result:—

YEARS.	Imported.	Entered for Consumption.	Duty.	Duty.
	lbs.	lbs.	£	dollars.
1839	35,609,193	22,971,406	3,431,907	16,473.227
1840	35,637,826	22,902,380	3,555,956	16,924.590
1841	43,935,151	21,871,438	3,550,825	17,044,955
1842	38,204,641	22,152,707	3,489,041	16,747,397
1843	43,744,893	22,891,526	3,605,107	17,304,505
1844				

STATEMENT of the Quantity of Tobacco Exported from the United States, in each Year, from 1791 to 1841, and of the Value of the same from 1802 to 1841, inclusive, compiled from official documents.

YEARS.	Quantity.	Value.	YEARS.	Quantity.	Value.
	hhds.	dollars.		hhds.	dollars.
1791	101,272		1817	62,365	9,511,529
1792	112,428		1818	84,337	10,241,304
1793	59,749		1819	69,427	8,874,167
1794	76,826		1820	83,940	8,118,188
1795	61,050		1821	66,858	5,798,045
1796	69,018		1822	83,169	6,380,020
1797	58,167		1823	99,009	6,437,627
1798	68,567		1824	77,883	5,059,355
1799	96,070		1825	75,984	6,287,976
1800	78,680		1826	64,098	5,347,208
1801	103,758		1827	100,025	6,816,146
1802	77,721	6,220,000	1828	96,278	5,480,707
1803	86,291	6,209,000	1829	77,131	5,185,370
1804	83,343	6,000,000	1830	83,810	5,833,112
1805	71,252	6,341,000	1831	86,718	4,892,388
1806	83,186	6,572,000	1832	106,806	5,999,769
1807	62,186	5,476,000	1833	83,153	5,755,968
1808	9,576	26,000	1834	87,979	6,595,308
1809	53,921	3,774,000	1835	94,353	8,250,577
1810	84,134	5,048,000	1836	109,442	10,058,640
1811	35,828	2,150,000	1837	100,232	5,795,647
1812	26,094	1,514,000	1838	100,593	7,392,029
1813	5,314	319,000	1839	78,995	9,832,943
1814	3,125	232,000	1840	119,484	9,883,957
1815	88,337	8,235,000	1841	147,828	12,576,703
1816	69,241	12,809,000			

STATEMENT exhibiting the Quantities of Tobacco, together with the Value thereof, Exported from the United States to all countries, during the Years 1842 and 1843.

COUNTRIES.	1842		1843		1844	
	Hogsheads.	Value.	Hogsheads.	Value.	Hogsheads.	Value.
		dollars.		dollars.		dollars.
United Kingdom :—						
England	36,086	3,080,054	21,029	1,260,565		
Scotland	863	129,474	21	2,051		
Ireland	50	2,679	nil.	nil.		
Hanse Towns	42,614	1,974,600	24,504	1,024,851		
Holland	36,079	1,573,615	19,519	816,469		
France, on the Atlantic	12,179	885,176	7,193	471,261		
,, on the Mediterranean	3,759	239,991	4,213	511,074		
Spain	5,556	328,576	339	18,099		
Gibraltar	4,813	317,186	4,771	149,149		
Trieste, and Austrian Adriatic Ports	2,293	143,165	968	72,748		
All other Countries	14,248	866,239	11,897	624,712		
Total	158,710	9,540,755	94,454	4,650,979		

CHAPTER VI.

GROWTH AND PRODUCE OF COTTON WOOL IN THE UNITED STATES.

THE cultivation, growth, and uses of cotton wool, have become more important than the production of any other raw material, if iron may not be excepted.

Unknown to Europe until the tenth century, Asia alone, of the three *known* great divisions of the world, understood its use. In Africa it is indigenous, but its use, as a material to be woven into cloth, appears only to have been introduced

by the disciples and followers of Mahomet about the beginning of the fifteenth century. Its cultivation extended before the beginning of the sixteenth century over parts of Egypt, the Barbary States, and part of Guinea. Cotton, rice, the mulberry-tree, and the sugar-cane, were planted in Spain by the Moors during the tenth century.

In America, however, its use and manufacture appear to have been extensively known before the discovery of the western hemisphere by Europeans. Cook, alone, remarks that the gossypium is not indigenous in America. Columbus, Magellan, Van Noort, Dampier, and Drake,—say, that cotton was used, among other materials, for clothing. Columbus observes, that he saw cotton growing indigenous in St. Salvador; that he exchanged beads and brass for cotton yarn; and that the women wore short cotton coats. Cortez sent Mexican "cotton clothes of exquisite fabric, dyed in various colours," among other presents to Charles V. Cotton is said to have been found growing wild and in great plenty in the Lower Mississippian regions.

The cultivation of cotton, however, as an article of merchandise to be exported from America, does not appear to have been introduced by Europeans until the middle, or end of the seventeenth century.

In 1726, cotton formed a staple export from St. Domingo. In 1733, it was cultivated by the Dutch in Surinam. Cotton was grown at the Cape Town settlements, in 1660 to 1666. "Cotton patches" were common in the settlements of Carolina about the end of the seventeenth and beginning of the eighteenth century.

In 1753, Jamaica exported 2000 bags, and, in 1768, to Great Britain and Ireland, 2211 bags of 200 lbs. weight, and to North America 252 bags. On an average of eight years, from 1740 to 1748, among the exports of Barbadoes 600 bags of cotton are included. In 1787, cotton was exported from the islands of St. Domingo, St. Christopher, Grenada, Dominica, Antigua, Montserrat, and Nevis, and the Virgin Islands. Before 1803, in which year Jamaica did not grow one bag for exportation, there were five varieties of cotton planted in the West Indies, viz: the common Jamaica, the brown bearded, the nankeen, the French or small seed, and the kidney or Brazil cotton: from which country cotton was first exported to England, in 1781. The interest on capital invested in the cultivation of cotton in the British West India islands, in 1785, 1786, and 1787, was fourteen per cent. In St. Domingo, where finer cotton was grown, the interest on capital was twenty-four per cent.

"Of the two kinds cultivated in the United States," observes Mr. Seabrook,* "the ordinary green seed or short staple cotton is derived from the Herbaceum or herbaceous cotton, and the Hirsutum or hairy American cotton; the long staple or black seed cotton is derived from the Arboreum or tree cotton. The former was certainly grown in Virginia, in a limited way, at least one hundred and thirty years before the Revolution. Several of the early governors of that colony used diligent efforts to secure the fabrication of certain articles, which, it was believed, it could profitably raise; and the introduction and culture of new crops, among which was cotton; but their designs were thwarted, as well by the unjust and tyrannous conduct of the mother country, as by the opposition of the tillers of the soil, who, in a matter so important to themselves, had the boldness to consult what they held to be their true interests." In Wilson's account of the "Province of Carolina, in America," published in 1682, it is stated "that cotton of the Cyprus and Malta sort grows

* In a recent valuable pamphlet on the cultivation of cotton, Charleston, South Carolina, 1844. Mr. Seabrook is president of the state Agricultural Society of South Carolina.

well, and a good plenty of the seed is sent thither." In Peter Purry's description of the province of Carolina (in Charleston, 1731), "flax and cotton" are said to "thrive admirably."* In the journal of Mrs. Pinckney, the mother of General Thomas and General Charles C. Pinckney, who, as Miss Lucas, when only eighteen years of age, was intrusted with the management of the planting interest of her father, the governor of Antigua, there is the following memorandum:—"July 1, 1739. Wrote to my father to-day a very long letter on his plantation affairs—on the pains I had taken to bring the indigo, ginger, *cotton*, lucerne, and casada to perfection, and that I had greater hopes from the indigo than any other. June, 1741. Wrote again to my father on the subject of indigo and *cotton*." In 1736, as far north as the 39th degree, cotton was cultivated as a garden plant near Easton, on the eastern shore of the Chesapeake bay. About forty years afterwards, it was cultivated in St. Mary's county, Maryland, and in the county of Cape May, New Jersey; also in the county of Sussex, Delaware. Mr. Jefferson, in his "Notes on Virginia," written in 1781, says, "During this time we have manufactured within our families the most necessary articles of clothing. Those of cotton will bear some comparison with the same kinds of manufacture in Europe; but those of flax, hemp, and wool, are very coarse, unsightly, and unpleasant."

Mr. Seabrook observes:—"A short time before the Revolution, a few of our planters, by growing patches of cotton, some of which was of the black seed kind, succeeded in clothing, not only their families, to which they had been accustomed, but also their slaves. The necessities of the war, and the state of things existing for some time after it, greatly increased the number of the domestic fabricators of the wool, until about the year 1790, when the practice of using homespun for plantation purposes became very common in the districts and upper parishes. The yarn was spun at home, and sent to the nearest weaver. Among the manufacturing establishments, the one in the vicinity of Murray's ferry in Williamsburg, owned by Irish settlers, supplied the adjacent country. The cotton for the spinning process was prepared in general by the field labourers, who, in addition to their ordinary work, picked the seed from the wool, at the rate of four lbs. per week."

At the Convention at Annapolis, in 1786, Mr. Maddison remarked, that "from the garden practice in Talbot, and the circumstances of the same kind abounding in Virginia, there was no reason to doubt that the United States would one day become a great cotton producing country." During the revolutionary war, Philadelphia was supplied with native cotton, at two shillings sterling per lb., sufficient for home consumption. A mission was sent the same year to England by Mr. Tench Coxe, to obtain machinery, and all information relative to the spinning and weaving of cotton. *Protection*, the bane of manufactures, was then legalised. Mr. Seabrook remarks:—"The *influence of a manufacturing society*, established in Philadelphia, in 1787, and the prevalent opinion, that the raw material might be made a profitable source of revenue, induced Congress, at the first reformation of the tariff, to impose a duty of three cents a pound on foreign cottons, with which the United States were at that time supplied from the West Indies and the Brazils." He further remarks that—

"In 1792, the growth of cotton in the United States was unknown to Mr. Jay, or that as a commercial article it was deemed of little value, is obvious from the fact, that, in the treaty negotiated by him, it was stipulated, 'that no cotton should be imported from America.' The object being to secure to the English the carriage of the West India cotton to its market in Europe. For which reason the Senate refused to ratify the 12th article of that treaty. The first Provincial Congress in Carolina, held in January, 1775, recommended to the inhabitants to plant cotton, but their recommendation was almost entirely disregarded."

In the provincial trade returns, we find that among the exports of "Charles Town" from November, 1747, to November, 1748, were seven bags of cotton wool, valued at 3*l.* 11*s.* 5*d.* per bag. In 1754, "some cotton" was exported from South Carolina. In 1770, there were

* "Peter Purry, a native of Switzerland, and the founder of Purrysburg, in the reign of George I., presented a memorial to the Duke of Newcastle, then Secretary of State, in which he sets out with this postulate, that 'there is a certain latitude on our globe, so happily tempered between the extremes of heat and cold, as to be more peculiarly adapted than any other for certain rich productions of the earth,' among which silk, *cotton*, indigo, &c., and he fixes on the latitude of 33 deg., whether north or south, as the one of that peculiar character."

shipped to Liverpool, three bales from New York, four bales from Virginia and Maryland, and three barrels full of cotton from North Carolina. Before the revolutionary war, Virginia exported hemp, flax-seed, and *cotton*, to the value of nearly 2000*l.* In 1784, an American ship, which imported eight bags of cotton into Liverpool, was seized on the ground, that *so much cotton could not be the produce of the United States.* In 1785, fourteen bags; in 1786, six bags; in 1787, 109 bags; in 1788, 389 bags; in 1789, 842 bags; and, in 1790, eighty-one bags were exported to Europe from the United States. The first bag of cotton wool exported from Charleston to Liverpool, arrived January 20th, 1785, per Diana. The exports of cotton wool from the United States increased steadily, but the exports included West India cotton wools re-exported from 1790 to 1794. In 1796, the culture of cotton was greatly advanced by the invention of the saw gin by Eli Whitney, of Massachusetts. Mr. Seabrook observes, "This ingenious, but unfortunate artist, who by his machine doubled the wealth and means of employment of his countrymen, and thereby in an especial manner conferred on the plantation states a benefit that can scarcely be estimated in money, was rewarded by South Carolina, North Carolina, and Tennessee only. The first appropriated 50,000 dollars for the use of his invention within her limits; the second laid a tax for five years of 2*s.* 6*d.* upon every saw in every gin that was mounted within its jurisdiction; and the last imposed a tax of thirty-seven cents and a half upon every saw, to be continued for four years. Notwithstanding these liberal legislative acts, the inventor derived no pecuniary benefit from his gin. He expended the whole amount received from South Carolina (from the other states he received a mere pittance), in defending against arbitrary and vexatious suits, and in prosecutions for violations of his patent right. Over the grave of this distinguished benefactor of the human race, a monument is erected, with the simple inscription—'The inventor of the saw-gin.'

"The history of the green seed and the black seed cottons is intimately blended. The growing of the former in this country for exportation was begun but a few years before that of the latter;* the same machine for extracting the seed from the wool was for a long while employed; and the modes of cultivation and preparation, with one exception,† including the manner of packing the back, were also the same.

"Between 1786 and 1795, cotton from various parts of the world was introduced into the southern states and Louisiana. A species of the white Siam was for some time the subject of experiment by the French in the latter country. The Nankeen came from Malta. The Bourbon was brought from that island to Charleston, through the instrumentality of James Hamilton, who was a merchant, and part owner of the only India ship at that time trading beyond the Cape of Good Hope. The Pernambuco or kidney cotton, was sent from the Havannah to Mr. Levett of Georgia, by a Mr. Welch, a merchant of Philadelphia. These, and many other sorts, after a fair trial, were abandoned, for the reason of their inferiority to the kinds then profitably raised, viz.:—the real green seed, and the Sea Island cotton; the latter having superseded the plant that was grown at the period of the Revolution, which strongly resembled the short staple in growth and blossom, except having a clean black seed with fur at the end. The Louisiana cotton, it is thought, was derived from this species, but degenerated in the progress of tillage by intermixture with other kinds. To a cross with Sea Island cotton, large quantities of which were shipped to Louisiana immediately subsequent to its cession to the United States, is, perhaps, in part to be attributed the decided superiority of the New Orleans cotton wool of the present day over all others in North America of the green seed description."

Sea Island, or *black seed cotton*, began to be raised in Georgia, in experimental quantities, in 1786. The native place of the seed is believed to be Persia. It is designated the

* "In Georgia the long staple cotton was first planted for market; in Virginia, South Carolina, and North Carolina, the short staple cotton.

† "The bow-string operation. A large bow, made elastic by a complication of strings, is put in contact with a heap of cotton; the workman strikes the string with a heavy wooden mallet, and its vibrations open the knots of the cotton, shake it from the dust and dirt, and raise it to a downy fleece. 'The bow,' says Mr. Baines, in his history of the cotton manufacture of Great Britain, 'has been used immemorially throughout all the countries of Asia, and has its appropriate name in the Arabic and other languages. In this country,' he remarks, 'it was first employed in Georgia; hence the term, still employed in commerce, 'Bowed Georgia cotton.'"

Persian cotton by Bryan Edwards, and is so called in the West Indies and by the merchants of England. The seed grown in this country came from the Bahama Islands, where it had been introduced by the Board of Trade from Anguilla.

"The *black seed cotton* region of Carolina is bounded on the north and north-west by a line about twenty miles south of the line that separates Barnwell and Orangeburg from the neighbouring parishes; on the north-east and east by the Santee river;* on the west and south-west by the Savannah river; and on the south and south-east by the ocean. The Eutaw Springs, in St. John's, Berkley, is the extreme northern point to which it extends. Williamsburg was for many years embraced in its limits, but that district no longer furnishes a supply of the raw material. About the year 1812, three or four planters, as an experiment, introduced its culture into the southern part of Sumter district. The quantity and quality of the crops were sufficiently encouraging, but as the preparation of the wool was objectionable, the growers abandoned their enterprise for the reason of the large expenditure of labour and time that it required. The first attempt in South Carolina to raise a crop of long cotton was made, in 1788, by Mrs. Kinsey Burden, of Burden's Island, St. Paul's parish. As early as about the year 1779, this and the short staple cottons were produced by her husband, whose negroes were then clad in homespun of home manufacture.† The first successful crop appears to have been grown by William Elliot, deceased, on Hilton Head, near Beaufort, in 1790, with five bushels and a half of seed, purchased in Charleston at the rate of 14*s.* per bushel. The cotton brought 10½*d.* per pound. In 1791, John Screven, of St. Luke's parish, planted thirty or forty acres at his Montpelier plantation on May river. The product was packed in the article called *Hessians*, and sold in Georgia for 1*s.* 2*d.* to 1*s.* 6*d.* sterling per pound. In 1792, John Rose cultivated a small field on the Oakatee creek, from which he gathered 600 lbs.; which commanded in the Savannah market 2*s.* a pound. It is certain that, at this period, many planters on the Sea Islands, and contiguous main land, *experimented with long cotton*, and probably it was produced by several of them for market. The season of 1793 found cultivators in other sections of the state engaged in the good work — among them, James King, of St. Paul's parish, Colonel Edward Barnwell, and Captain John Joyner, of Port Royal, and General William Moultrie, of St. John's, Berkley. The crop of Mr. King yielded abundantly, and was sold by Kinsey Burden, now of St. John's, Colleton, at 12*d.* to 13*d.* the pound; that of the latter, at his Northampton plantation, covering a field of 150 acres, was a decided failure. But to return. The cotton culture from this time progressed rapidly. In all the parishes the practical friends to its extension greatly multiplied. Against each other this plant and indigo struggled for the ascendency. In 1798,‡ the latter was very generally ceased to be grown for market.

"As an evidence of the former value of this species of the gossypium, and of the success of some of its growers, it is worthy of record, that Peter Gaillard, of St. John's, Berkley, in 1799, averaged 78*l.* sterling per hand. In that year, James Sinkler, of the same parish, from a field of 300 acres, realised 216 lbs. per acre, for most of which he received 3*s.* a pound. William Brisbane, deceased, at his White Point plantation, St. Paul's parish, was so successful in 1796, 1797, and 1798, that from moderate circumstances he became, in his judgment, so independent, as no longer to engage in the toilsome task of cultivating the earth. He sold his landed estate to William Seabrook, of Edisto Island, at a price held by many to be ruinous to the latter,§ and passed a few years in travelling in our northern states and in Europe.

"While the larger portion of the seed used in South Carolina was either purchased in

* West of that line some green cotton is also grown.

† All attempts to naturalise the Bourbon cotton, though it strongly resembles the green seed species, have failed.

‡ At that early period, the opinion prevailed that the supply of cotton would soon exceed the demand. A highly respectable planter of St. John's, Colleton, deceased, in looking at his first crop, the produce of a few acres, after it had been housed, exclaimed, "Well, well, I am done with the cultivation of cotton! Here is enough to make *stockings* for all the people in America."

§ Mr. Seabrook, with the proceeds of the crops of the plantation, paid the purchase money in two years.

Charleston, or in Georgia, a considerable quantity was obtained in the Bahamas, through the active exertions of friends who resided in Providence.

"In 1780, when England had no fine manufactories, the best cottons brought to her market were from the Dutch plantations of Berbice, Demerara, and Surinam. These then commanded respectively 2*s.* 1*d.*, 1*s.* 11*d.*, to 2*s.* 1*d.*, 2*s.* In 1786, Bourbon cotton,* remarkable for fineness, but deficient in length, was worth from 7*s.* 6*d.* to 10*s.* per pound. It was superseded by Sea Islands, which, in 1799, sold readily in Liverpool at 5*s.* to 5*s.* 3*d.* per pound. Its price in this state, in the infancy of its production, was generally from 9*d.* to 1*s.* It soon rose to 1*s.* 4*d.* and 1*s.* 6*d.*—then to 2*s.* and upwards,† at which it remained until 1806, when the planter, for the first time, experienced the baneful effect of restrictions on commerce. From the superiority of this cotton to that raised in any other country, even from the same seed, the staple at first was objected to, as too long, and by one or two English spinners, it is said, it was actually cut shorter.†

"On its introduction into Georgia, the cultivation of long cotton was confined to the warm high lands of the Sea Islands: these portions of the plantation are still everywhere preferred, and almost invariably return the largest yield, though their exhausted condition would seem to invite the more general tillage of the lower grounds.

"The method of cultivation was very various, and without method, until about the year 1802, when it assumed a regular form in Carolina and Georgia. Then the crop was worked four times—the latest hoeing being from the middle to the last of July. The hoeings now are more frequent, from five to seven being usually given, and are begun earlier, and finished sooner. The point appears to be conceded that, when the plant puts out fruit freely, which may be expected early in July, out-door labour should cease, especially if the season be wet.

"The plough was practically unknown to the first growers of long-staple cotton. This is still true, although a half century has elapsed. The ridge-system; the levelness of the ground, requiring, therefore, numerous drains; the small quantity of land, from three acres and a half to four acres, cultivated to the hand, which, from its lightness, is so easily and so much better attended with the hoe; and the impossibility of gathering the cotton as rapidly as the field may demand, if, with ploughs, the tillage embraced a larger number of acres—all seem to render the aid of this great agricultural implement utterly useless in the *culture* of the crop. In the breaking up of the soil, however, and, as an assistant, in forming the ridge, the plough is universally employed, except on the Sea Islands, where only, by a few planters, is its value, in the latter operation, fully acknowledged.

"The task in listing was formerly half an acre; in ridging, three-eighths of an acre; and in hoeing, half an acre. The present tasks are less, except in hoeing, which is the same. The beds are still changed as often as the same field is tilled. In Georgia, the attempt to make them so far permanent in low grounds as to continue for six or eight years, has, in a few instances, been successfully tried. ‡ There is scarcely a doubt, from their

* Bourbon cotton was first imported into Manchester in 1783.

† From 1798 to 1809, both inclusive, a planter of this state sold his cotton in Charleston at the following prices:—

	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1798	1 0						
1799	1 4						
1800	2 0	2 1					
1801	2 1	2 0	1 8				
1802	2 3	2 1	2 4	2 7	2 0	1 8½	1 7½
1803	1 8½	1 9	1 8	1 7	1 6	2 6	
1804	1 6	2 6					
1805	2 0	1 0	1 9	1 6½			
1806	1 11	1 9	1 7				
1807	1 8	1 7	1 0	25 cts.	18 cts.	13 cts.	10 cts.
1808	30 cts.	25 cts.	23 cts.	15 cts.			
1809	26 cts.						

‡ "Twenty years ago," says Mr. Spalding, in a recent letter to the writer, "upon purchasing

depth of mould, and extreme richness in vegetable ingredients, that the experiment would succeed in the marsh lands of South Carolina. The application of this plan to poor soils is forbidden by the necessity of furnishing them annually with fertilising matter, which should be thoroughly incorporated with the earth.

"Encouraged by the anticipated results of experience, if not in every instance by the actual product of their fields, our fathers continued to cultivate the grounds which their sagacity first selected for the new crop. After several years of exhausting tillage, a radical change in their plan of operations, it was apparent, must soon take place. Unaccustomed to imbibe information from books concerning their vocation, the plain alternative of resorting to virgin soils was adopted. This, with regret and mortification be it said, is still the popular expedient, except where necessity, that kind and blessed encourager of the arts, forces the reluctant to another, and, as experience testifies, far more profitable scheme. The land which could be the most readily prepared, was invariably chosen—the best, requiring a large expenditure of labour, neglected. Only recently have the swamps of some of the parishes, and the immense tracts which lie along the line where the salt and fresh waters meet, arrested the notice of the cotton grower. These alone are capable of yielding an amount of cotton wool equal to the yearly exports of the state. Whether the enterprise of the agriculturists is adequate to the task of draining and embanking them, the future will develop. To those who have been engaged in this patriotic work, the encouragement for further trials, on a more extended scale, is great, if not decisive.

"Notwithstanding the woods everywhere, and the marshes, furnished an abundant store of suitable aliment, still, in his early efforts, the industry of the grower did not extend beyond the narrow limits of manuring his root potato field, comprehending the one-fourth of an acre to each labourer. There were no instruments to mow the salt grass, rakes for collecting leaves, nor carts especially designed to convey the vegetable offal to the cattle-pen. On Edisto Island, where the system of tillage is admitted to be good, and where, probably, as much enriching matter is distributed over the land as in any other part of the United States, there was, in 1822, not one plough or scythe; the largest plantations had not more than two or three carts, and the utility of oxen, in practice, was absolutely unknown. Now, a cart and mule, or a yoke of oxen, to every six workers, is common; labour-saving machines abound; and every acre of cotton, and generally of provisions, is provided with, what at least is supposed to be, a proper quantity of appropriate pabulum. This salutary reformation in the husbandry of this small section of the state was effected mainly by the establishment of an Agricultural Society in the year just alluded to. All that has been said in reference to Edisto, is applicable to most of the Sea Islands, and, in a more limited sense, to a majority of the parishes.

"In Carolina, it was not until about 1825, that manuring may be said to have been systematised. By the force of circumstances, the sea-board set the example, * which, though strongly urged by the slender return of their fields, is still apparently unheeded by many of the parishes and districts.

"Of all the fertilising materials for the black seed cotton, marsh mud is held in the highest estimation; not for the reason of its abundance and contiguity to plantations, but because, if the proper kinds † be judiciously used, it is the most profitable, and certain in its results. It contains more nutritive and other valuable properties than any other natural compound, and is specially adapted to light sandy soils.

"Salt mud, as a garden manure, was employed in South Carolina in 1801. Judge William Johnson states, that in that year he commenced his experiments with it, and, after repeated trials, arrived at the conclusion that it was a great meliorating agent. It is said, that as far back as 1797, the late General Vanderhorst was practically acquainted with its value. The merit of its discovery, however, as a fertiliser for cotton lands, seems to be due

some river-land opposite to Savannah, I adopted permanent ridges, planting a row of corn, and a row of cotton alternately; these ridges had stood nine years, when my son sold the plantation, giving, as I think, the best cotton and the best corn crops in Chatham county."

* In 1805, nearly all the materials, now used as manure, were then employed on the Sea Islands, though in a very limited way.

† That on which the tall marsh grows is greatly to be preferred to all other kinds.

to the late James King, of St. Paul's parish. By him it was freely used before the late war with Great Britain.

"As slovenly as was originally the tillage of the cotton plant, the preparation of its produce for market was much more so. It was, indeed, so badly cleaned, as to be deemed suitable only to the coarser fabrics. Up to about the year 1820, the gatherers took no especial pains to abstract the decayed leaves. The wool was sunned all day, and ginned frequently with the stained particles incorporated with it. These were removed in the process of moting, which was effected by women sitting on the floor, where it was beaten with twigs. During the operation of ginning, no bags or boxes received the cotton, and oftentimes large quantities were thrown together until the moters were prepared to examine them. In packing, an old iron axletree, or wooden pestle, the present instrument, was used. There were no re-inspectors of the cotton before it was deposited in the bag, in which the spinner would frequently find, in addition to a large supply of leaves and crushed seeds, potato skins, parts of old garments, and occasionally a jack-knife. With many, the cotton was ginned, moted, and packed in the same room. Very different indeed are the present processes, or rather the modes in which they are severally performed. Separate rooms for the seed and ginned cottons, as well as for the wool, which, after it is gathered, is never exposed to the sun, have long been considered necessary, in the sea-board parishes, to ensure the proper after-handling of the crop. There are required a room for the whipper, if one be employed, which extracts the dirt and imperfect filaments; another for the assorters, who, provided with boxes for their clean cotton, perform their work before a long table, covered with wire, or wooden slats, the eighth of an inch apart; a third for the moters, who also stand before a latticed table, and, as often as a handful of cotton is prepared, it is thrown into a wooden box, about three feet from the floor, and secured to the sides of the building immediately behind the moters respectively; a small room for the moted cotton, and one for the packer, usually adjoining it; and a house or room, proportioned to the force employed, for the ginners, in which are boxes for the seed cotton in the rear of the operators, and boxes under the machines for the ginned cotton. The houses are lined on the inside with planed boards, and the windows of the assorting and moting rooms, and the gin-house, are glazed. All these accommodations are now to be found on nearly every plantation on the Sea Islands and the adjacent country, and, it is said, in many of the upper parishes.

"The amount of labour expended in a day in preparing one bag of superfine cotton, of 300 lbs. weight, the produce of 1500 lbs. in the seed, is as follows, viz.:—

Dryer	1
Turner and feeder of the whipper	2
Assorters, fifty lbs. each,	30
Ginners, twenty-five lbs. each,	12
Moters, forty-three lbs. each,	7
Packer and re-inspector	2
Total	54

"It will thus appear, that if the foot-gin be used in the ordinary way, which, with a few exceptions, is the invariable practice, fifty-four labourers, at an expense to the owner of twenty-seven dollars, estimating their services at fifty cents per day respectively, are necessary to the getting of one bag of cotton properly cleaned. When the gins are propelled by steam, six persons only, male or female, to feed them, are required. If the wool be separated from the seed by Eaves's improved gin, to which steam power is applied, the aid of three men will be needed. In all other respects the labour is the same.

"The cultivation and preparation of cotton, as described in these pages, is peculiarly applicable to the southern half only of the long staple region. In the northern portion, but especially in the Santee country, there are differences in each, which it is important should be briefly noticed. Five acres to the hand, of which generally only one-third is manured, are planted. The ridges are four feet from each other, and the plants stand from fifteen to twenty inches apart. In the culture of the crop, a machine of a triangular shape, called 'the sweep,' is used by a few as an assistant to the hoe. The morning after the cotton is gathered, according to the wonted usage, it is assorted by the pickers; but, con-

trary to the plan of the sea-board, not afterwards; unless one or two hands, who attend to the scaffold, may be said to perform that service. The task in moting is from twenty to twenty-five lbs. The material points of difference, then, in the handling of the crop, between the lower and upper parishes, or the former and Santee growers, consist in the processes of assorting and moting. The labour of the first is chiefly expended in cleaning the cotton in the seed; that of the other, after it is ginned. This, probably, arises from the characteristic features of the two staples. Unless great caution be exercised in the moting of fine cottons, the fibres will entangle, and the wool become lumpy and stringy. These results do not take place when the coarser qualities are cleaned in the ginned state.

"For the silky cottons produced on the Sea Islands of South Carolina, the planter is indebted to the botanical skill and laudable perseverance of Kinsey Burden, Sen., of St. John's, Colleton. An improvement in the texture of the wool engaged his earnest attention as early as 1804 or 1805. In one of those years, he raised from selected seed a 'pocket' of cotton, worth, in the English market, 'twenty-five cents per lb. more than any other cottons at any price.' From that time he laboured zealously in this new branch of his profession until 1826, when he sold his first full crop, sixty bags, at 110 cents per lb. The crop of the following year commanded 125 cents per lb. It is proper here to observe, that between 1821 and 1829, the average price of common long cotton was twenty-four cents, and of the superior kinds from thirty-five to sixty cents. Mr. Burden's discovery was held to be so valuable to the state, that he was induced to forward a memorial to the legislature, offering to sell his secret for 200,000 dollars; he resigning all his seed, except what was necessary for his own crop, and communicating the mode of perpetuating the silky properties of the new cotton fibre. The memorial, for reasons satisfactory to the applicant, was never presented.

"Cotton may appropriately be divided into three kinds: 1st, Herbaceous cotton; 2nd, shrub cotton; 3rd, tree cotton. The first is the most useful, and is cultivated in nearly every country congenial to the gossypium. It exists native at Aleppo, in Upper Egypt, Arabia, and in Senegal. Of the seven varieties of the shrub cotton, one or other grows spontaneously in the tropical regions of Asia, Africa, and America. In the latter continent, the hirsutum, or hairy (seeds greenish), and the Barbadense, or Barbadoes cotton (a black seed), are indigenous. To the shrub species all the South American, and most of the West India cotton, which is long-stapled, is to be referred. The tree cotton, according to one authority, grows in India, China, Egypt, the interior and western coast of Africa, and in some parts of America; by another, it is a native of India, Egypt, and Arabia.

"Quatremere Disjouval, a prominent member of the Academy of Sciences of Paris, in speaking of the influence of climate on the texture and quality of cotton, advances the following hypothesis:—That the produce of the countries immediately under or nearest the equator, is to be considered the type of excellence, and is distinguished by its fine silky fibre, the depth and peculiarity of its colour, and the height and permanency of the plant. In proportion, he remarks, as we recede from the equator, these strongly marked characters disappear, the fibre becomes coarse, its colour perfect white, and, on the shores of the Mediterranean, we behold the lofty and flourishing tree of Hindostan, dwindled down into a stunted annual shrub. Of these broad and unqualified assertions, there is but one that rests on a tenable basis:—that the perennial plant of the equator becomes an annual in a higher latitude. The averment, that the finest and the deepest coloured cotton is the produce of the tropical countries, is reiterated on even higher authority. * This is false, as a general proposition, and only true concerning locations. The coarsest cottons known in commerce, except some from Peru, between 5 deg. and 15 deg. south, which are of a dark hue, and as coarse as the wool of sheep, are the Bengal, 24 deg. north, and the Surat, 21 deg. 10 min. north; the finest, and in all other respects the best, cottons are produced on the Sea Islands of South Carolina, 10 deg. beyond the Tropic of Cancer. To the latter, as well as those of the Isle of France, 20 deg. 9 min. south, Dacca, 23 deg. 55 min. north, and Egypt, about 30 deg. north, the cotton of Guiana, within 5 deg. of the equator, is decidedly inferior. The worst native cotton in the East grows in Java, 7 deg. south. The cottons of South America, in the hottest region, it is true, are of a better quality than

* "Rees' Encyclopædia;" article *Cotton.*

those of the Levant; on the other hand, some of the West India kinds are lower in value than the green seed varieties of this country. These too, as is especially the case in our state, oft-times grow within a few miles of the long-staple cotton, and, in certain localities, side by side; yet the best sorts of the latter are worth 800 per cent more than the best sorts of the former. So much for the effect of climate on the fibre of cotton, in opposition to the gradation of the French philosopher's system. With regard to the colour of cotton, the yellowish hue of which is indicative of fineness, climate has but an inconsiderable effect. The cottons on the coasts of South Carolina and Georgia are tinged, and some varieties deeply, with yellow; while the inland districts of those states, and their more southern neighbours, as far as the Red river, produce cotton of great whiteness, and far inferior in strength and fineness. A portion of the West India cotton is of a cream colour; and some from India is represented to have 'a slight tinge of Aurora.' The cottons of Bengal, Madras, and Surat, of Smyrna, Cyprus, Salonica, and all parts of the Levant, are distinguished by their want of colour; this is also said of Siam, famous for its nankeen. The Dacca cotton is deeply coloured, and, although it is consumed in that province, and consequently unknown in commerce, still, from an examination of the muslin, denominated in hyperbolical language, 'webs of woven wind,' and 'which can hardly be felt when expanded,' it has been satisfactorily ascertained to be of a coarser fibre than the better qualities of our cottons, grown near the ocean. While one pound of that cotton, in a single thread, would extend to the distance only of 115 miles, two furlongs, and sixty yards, cotton yarn is spun in England, making 350 hanks to the lb. weight, each hank measuring 840 yards, and the whole forming a thread of 167 miles in length. Further, 420 hanks certainly, and, it is asserted, from 480 to 500 hanks, per lb., have been spun in Manchester with cotton from South Carolina; thus yielding a thread from 197 to over 238 miles long.

"The valuable properties of cotton wool, in their relative order, are strength, fineness, length, evenness and freedom from knots and entanglements. The superiority of our Sea Island cotton over all other kinds, * is owing to their fibres being 'spiral springs, singularly adapted to the spinning process, readily entwining with, and sliding over, each other, during the formation of a thread, with an easy elastic force. The filaments of these cottons vary from one to two 'inches, and in breadth from 1-1500th to 1-3000th of an inch.'

"A short time after cotton, as a crop, had been successfully cultivated in Carolina, it was attacked, in Georgia, by the caterpillar, *noctua xylina*, or cotton-moth, which made its appearance as early as 1793; seven years afterwards, in South Carolina. In 1804, the crops, which would have been devoured by them, were, with the enemy, effectually destroyed by the hurricane of that year. In 1825, the visit of the worm was renewed, and its ravages were universal and complete. In 1827, 1829, 1833, 1834, 1840, 1841, and 1843, the lower parishes generally, or particular locations, suffered greatly by its depredations.

"That the cotton-moth frequently survives the frosty season, is nearly certain. An examination of the neighbouring woods, especially after a mild winter, has often been successfully made for that purpose.

"The injury that has often been committed by the caterpillar is almost incredible. In one week they have denuded of its foliage every stalk in the largest field. The cotton plant of Guiana was very subject to the attack of the chenille, as the caterpillar is there called. In the Bahamas, between March and September, 1788, no less than 280 tons of cotton, on a moderate scale, were devoured by this worm. Among the causes of failure of the crop in that quarter, as ascertained by answers of the most intelligent and experienced planters to questions proposed by the House of Assembly, the most prominent is the destruction by the chenille. The same cause produced the abandonment of the gossypium culture in several of the West India islands.

"The attack of the caterpillar in Carolina is not annual. This of itself is satisfactory evidence, that the 'evolution of the larvæ, and the transformations and death

* Ten years ago, the difference between the staple of our Sea Island cotton, and that of Egypt, Brazil, and some of the West India sorts, was about twenty per cent in favour of the former. Owing to a more favourable climate, superior husbandry, and the raising of superfine qualities, the difference may now be estimated at from thirty to fifty per cent, and over, if the silkiest kinds be included.

of the insect, or the appearance and disappearance of the chenille, are regulated or influenced by particular states of the atmosphere;' and probably, as close observers have remarked, by 'the phases or changes of the moon.' Every effort which the most scrutinising and active minds have hitherto suggested to prevent their propagation, or to render innoxious the career of these insatiable depredators, has utterly failed. From this consideration, added to their great tenacity of life and extraordinary fecundity, it is supposed that the ordinary means of effecting either of those desirable ends will never succeed. The caterpillar, after being plunged into spirits of turpentine, or corrosive sublimate, is as ready for his all-day meal, as though it had been immersed in pure water. If the section of the field in which the pupæ only are seen, be burnt, the progress of the worm, as experience testifies, will scarcely be impeded. Lime will quickly produce death, and so will oil rubbed on the abdomen, but how can these be used efficaciously on the larvæ, when from 500 to 1000 on a plant are not unfrequently seen? Or can the pupæ, reposing in their glutinous cells, be affected by any external application? In this way the planter reasons, and when the enemy appears, no means whatever are now employed to preserve the fruits of his labour."—*Mr. Seabrook on the Cultivation of Cotton.*

Mr. Townsend, of Carolina, adopted the following plan for destroying these insects:—

1. His people searched for and killed both the worm and the chrysalis of the first brood.

2. On the appearance of the second brood, he scattered corn over the field to invite the notice of the birds, and while they depredated on the worms on the tops of the stalks and their upper limbs, the turkeys destroyed the enemy on the lower branches.

3. When in the aurelia state, the negroes crushed them between their fingers.

4. Some patches of cotton, where the caterpillars were very thick, and the birds and turkeys could not get access to them, were destroyed.

5. The tops of the plants, and the ends of all the tender and luxuriant branches, where the eggs of the butterfly are usually deposited, were cut off.

"By these means, resolutely pursued, although at one time the prospect of checking the depredators was almost cheerless, not the slightest injury to the field was sustained.* As the reasons for the measures adopted by Mr. Townsend are, perhaps, apparent, it behoves the planter to reflect that, on the first visit† of the caterpillars, while their number is few, they might be, if not entirely got rid of, materially lessened; that in the pupæ state they are easily detected, and, of course, as easily killed; and that while early and indefatigable exertions may be crowned with success, delay or tardiness in his operations will certainly be fatal.

"In Georgia, the attack of the red bug, a winged insect with a long proboscis, with which it pierces the green pods, extracting the juices of the seed, and leaving the capsules blighted and hard, and the cotton stained of a deep yellow or red colour, are coeval with that of the caterpillar. Although this insect is an occasional depredator in the fields of this state, yet no material loss has been sustained by it. This is, also, true of the *apata monachus*, a species of the scarable, the larvæ of which, eating with a revolving motion, penetrate to the wood and pith of the cotton stalk. Red bugs, that prey on the roots and leaves of cotton, usually early in May, though their appearance is not uncommon in April, are certainly becoming more destructive and extensive in their visits. By the latter, the growth of the plant is in general only checked; but the former,‡ by arresting the ascent and circulation of the sap, generates a disease, which, if it do not destroy, renders the plants comparatively barren. The grub or cut-worm, if the spring be cold, and east winds prevail, is a troublesome, but not a formidable, enemy. The blast or blight is now, perhaps,

* The experiment cost Mr. Townsend two acres and a half of cotton, about fifteen bushels of corn, and the work of all his people for about five days. This gentleman was roused to unusual action by the reflection, founded on analogical reasoning, that, of one moth of feeble wing and tender body, which a vigilant eye might discover and destroy, the progeny in six weeks amounted to at least 26,000,000 of worms.

† This is communicated to the planter through the sense of smell. When the chenille appears, a very flagrant odour issues from the field, which is not possessed by the worm itself, or the plant separately.

‡ Wherever salt is applied on the listing, at the rate of one pint to the task-row (105 feet), it is confidently believed, that the bug will not appear.

the most common of all the diseases to which cotton is liable. Its tendency is to check or destroy the vegetative powers of the plants. The causes of blast are threefold:—excess of vegetation, corresponding with plethora in animals; exhaustion of vegetation, terminating in a state similar to gangrene; and wetness at the roots. When the first takes place, the cotton is pronounced 'flaggy;' the appearance of the second is denominated 'canker,' of which there are two kinds: in one the plant is stripped of its fruit and foliage, except a few green buds on the top; in the other, the leaves wither—the stalks assume a dark hue, and the pods drop, save those nearly full grown, which become hard and black, though they produce cotton. In relation to the third cause, as long as the roots are saturated with water, the procreative energies of the plants are arrested, and all the fruit previously formed quickly disappear. While the manuring system, where judiciously practised, has almost effectually removed one cause, and the main one, arising from vegetative exhaustion,* it has palpably increased the plethoric habits of the plant, and multiplied the number of its diseases, most of which, there are good grounds for believing, is animal. It should, hence, be the paramount duty of the grower, unless an antidote, like salt for instance, be applied, to use sparingly those manures, which furnish a matrix for generating or nourishing the insect brood.

"It has been well said by a judicious observer, that, of all the productions to which labour is applicable, the cotton plant, more particularly the species grown on the Sea Islands, is the most precarious. In its first stage it is attacked by the grub; it is devoured by bugs in the second; and by caterpillars in the third: it is often withered by the wind in its infancy, and by the blight in maturer age; and when the grower, excited by all the causes which hope so kindly presents to his ardent imagination, is about to reap the golden harvest, an equinoctial gale, or a few saturating showers, deprive him at once of the fruits of his labours, and bid him to reassume the toils and vexations of his vocation. And here it may pertinently be added, that 'when the produce is raised, at an expense to the cultivator, which, perhaps, is not equalled in any other pursuit—an expense, too, that is permanent and certain, while the returns are more variable and fluctuating than any other—the selfish and grasping policy of man is oftentimes more destructive than even the anger of Omnipotence.'

"Apart from the suicidal legislation of the federal authorities, our planters have no cause for despondency. Every view of the subject, on the contrary, imperiously invites them to persevere. In confirmation of this assertion, there are two considerations, one of a general and the other of a local character, to which I would briefly invite your notice—the first showing, that better and cheaper cotton can be grown in this country than in any other section of the world; the other, that by a little more attention to the processes that succeed the gathering season, the disparity between the South Carolina planter and his more southern associates, in relation to the money value of their respective crops, would be considerably lessened. And, first, in reference to nearly every part of the globe where cotton is grown for European consumption and manufacture, it is undeniable, that while the production of the raw material in the United States is rapidly extending, in other countries, it is either stationary or diminishing. Secondly, although with regard to the amount of cotton per acre, South Carolina cannot compete with the Gulf states,† yet her planters, in consequence of this apparent misfortune, are enabled to send the wool to market greatly improved in value by a superior mode of handling. One cent more per pound, occasioned by a better style of preparation, taking the crop of the last year as a basis, would yield to the growers over 900,000 dollars.

* Sometimes, on poor high land, assisted with any matter, salt-mud especially, that brings the plant rapidly to maturity, this disease will appear, if a drought be succeeded by heavy rains in August. To prevent this, do not use mud alone, but in connexion with some stimulating aliment. Such lands should not be planted until the last of April.

† While the production in the Gulf states has doubled itself for the eighteen years, from 1824 to 1841, inclusive; that of the southern Atlantic states for the same period has remained nearly stationary.

Actual average of the eighteen crops from 1824 to 1841:—

	First Six Years.	Second Six Years.	Third Six Years.
South Atlantic States	253,000 bales.	504,000 bales	1,030,000 bales.
Gulf States.....	433,000 „	522,000 „	529,000 „

"The American saw-gin, and the wonderful discoveries and inventions in England in the operations of carding, spinning,* and weaving cotton, gave birth to the cotton-husbandry in the United States. The application of steam to the propelling of the cotton-machinery, and for purposes of navigation; the improvements in ship building, which enable vessels that formerly carried only 900 lbs. to the ton of register, now to carry from 1500 to 2000 lbs. to the ton, separate from the skill and industry of the cultivator, have materially contributed to its unparalleled extension.

"In consequence of its abundance, and the facility with which it can be twisted into a thread, cotton is the cheapest of all the materials for clothing; and what, perhaps, is of scarcely less importance, it is in a high degree conducive to health. For these reasons, it is gradually supplanting flax, silk, and wool, as an article of wear, or forms a component part of all of them. From its exchangeable value, and constituting as it does more than one-half of our exports,† it has greatly accelerated the growth and flourishing condition of the plantation states; aided to build up the prosperity of their political associates, and added vastly to the wealth and greatness of the union. Nor has its benefits been confined to the North American republic. The enlargement of our cotton husbandry, by arousing the energies of the British artists, created many of those extraordinary mechanical improvements, which have essentially contributed to render England the most powerful nation of which history furnishes an example. The community of interests existing between that sea-girt isle and our highly favoured land, owes its strength and maintenance to the downy fleece of a long-neglected shrub, which, by the unexampled skill and ingenuity of the one, and the untiring industry and perseverance of the other, has become 'the wonder of agriculture in the United States, and the miracle of manufacture in Europe.' Without attempting to show the manifold blessings that cotton has conferred on the political and social condition of other nations, it may, perhaps, be only necessary to remark, that everywhere society feels its friendly and invigorating influence. All classes and occupations, though its culture and manufacture, on an extended theatre, are of modern date, already acknowledge, that the 'vegetable wool' is among the greatest gifts of God to His people.

"The grand revolution which has increased the production of cotton wool in this country over 5676 times in half a century, has been brought about not by governmental patronage and the influence of monopolies, but against the unceasing plunderings of the one, and the resistless and unrelenting fiat of the other. The history, indeed, of no pursuit affords so extraordinary a result from the isolated labours of its followers, and under circumstances so oppressive and discouraging, as that of the cotton grower of the United States. He sows, and endures the heat and burden of the day, but others riot in the harvest. A juster and nobler policy, it is hoped, will ere long direct the federal councils. England now pays to America 35,000,000 dollars per annum for a single product of our fields. *To keep her in this position is a task of easy accomplishment, if commerce be free, and the planter be released from the shackles of pernicious and unwarrantable enactments.* As an exporter of the main crop of both countries, Texas can never be the rival of the United States, unless the spirit that has so long swayed the constituted authorities of the latter shall unfortunately continue in the ascendant. Under the guidance of a patriotic home legislation, and international interests, these coterminous communities would constitute the region, which might abundantly supply the nations of the globe with its great staple commodity, and at a lower rate, too, than ever was done by the labour of man."—*Mr. Seabrook on the Cultivation of Cotton.*

In 1791, about 2,000,000 lbs. were grown in the United States—of which about 1,500,000 lbs. was the produce of South Carolina, and about 500,000 lbs. of Georgia.

In 1801, the cotton crop of the United States was about 40,000,000 lbs.—of which about

* "Of the inventions of the 'water frame' by Arkwright, the 'spinning jenny' by Hargreaves, and the 'mule jenny' by Samuel Crompton, the two first occurred a short time before the American Revolution—the last in 1779. 'Of the four great divisions of the globe,' remarks Mr. Baines, 'Europe was the last to receive the cotton manufacture, and England was among the last to engage in that branch of industry."

† "The total value of the exports of the produce of the United States, during the year, ending on the 30th of September, 1841, was 106,382,722 dollars. Of this, cotton furnished 54,330,341 dollars, or more than one-half. South Carolina, as her share, contributed 8,011,392 dollars."

20,000,000 lbs. was produced in South Carolina, about 10,000,000 lbs. in Georgia, about 5,000,000 lbs. in Virginia, about 4,000,000 lbs. in North Carolina, and about 1,000,000 lbs. in Tennessee.

In 1811, the crop of the United States was estimated at 80,000,000 lbs.—of which 40,000,000 lbs. in South Carolina, 20,000,000 lbs. in Georgia, 8,000,000 lbs. in Virginia, 7,000,000 lbs. in North Carolina, 3,000,000 lbs. in Tennessee, and 2,000,000 lbs. in Louisiana.

In 1821, the produce of the several cotton growing states was distributed as follows,—South Carolina, 50,000,000 lbs., Georgia, 45,000,000 lbs., Tennessee, 20,000,000 lbs., Alabama, 20,000,000 lbs., Virginia, 12,000,000 lbs., North Carolina, 10,000,000 lbs., Louisiana, 10,000,000 lbs., and Mississippi 10,000,000 lbs. Total crop about 170,000,000 lbs.

In 1826, the total produce of cotton in the United States was about 348,500,000 lbs. Georgia produced 75,000,000 lbs., South Carolina 70,000,000 lbs., Tennessee 45,000,000 lbs., Alabama 45,000,000 lbs., Louisiana 38,000,000 lbs., Mississippi 20,000,000 lbs., Virginia 25,000,000 lbs., North Carolina 10,000,000 lbs., Florida 2,000,000 lbs., and Arkansas 500,000 lbs.

In 1833, the cotton crop of the United States increased to about 437,750,000 lbs.: viz., Georgia 88,000,000 lbs., South Carolina 73,000,000 lbs., Mississippi 70,000,000 lbs., Alabama 65,000,000 lbs., Louisiana 55,000,000 lbs., Tennessee 50,000,000 lbs., Florida 15,000,000 lbs., Virginia 13,000,000 lbs., North Carolina 10,000,000 lbs., and Arkansas 750,000 lbs.

In 1834, the crop increased to 467,500,000 lbs.: viz., Mississippi, 85,000,000 lbs.; Alabama, 85,000,000 lbs.; Georgia, 75,000,000 lbs.; South Carolina, 65,500,000 lbs.; Louisiana, 62,000,000 lbs.; Tennessee, 45,000.000 lbs.; Florida, 20,000,000 lbs.; Virginia, 10,000,000 lbs.; North Carolina, 9,500,000 lbs.; and Arkansas, 500,000 lbs.

By a report of the secretary of the treasury to congress, compiled from the returns of the weight and value of cotton cleared at all the custom-houses of the United States, the average prices of cotton were as follows:—

1791 to 1800,	average price was	33 cts.;	highest average,	44 cts.	in 1799,	lowest average	23 cts.	in 1793.
1801 to 1810,	"	22	"	44 "	in 1801,	"	16 "	in 1810.
1811 to 1820,	"	20½	"	34 "	in 1818,	"	10¼ "	in 1812.
1821 to 1835,	"	12¾	"	21 "	in 1825,	"	9¼ "	in 1831.

Cotton Crops of the United States.

Years.	Quantity.	Average for Five Years.		Average Increase per Annum.	
		Years.	Quantity.	Quantity.	Per cent.
	bales.		bales.	bales.	
1824	509,158				
1825	567,748				
1826	716,290	1824 to 1828	691,000		
1827	954,251	1825 to 1829	762,000	71,000	10.27
1828	709,422	1826 to 1830	844,000	82,000	10.76
1829	866,112	1827 to 1831	909,000	65,000	7.70
1830	976,845	1828 to 1832	916,000	7,000	0.77
1831	1,038,847	1829 to 1833	988,000	72,000	7.86
1832	987,477	1830 to 1834	1,056,000	68,000	6.88
1833	1,070,439	1831 to 1835	1,111,000	55,000	5.21
1834	1,205,394	1832 to 1836	1,175,000	64,000	5.76
1835	1,254,328	1833 to 1837	1,265,000	90,000	7.66
1836	1,360,725	1834 to 1838	1,409,000	144,000	11.30
1837	1,422,930	1835 to 1839	1,440,000	31,000	2.20
1838	1,801,497	1836 to 1840	1,625,000	175,000	12.15
1839	1,360,532	1837 to 1841	1,680,000	55,000	3.28
1840	2,182,880	1838 to 1842	1,732,006	52,000	3.27
1841	1,634,945	1839 to 1843	1,848,000	116,000	6.69
1842	1,684,211				
1843	2,378,875				
1844—Estimate	2,323,000				
					15)101.86
Average increase per annum, in the above series of years					6.79

Growth of Cotton brought to Market in the United States for Fifteen Years.

YEARS.	New Orleans.	Mobile.	Florida.	Georgia.	S. Carolina.	N. Carolina and Virginia.	Total.
	bales.	bales.	bales.	bales.	bales.	bales.	bales.
1828–29	264,249	79,958	4,146	249,166	168,275	104,021	866,112
1829–30	354,024	102,680	5,787	253,117	188,871	72,412	976,845
1830–31	426,485	113,186	13,073	230,502	185,116	70,435	1,008,847
1831–32	322,635	125,921	22,651	276,437	173,872	65,961	987,477
1832–33	403,443	129,366	23,641	271,025	181,879	61,087	1,070,438
1833–34	454,719	149,978	36,738	258,655	227,359	76,945	1,204,394
1834–35	511,146	197,692	52,085	222,670	203,166	67,569	1,254,328
1835–36	481,536	226,715	79,762	270,220	231,237	61,257	1,361,628
1836–37	601,014	232,243	83,703	262,971	196,377	46,665	1,422,968
1837–38	731,256	9,807	106,171	304,210	294,334	55,719	1,801,497
1838–39	584,994	251,742	75,177	205,112	210,171	33 336	1,360,532
1839–40	956,922	445,725	136,257	292,693	313,194	33,044	2,177,835
1840–41	820,140	317,642	93,552	149,000	225.943	28,669	1,634,945
1841–42	727,658	318,315	114,416	232,271	260,801	30,750	1,684,211
1842–43	1,060,246	481,714	161,088	299,491	351,658	24,678	2,378,875

The exports have been for five years as follows :—

COUNTRIES.	1839	1840	1841	1842	1843
	bales.	bales.	bales.	bales.	bales.
Great Britain	798,418	1,246,791	858,762	935,031	1,469,711
France	242,243	447,465	348,776	308,129	346,139
North of Europe	21,517	103,232	56,279	79,956	117,794
Other ports	12,511	78,515	49,480	51,531	76,493
Total	1,074,689	1,876,003	1,313,277	1,465,249	2,010,137
U. S. consumption	276,018	295,193	297,288	267,850	325,129
Stock U. S., Sept. 1,	52,244	58,442	72,479	31,807	94,486

(See also Cotton Trade of all Countries hereafter.)

The Exports of Cotton grown in the Plantation States of North America.

YEARS.	Quantity.	YEARS.	Quantity.
	lbs.		lbs.
1784	*1,200	1814 (War)	17,806,479
1785	*2,100	1815	82,998,747
1786	*900	1816	81,747,116
1787	*16,350	1817	85.649,328
1788	*58,350	1818	92,471,178
1789	*126,300	1819	87,997,045
1790	*12,150	1820	127,860,152
1791	189,316	1821	124,893,405
1792	138,328	1822	144,675,095
1793	487,600	1823	173,723,270
1794	1,601,700	1824	142,369,663
1795	†6,276,300	1825	176,439,907
1796	†6,106,729	1826	204,535,415
1797	3,788,429	1827	294,310,115
1798	9,360,005	1828	210,590,463
1799	9,532,263	1829	264,847,186
1800	17,789,803	1830	298,459,102
1801	20,911,201	1831	270,979,784
1802	27,501,075	1832	322,215,122
1803	41,105,623	1833	‡397,780,020
1804	38,118,041	1834	413,928,240
1805	40,383,491	1835	449,039,250
1806	37,491,282	1836	469,566,900
1807	66,212,737	1837	594,494,010
1808 (Embargo)	12,064,366	1838	448,975,560
1809 „	53,210,225	1839	718,685,550
1810 „	93,874,201	1840	539,531,850
1811 „	62,186,081	1841	555,579,420
1812 (War)	28,892,544	1842	584,112,017
1813 „	19,399,911	1843§	702,297,106

* From 1784 to 1790 inclusive, the number of bags exported was respectively 8, 14, 6, 109 389, 842, 81, which are estimated as weighing 150 lbs. each.

† Some foreign cottons included.

‡ The bags from 1833 to 1842, inclusive, are estimated to weigh 330 lbs. each.

§ For the nine months ending the 30th of June.

EARLY IMPORTS OF AMERICAN COTTON, FROM THE UNITED STATES INTO ENGLAND.

The first arrival of cotton-wool, the produce of the United States of America, took place at Liverpool, on the 20th of January, 1785, of one bag, per Diana from Charleston.

An account of the import of the first cotton brought to the port of Liverpool, the growth of the United States of America, 1785. January 20th, Diana from Charleston, one bag; February 17th, Tonyn, New York, one bag; July 21st, Grange, Philadelphia, three bags; November 17th, Friendship, Philadelphia, nine bags. Total, fourteen bags.

1786.—May 4th, Thomas from Charleston, two bags; June 21st, Juno, Charleston, four bags. Total, six bags.

1787.—April 5th, John from Philadelphia, six bags; June 7th, Irish Volunteer, Charleston, one bag; June 14th, Wilson, New York, nine bags; June 28th, Grange, Philadelphia, six bags; James Appleton, two bags; August 2nd, Henderson, Charleston, forty bags; December 13th, John, Philadelphia, George Goring, thirty-seven bags; Order, seven bags. Total, 108 bags.

Total import of cotton into Liverpool during the six years from 1785 to 1790, inclusive, was 1441 bags. Though the above statement shows a progressive increase, it appears that the demand was neither uniform nor extensive, the import, in 1789, having exceeded that of the following year 731 bags. From this period, however, the trade, especially as regards Liverpool, has increased with astonishing rapidity.

NUMBER of Pounds of Sea Island Cotton Exported from the United States.

YEARS.	Quantity.	YEARS.	Quantity.
	lbs.		lbs.
1805	8,787,659	1825	9,655,278
1806	6,096,082	1826	5,972,852
1807	8,926,011	1827	15,140,798
1808 (Embargo)	949,051	1828	11,288,419
1809	8,664,213	1829	12,833,307
1810	8,604,078	1830	8,147,165
1811	8,029,576	1831	8,311,762
1812 (War)	4,367,806	1832	8,743,373
1813 "	4,134,819	1833	11,142 987
1814 "	2,520,388	1834	8,085,935
1815	8,449,951	1835	7,752,736
1816	9,900,326	1836	8,544,419
1817	8,101,880	1837	5,286,971
1818	*6,035,700	1838	7,286,340
1819	*11,015,070	1839	5,107,404
1820	*11,718,300	1840	8,779,669
1821	11,344,066	1841	*6,752,130
1822	11,250,635	1842	*7,254,099
1823	12,136,688	1843	7,515,079
1824	9,525,722	1844	

* The bags estimated to weigh 330 lbs. each.

The recognised distinctions of cotton on the continent of Europe, are as follows:—1. The North American; 2. The West Indian; 3. The South American; 4. The East Indian; 5. The Levantine; 6. The African; 7. The Italian; 8. The Spanish.

The relative value of the above cottons is as follows:—Sea Island, Bourbon, Egyptian, Maragnan, Bahia, and Pernambuco; Motril, from the kingdom of Grenada; Cayenne, Surinam, Demerara, and Berbice; Superior West Indian, New Orleans, Upland Carolina, Georgia, Tennessee, Inferior West Indian; Levant—European and Asiatic Turkey; Italian, Madras, Surat, Bengal.

COTTON CROP OF THE UNITED STATES.

STATEMENT of the Total Amount and of the Growth, Export, and Consumption of Cotton, for the Year ending the 31st of August, 1843; derived from the New York Shipping List.

STATES.	Quantity.	TOTAL.	TOTAL. 1843	TOTAL. 1842	TOTAL. 1841
	bales.	bales.	bales.	bales.	bales.
NEW ORLEANS.					
Exports—					
To foreign ports	954,738				
Coastwise	134,132				
Burnt and damaged	500				
Stock on hand, 1st September, 1843	4,700				
Deduct—		1,094,070			
Stock on hand, 1st September, 1842	4,428				
Received from Mobile	10,687				
" Florida	3,381				
" Texas	15,328				
		33,824	1,060,246	727,758	814,080
ALABAMA.					
Export from Mobile—					
To foreign ports	366,012				
Coastwise	115,882				
Stock in Mobile, 1st September, 1843	1,128				
Deduct—		483,022			
Stock in Mobile, 1st September, 1842	422				
Received from Florida	886				
		1,308	481,714	318,315	320,701
FLORIDA.					
Exports—					
To foreign ports	58,901				
Coastwise	102,237				
Stock on hand, 1st September, 1843	200				
Deduct—		161,338			
Stock on hand, 1st September, 1842	....	250			
			161,088	114,416	93,552
GEORGIA.					
Export from Savannah—					
To foreign ports—Uplands	186,655				
" Sea Islands	6,444				
Coastwise—Uplands	86,681				
" Sea Islands	1,046				
Export from Darien—		280,826			
To New York and Providence	13,656				
Stock in Savannah, 1st September, 1843	3,347				
Stock in Augusta and Hambro', 1st September, 1843	7,401				
Deduct—		305,230			
Stock in Savannah and Augusta, 1st September, 1842	5,110				
Received from Florida	629				
		5,739	299,491	232,271	148,947
SOUTH CAROLINA.					
Export from Charleston—					
To foreign ports—Uplands	257,035				
" Sea Islands	16,351				
Coastwise—Uplands	78,523				
" Sea Islands	681				
Export from Georgetown—		352,590			
To New York and Providence	13,042				
Stock in Charleston, 1st September, 1843	8,274				
Deduct—		373,906			
Stock in Charleston, 1st September, 1842	2,747				
Received from Savannah	14,916				
" Florida and Key West	4,585				
		22 248	351,658	260,164	227,400
NORTH CAROLINA.					
Exports—					
To foreign ports	512				
Coastwise	8,577				
Stock on hand, 1st September, 1843	200				
Deduct—		9,289			
Stock on hand, 1st September, 1842	....	250			
			9,039	9,737	7,863
VIRGINIA.					
Exports—					
To foreign ports	1,917				
Manufactured	9,347				
Stock on hand, 1st September, 1843	975				
Deduct—		12,239			
Stock on hand, 1st September, 1842	....	100			
			12,139	19,013	20,000
Received at Philadelphia and Baltimore, overland	....	....	3,500	2,000	1,000
Total crop of the United States	....	....	2,378,875	1,683,574	1,634,945
Total crop of 1843					2,378,875
" 1842					1,683,574
Increase					695,301

EXPORT to Foreign Ports from the 1st of September, 1842, to the 31st of August, 1843.

STATES.	To Great Britain.	To France.	To North of Europe.	Other ports.	TOTAL.
From—	lbs.	lbs.	lbs.	lbs.	lbs.
New Orleans	679,438	180,875	50,882	43,543	954,738
Alabama	283,382	55,421	8,032	19,177	366,012
Florida	53,005	4,196	....	1,700	58,901
Georgia (Savannah and Darien)	169,676	15,126	6,621	1,676	193,099
South Carolina	201,645	53,725	15,646	2,370	273,386
North Carolina	512	....	....	....	512
Virginia	1,735	....	182	....	1,917
Baltimore	....	....	246	....	246
Philadelphia	1,059	....	....	....	1,059
New York	79,259	36,796	35,340	6,311	157,706
Boston	....	....	845	1,716	2,561
Grand total	1,469,711	346,139	117 794	76,493	2 010,137
Total last year	935,631	398,129	79,956	51,531	1,465,249
Increase	534,080	....	37,838	24,962	544,888
Decrease	....	51,990			

NOTE.—The shipments from Mississippi are included in the export from New Orleans.

STATEMENT showing the Quantities of Cotton Wool, together with the Value thereof, Exported from the United States to all Countries, during the Years 1842 and 1843.

COUNTRIES.	1842			1843		
	Sea island Cotton.	Other sorts.	Value.	Sea island Cotton.	Other sorts.	Value.
	lbs.	lbs.	dollars.	lbs.	lbs.	dollars.
United Kingdom, viz.:—						
England	5,528,898	356,483,816	28,758,071	6,647,357	537,113,388	33,320,510
Scotland	179,800	16,035,314	1,308,505	438,886	37,954,674	2,285,008
Ireland	....	469,821	35,841	....	2,691,199	175,599
Belgium	....	8,227,699	637,058	....	15,143,766	934,316
France, on the Atlantic	1,545,401	143,727,782	12,542,855	427,919	130,174,845	8,527,157
„ on the Mediterranean	....	10,548,077	850,189	....	6,211,881	380,969
Cuba	....	6,992,256	654,073	....	8,498,082	648,944
Italy (Southern)	....	4,014,210	301,368	....	7,333,036	450,425
Sardinia	....	391,439	36,191	....	1,952,152	108,091
Trieste and Austrian Adriatic Ports	....	7,093,306	585,770	....	6,015,715	350,156
Mexico	....	....	....	....	1,632,478	125,132
China	....	1,004,802	67,695	917	2,758,747	169,341
All other countries	....	22,471,396	1,815,848	....	27,302,004	1,644,158
Total	7,254,099	577,462,918	47,593,464	7,515,079	784,782,027	49,119,806

(For further information relative to cotton, see hereafter Cotton Trade of the United Kingdom and of Europe generally.)

GROWTH OF SILK.

The mulberry and silkworm were introduced into Virginia, South Carolina, and Georgia, about the middle of the eighteenth century. Dr. Franklin and others made successful experiments in Pennsylvania in rearing silkworms. At a *public filature* in Savannah, Georgia, the following deliveries of native cocoons were made: 1052 lbs. in 1757, and during each of the three following years, 7040 lbs., 10,000 lbs., and 15,000 lbs. By referring to the general table of products of agriculture in 1840, it will appear that the total weight of silk cocoons produced amounted to 61,552 lbs.; and an increased trade in mulberry trees has been carried on, with various success, for some years. Bounties have been granted by the state legislature, silk journals published, speculations for growing mulberries and raising silkworms, and "the *Multicaulis* speculation," *par excellence*, became a mania, until the disastrous stoppage of the banks in 1839,

proved nearly ruinous to the rearing of mulberry plants. Most of the silk companies then in existence were ruined; notwithstanding bounties and *state protection.*

Since 1840, the culture of silk appears to have recovered itself. The soil of the United States is extensively and well adapted for growing the mulberry; and the climate, notwithstanding its variable character, is sufficiently favourable for rearing the silk worm. The silk produced is of superior quality.

The following extracts from Mr. Ellsworth's Official Reports for 1842, 1843, and 1844, and from statements in *Hunt's Merchants' Magazine,* embrace all that we can state relative to the silk culture of the United States.

"Notwithstanding," says Mr. Ellsworth, "the disappointment of many who, since the year 1839, engaged in the culture of the *morus multicaulis* and other varieties of the mulberry, and the raising of silkworms, there has been, on the whole, a steady increase in the attention devoted to this branch of industry. This may be, in part, attributed to the ease of cultivation, both as to time and labour required, and in no small degree, also, to the fact that, in twelve of the states, a special bounty is paid for the production of cocoons, or of the raw silk. Several of these promise much hereafter in this product, if reliance can be placed on the estimates given in the various journals more particularly devoted to the record of the production of silk. There seems, at least, no ground for abandoning the enterprise, so successfully begun, of aiming to supply our home consumption with this important article of our imports. In Massachusetts, Connecticut, New York, Pennsylvania, Delaware, Tennessee, and Ohio, there has been quite an increase above the amount of 1839. The quantity of raw silk manufactured in this country the past year is estimated at more than 30,000 lbs. The machinery possessed for reeling, spinning, and weaving silk, in the production of ribbons, vestings, damask, &c., admit of its being carried to great perfection, as may be seen by the beautiful specimens of various kinds deposited in the National Gallery at the Patent Office. The climate of our country, from its southern border even up to 44 deg. of north latitude, is suited to the culture of silk. It needs only a rational and unflinching devotion to this object, to place our country soon among the greatest silk producing countries of the world."—*Report for* 1842.

"During the past year (1842) the silk business in this country has been steadily advancing. A greater interest is evidently felt in the subject; and the evidence is decisive, that it needs only patient perseverance to accomplish greater things than its warmest advocates have ventured to hope for. A well represented national convention on the subject was held at New York in October last, at the time of the fair of the American Institute, by the direction of which a great number of letters and communications from persons engaged in the business in all parts of the United States have been published in a pamphlet called 'The Silk Question settled.' The statements contained in this publication furnish the most complete view of the condition of the business of cultivation of the mulberry, raising and feeding worms, and the manufacture of silk, with the methods best adapted to success, that has before been presented to the public. Twelve states were represented by the appearance of a delegation in person, and communications were received also from the residents of eight more. From the various other information, as well as from this publication, it is evident that there has been an increase of attention to this crop all over the United States. In New England it does not probably equal that of some other sections of the country. Some scattered notices may help in estimating the crop of the first year; but much reliance will be placed on the publication just mentioned, and we shall endeavour to condense some of the important results and conclusions on account of their eminently practical bearing and utility. The greatest increase in the crop seems to have taken place at the west. The states of Ohio, Tennessee, and Indiana, have several enterprising men whose influence has been felt in urging forward this business, and the advantage is most encouraging. It is very difficult to fix on any ratio, and the estimated crop in the general tables of products for 1843 will probably, in many cases, fall far below the actual progress, but there is sufficient to show that there is a steady increase from year to year. In the New England states, Connecticut and Massachusetts stand foremost in their

attention to silk. In Connecticut, the effect of the exertions of some ardent friends of the cause, previous to the revolutionary war and just about the close of the last century, is still felt; and several establishments, especially in the town of Mansfield and vicinity, show what might have been done through the whole country had the same perseverance been manifested, in spite of early discouragements, and the same willingness to be contented with moderate profits. The experience of that little town warrants the belief that is expressed by some of its inhabitants that 'the time is not far distant when we, as a country, shall raise our own silk and manufacture it, and ultimately compete with foreign nations.' From Massachusetts we learn 'that the country has taken hold of it in earnest; each year, for some years, has doubled on the preceding. Last year (1842) 400 or 500 were engaged in that business in Massachusetts, and more than double that number in New England.' Several establishments for its manufacture are found in this state in successful operation. In parts of Vermont, there are also individuals who are devoting considerable attention to the production of silk; but, as the climate is so much colder here, and in Maine and New Hampshire, than in any other New England states, they are less favourably situated for the business. It is, however, increasing; and, among other things on this subject, it is stated that several thousand dollars' worth of the eggs of the silkworm have been sent to the West Indies. *There is a bounty given by the state government.*

"At the fair of the New York State Agricultural Society, the crop of nineteen persons in a single district of the country was 2150 lbs. In Monroe county, the quantity offered for the state bounty was said to be 2256 lbs.; the year before, it was 1695 lbs.; in 1841, 1539 lbs.

"There are two or three establishments for the manufacture of silk in New Jersey, and for some time there was formerly published a paper relating to this subject in this state.

"Pennsylvania formerly gave a bounty on the production of cocoons or silk; but the law has been repealed. This has excited some unfavourable influence, and probably prevented the progress of the crop as much in this large state, as would have been the case had the encouragement been continued. The following statement shows what has been the progress of the silk culture at '*Economy*,' in five years, commencing in 1838:—

Years.	No. of lbs. of cocoons.
1838	1,400
1839	1,800
1840	2,400
1841	4,400
1842	5,500
Total in five years	15,500

"The largest crop raised at one establishment in Europe, 200 years after the culture of silk was introduced, it is said was 3000 lbs.

"In Maryland are some ardent friends of this object; and though some have been unsuccessful in past years, in respect to the *multicaulis*, yet the belief is expressed that the silk business is yet destined to do well.

"For the southern states this business of silk culture is admirably adapted, and yet comparatively little has been done with regard to it there. On this subject we have the opinion of some residents in that part of the country. One of them writes thus: 'The great difficulty in all matters of improvement in the south is, it is too small a business—too much trouble, or too long to get the return. My own opinion is, that it is to us of the south the greatest business that has ever presented itself. An old negro, competent to feed young children or chickens, with the aid of a few small chaps from four to eight years of age, can make as much as grown hands can in the field, and this without any expense of gin-house and machinery.' 'It seems to me a business peculiarly appropriate for the south. We can commence feeding on the 20th of April (this year on the 16th, last year on the 24th). We can feed without taking our field hands, or any extra building; and what is done thus is entire gain.' In Georgia, we are informed to this effect:

'One family has made thirty yards of beautiful silk, and made it up into ladies' dresses, and it is not inferior to the best French or English in appearance.' One of the members of congress from this state also informs us that he has a suit of silk of the manufacture in South Carolina. An experiment is mentioned as commenced in Louisiana, at Baton Rouge, by a gentleman from France, which seems to promise success. The amount of silk cocoons the past year in Tennessee, is estimated by one concerned in the manufacture, at from 20,000 lbs. to 25,000 lbs. In 1840, it is said, there were raised in that state but 1237 lbs. A fine manufactory here, under the superintendence of an experienced silk weaver from London, is said to have produced splendid specimens of satin. It is also said that 100 hands could now be employed in manufacturing the quantity of cocoons produced; and the opinion is expressed that, 'ultimately, no other business will equal it.' Governor Jones, of that state, has been presented with a full suit of domestic silk, by the silk-growers there, in acknowledgment of his efficient services to the cause of American industry.

"In Kentucky we notice, in one of the journals, that 500 skeins of beautiful sewing silk have been manufactured in one family; and it is evident that the attention to it is greater than formerly.

"Ohio has one of the finest establishments in the country, which manufactures 1000 bushels of cocoons annually, with a capital of 10,000 dollars, and employing from forty to fifty hands. The amount of cocoons produced in the Ohio valley is estimated 'at least sufficient to keep 200 reels in operation.'

"Much attention, likewise, is paid to the silk business in Indiana; and the success experienced justifies the expectation that the culture of silk will hereafter become a great business there.

"In Michigan, Mississippi, and Wisconsin, also, by the accounts given, the attention is more directed to this crop than heretofore.

"The whole crop of 1842, is estimated at 315,965 lbs. of cocoons.

"The resolutions passed by the convention at New York on the subject, express the strongest confidence in the prospects of the silk culture."—*Report for* 1843 *and* 1844.

"The estimated crop of silk for 1844, is 396,790 lbs. of cocoons."

HEMP AND FLAX.

Our information relative to the cultivation of hemp and flax is confined nearly altogether to the official tables for 1840, and to Mr. Ellsworth's reports:—

"Hemp is beginning to be raised somewhat more in the northern and eastern states. This is true especially of the northern part of the state of New York. At present, however, it is confined to the seed crop, owing to the high price of the seed. It is affirmed to be a mistake to suppose that it must be confined to alluvial lands, as has been shown by the farmers of Saratoga and Washington counties, in the state of New York. When planted in drills, at a suitable distance, as it should be, and properly cultivated, hemp generally produces, it is said, from twenty to forty bushels of seed to the acre; and instances are not rare of its yielding from fifty to sixty bushels. The seed is generally worth from three to six dollars per bushel. When sown for the lint, it should be sown broadcast, from two to three bushels of seed to the acre, depending on the quality of the land; and it usually produces from 700 to 1000 weight of clean hemp to the acre."—*Report for* 1841.

"In the state of New York, the crop has advanced. This is partly owing to the fact that the farmers of Seneca, and some other counties, have been induced by the proprietors of two oil-mills to sow alout 1000 acres of flax for the seed; the yield is said to be from ten to fifteen bushels per acre. The increase is thought to be as high as fifteen or twenty per cent. In New Jersey, the falling off of the flax crop was 'from fifty to seventy five per cent,' and it is said to have been 'almost an entire failure.' In the other middle and southern states, generally, there was an advance on the crop of 1842, of from five to ten per cent.

"In Mississippi, the cultivation of hemp is said to be increasing. The product raised is about one-half a ton to the acre; whereas, in Kentucky, 800 lbs. is esteemed a good crop. One planter, who, in 1842, raised three acres, intended to put in fifteen acres for

1843. Still the crop for the past year is said to have been short, compared to what it might have been, had the season been more favourable. The hemp crop of Tennessee was, probably, a small increase above that of 1842, perhaps five per cent. Kentucky is considered foremost in its crop of hemp. The accounts respecting its production for the past year in this state represent it as in some parts a medium crop, selling for three dollars to four dollars per 100 lbs. In other sections, it is thought to have been not an average crop, and 'one-third less than in 1842,' principally owing to the heavy rains and hail-storms in the spring; the decrease from these causes is estimated to have been as much as fifteen per cent. In Ohio, the crop of flax and hemp is considered to have advanced ten per cent. From some parts, the information received placed it as high 'as twenty per cent;' while, in others, it was reckoned 'about the same as in 1842.' More is said to be raised for seed than for lint. In Indiana the accounts vary; the flax in the south-eastern part of the state is pronounced to have been 'a good crop;' while, on the western side of the state, near the Wabash, both flax and hemp failed. In the south-western section, it is thought to have been 'twenty per cent more,' and in the north-western, 'twenty-five per cent short, owing to the drought.' Not a great deal of either flax or hemp is grown in Illinois; in some parts, the crop was 'an average one;' 'a fair crop;' 'good.' In other sections of the state, however, the information is more unfavourable. Our informant says, 'Recently much attention has been bestowed on the raising of hemp. No part of the United States is superior to Illinois for this production. I was born and educated in the best hemp county in Kentucky, and I am satisfied the same number of hands can tend more hemp in Illinois, and prepare it for market, than in Kentucky. The hemp is now transported chiefly to St. Louis; but manufacturing establishments are now beginning in Illinois, which will consume a portion of what is raised in that state. Should a machine be found which will answer the purpose of breaking the hemp cheaper than it can be done by hand, Illinois will soon raise more hemp than any other state in the union.' The crop of hemp in Missouri, though not as large as might have been hoped for, has somewhat gained on the previous year. In a public journal, in September, we find the following notice:—'The hemp crops in this section of the state are proving to be much better than was anticipated some time since; many crops, since cutting, have been found to be nearly, if not quite, as good as they were last year. The crops in the prairies are, to some extent, a failure; but, in the rich timbered lands, they may be considered good.' In some parts of Michigan, there was more flax sown than before—even double that of last year—and the crop was good; but in others it fell short, owing to the dry cold weather in June; probably there was, on an average, a small increase. In Wisconsin, it was an average crop; while, in Iowa, it is said to have been uncommonly good, and has been estimated at an increase of twenty-five per cent, which seems too high; the whole average may have been ten per cent.

"A species of flax is mentioned as growing in the territory of Oregon, which is described as resembling the common flax in every thing, except that it is perennial. The natives are said to use it in making fishing-nets. The roots are too large, and run too deep, to be pulled like the common flax, but fields of it might be mowed like grass; and, if found to succeed, it might be raised without continual cultivation. Perhaps it may be worthy a trial to introduce it among us.

"A variety of hemp, also, which is indigenous, called the Indian hemp, is described in a scientific journal in 1826. It is said to grow profusely on our low lands. Its blossoms, like those of the silk weed, are purple, and the pods contain a quantity of silk, though less than the silk weed; but the coat of its stem is far superior in strength to the hemp. The gentleman who communicated an account of it to the New York Society for the Promotion of Useful Arts, in 1810, observes:—'I caused to be water-rotted a considerable quantity in 1804, and obtained an excellent hemp, as white as snow, remarkable for its strength, which proved to be double that of common hemp. I have been informed, that the Indians who formerly inhabited the land where my plantation is situated, on the east bank of the Hudson river, made great use of this plant; and, not many years ago, were still in the habit of coming from the distant place, where they now dwell, to collect it. Several of my oldest neighbours have assured me that the ropes and yarn which they made from the fibres of that plant, were far superior, for strength and durability, to those made of flax and hemp.'

"The plant, being perennial, could be cultivated and multiplied to the greatest advantage; and, being more natural to low and overflowed lands, could render productive certain pieces of ground which are now wholly unprofitable. It is further said to grow common in every section of the United States—'along water-courses, ditches, and borders of cultivated fields, flourishing best where agricultural operations have disturbed the soil;' and to grow 'from two feet to six feet high, the stem straight and bare, of a greenish red;' and the writer who mentions it in a western agricultural journal, says, also, 'I have never seen it grow with such luxuriance in any region as on our bottom prairies.'

"Bologna hemp is cultivated to a considerable extent in Kentucky. It is more easily broken than common hemp, is of a white colour, finer, and stronger. The trials which have been made of American hemp, as compared with Russian hemp, are said to have resulted very favourably for that raised in this country. The great difficulty experienced, still, is in a suitable process of water-rotting, to render it adapted to the purpose of the manufacturer.

"The Louisville Journal states, that 14,000 tons of hemp were produced in Kentucky the past year. From this it required 8500 tons to supply her factories, which manufactured 6,500,000 yards of bagging, and 7,000,000 lbs. of bale rope, sufficient to rope and cover 1,100,000 bales of cotton. This leaves Kentucky 5500 tons of hemp for exportation, which, if properly rotted, would bring 190 dollars to 200 dollars per ton.

"The number of square yards of canvass for our navy is calculated at 369,431. All this is now said to be made of American materials, but the cordage is still made principally from Russian hemp.

"Estimated crop of hemp, in the United States, for 1844, is 22,800 tons.

"Flax was once an article of considerable export, and now may be again raised profitably for the seed. In the year 1770, the quantity of seed exported amounted to 312,000 bushels. For twenty-two years previous to 1816, the average annual export was about 250,000 bushels. The reason why less attention is paid to the culture of flax now is, that it is so exhausting a crop. By a rotation of crops, however, this difficulty, it is presumed, might be in a great measure avoided. The smooth rich prairies of the west afford an excellent opportunity for raising flax to any extent; and, since linseed is an article which bears exportation so well, many thousand acres might be cultivated to advantage, especially as the crop may be either pulled by machinery, or, if seed is the only object, it may be cut with like facility."—*Reports for* 1842 *and* 1844.

"Mr. Parker, in his narrative of his journey across the Rocky Mountains, from the Mississippi to the Pacific, says, 'Flax is a spontaneous production of this country. In every thing, except that it is perennial, it resembles the flax that is cultivated in the United States—the stalk, the bowl, the seed, the blue flower, closed in the day time and open in the evening and morning. The Indians use it in making fishing-nets. Fields of this flax might be managed by the husbandman in the same manner as meadows for hay. It would need to be mowed like grass; for the roots are too large, and run too deep in the earth, to be pulled as ours are; and an advantage that this would have is, that there would be a saving of ploughing and sowing.' This was on a branch of Lewis or Snake river, of the Columbia.

"In a late journal of a passage across these mountains by Mr. Oakley, of Illinois, under date of the 21st of July, 1839, occurs the following: 'Encamped to-night in a beautiful valley, called Bayou Selard, twenty-eight miles from the head of the south fork of the Platte. It is a level prairie, thirty miles long and three wide, and was covered with a thick growth of flax, which every year springs up spontaneously.'"

CHAPTER VII.

FISHERIES OF BRITISH AMERICA.

THE fisheries of North America have long been eminently important, in regard to the maritime power of the United Kingdom, and of some other nations, as well as to trade and navigation.

The *great bank of Newfoundland,* which has been so long, and so famously resorted to by the English, Biscayans, and French, for the fishing of cod, is the most extensive sub-marine elevation yet discovered. Various theories and conjectures have been hazarded in order to account for its formation; some believe it was formerly an immense island, which had sunk in consequence of its pillars, or foundation, having been loosened by an earthquake. Others ,that it has been created by the gradual accumulation of sand, carried along by the gulf stream, and arrested and lodged, on meeting with the currents of the north. It is, in some places, five degrees, or about 200 miles broad, and about 600 miles in length. The soundings on it are from twenty-five to ninety-five fathoms. The whole appears to be a mass of solid rock, formed like the other great inequaities of the globe. Its edges are abrupt, and deepen suddenly from twenty-five to ninety-five fathoms. In one place, laid down as rough fishing-ground, the soundings are only from ten to twenty fathoms The Cape race, or Virgin rocks, near the inner edge of this bank, have lately been surveyed by one of her majesty's ships, and their position laid down correctly. These have always been considered dangerous, though seldom seen; and, although there is about four fathoms on the shoalest, yet, during a heavy sea, it is probable that a ship would be immediately dashed to pieces on them.

The best fishing-grounds on this bank, are between the latitudes of 42 deg. and 46 deg. north. The outer bank, or Flemish cap, appears to be a continuation of the grand bank, at a lower elevation. The soundings between them for about 100 miles, are from 120 to 218 fathoms.

The outer bank lies within the longitudes of 44 deg. 15 min., and 45 deg. 25 min. west; and the latitudes of 44 deg. 10 min., and 47 deg. 30 min. north. The soundings on it are from 100 to 160 fathoms. From the great bank to Nova Scotia, a continuation of banks succeed.

Fishes of various kinds are caught on all the American shores, lakes, and rivers, for the consumption of the inhabitants; but we shall confine our statements to the fisheries, and the fishing-grounds, which afford useful sources of employment to ships, boats, seamen, fishermen, and on shore to curers.

The cod fishery on the banks of Newfoundland, and along the coasts of North America, commenced a few years after its discovery. In 1517, mention is made of the first English ship which had been at Newfoundland; where, at the same

time, fifty Spanish, French, and Portuguese ships were fishing. The French, in 1536, were extensively engaged in this fishery; and we find that in 1578, there were employed in it; by Spain, 100 ships, by Portugal, fifty ships, and by England, only fifteen ships.* The cause of the English having, at this period, so few ships in this branch of trade, was the fishery carried on by them at Iceland. The English ships, however, from this period, were considered the largest and best vessels, and soon became, and continued to be, the admirals. The Biscayans had, about the same time, from twenty to thirty vessels in the whale fishery at Newfoundland; and some English ships, in 1593, made a voyage in quest of whales and morses (walrus), to Cape Breton, where they found the wreck of a Biscay ship, and 800 whale fins. England had, in 1615, at Newfoundland, 250 ships, and the French, Biscayans, and Portuguese, 400 ships.†

From this period the fisheries carried on by England became of great national consideration. De Witt observes, "that the English navy became formidable by the discovery of the inexpressibly rich fishing bank of Newfoundland." In 1626, the French possessed themselves of, and settled at, Placentia; and that nation always viewed the English at that fishery with the greatest jealousy; but still the value of those fisheries to England was fully appreciated, as appears by the various acts of parliament passed, as well as different regulations adopted for their protection.‡ Ships of war were sent out to convoy the fishing vessels, and to protect them on the coast; and many of the ships engaged in the Newfoundland fisheries, as far back as 1676, carried about twenty guns, eighteen small boats, and from ninety to 100 men.

By the treaty of Utrecht, the value and importance of our fisheries at Newfoundland, Nova Scotia, and New England are particularly regarded. The French, however, continued afterwards, and until they were deprived of all their possessions in North America, to carry on more extensively than the English did, the fisheries on the banks and coasts of America; and in 1734, heavy complaints were made by the English, who had established a very extensive and profitable fishery at Canso, in Nova Scotia, against the French at Louisburg, and other places in the neighbourhood.

About this period, the inhabitants of New England had about 1200 tons of shipping employed in the whale fishery; and with their vessels engaged in the cod fishery, they caught upwards of 23,000 quintals of fish, valued at 12*s.* per quintal, which they exported to Spain, and different ports within the Mediterranean, and remitted the proceeds in payment for English manufactures, 172,000*l.* §

The value of this fishery, and the important ship fishery carried on by the English at Newfoundland, were, however, of less magnitude than the French fisheries before the conquest of Cape Breton. By these alone, the navy of

* Hakluyt-Herrara. † Lex Mercatoria.

‡ 2 and 3 Edward VI.; acts passed during the reigns of Elizabeth; and James I., cap. 1 and 2; 10 and 11 William and Mary.

§ Anderson on Commerce.

France became formidable to all Europe. In 1745, when Louisburg was taken by the forces sent from New England, under Sir William Pepperell and a British squadron, the value of one year's fishing in the North American seas, and which depended on France possessing Cape Breton, was stated at 982,000*l.** It is, however, probable that both the English and French accounts of the American and other fisheries were exaggerated; those of Holland certainly were, not only by Sir Walter Raleigh, but also by De Witt.

It was a maxim with the French government, that their American fisheries were of more national value, in regard to navigation and power, than the gold mines of Mexico could have been, if the latter were possessed by France.

In 1748, however, at the treaty of peace, England restored Cape Breton in return for Madras, which the forces of France had conquered two years before; and that nation again enjoyed the full advantages of the fisheries until 1759, when the surrender of Cape Breton, St. John's, and Canada, destroyed French power in North America.

By the third and fourth articles of the treaty of Fontainebleau, signed in 1762, it was agreed, "that the French shall have the liberty of fishing and drying on a part of the coasts of the island of Newfoundland, as specified in the thirteenth article of the treaty of Utrecht; and the French may also fish in the Gulf of St. Lawrence, so that they do not exercise the same but at the distance of three leagues from all the coasts belonging to Great Britain, as well those of the continent as those of the islands in the said gulf. And as to what relates to the fishery out of the said gulf, the French shall exercise the same but at the distance of fifteen leagues from the coast of Cape Breton. Great Britain cedes to France, to serve as a shelter for the French fishermen, the islands of St. Pierre and Miquelon; and his most Christian Majesty obliges himself, on his royal word, not to fortify the said islands, nor to erect any other buildings thereon, but merely for the convenience of the fishery; and to keep no more than fifty men for their police."

In the history of the fishery, little of importance appears from this period until the commencement of the war with America, France, and Spain, which interrupted and checked the enterprise of the fishing adventurers.

The peace of 1783 gave the French the same advantages as they enjoyed by the treaty of Fontainebleau; and the right of fishing on all the British coasts of America, was allowed to the subjects of the United States, in common with those of Great Britain. In restoring to France the islands of St. Pierre and Miquelon, it was contended that they were incapable of being fortified; while it is well known that both these islands are, in an eminent degree, not only capable of being made impregnable, but that their situation commands also the entrance to the Gulf of St. Lawrence.

The following ships appear to have been exclusively employed in the Gulf

* Sir William Pepperell's Journal.

fishery. In 1578, fifteen; in 1615, 150; in 1622, 170; in 1626, 150; in 1670, 102; employing 1980 men; and the value of the fish, oil, &c., taken, is stated to be 386,400*l.* In 1731, the catch of fish was equal to 200,000 quintals. The following shows the progress of succeeding years:—

British Fisheries within the Gulf of St. Lawrence, during the Eighteenth Century.

YEARS.	Ships.	Tonnage.	Boats.	Men.	Fish Caught.	Fish Imported.	Fish Exported.	Oil.
	number.	tons.	number.	number.	cwts.		tierces.	tuns.
1735	400	36,000	2000	20,000	600,000			
1765	397	38,548	..	9,836	532,512	493,654	1172	2384
1767	350	33,951	1523	14,092	533,310	533,620	..	2612
Average of 1772, 1773, and 1774	403	33,409	1911	16,873	745,679	..	2592	2666
Average of 1787, 1788, and 1789	402	33,408	1911	16,856	745,345	..	3399	2267

French Fisheries within the Gulf of St. Lawrence during the Eighteenth Century.

YEARS.	Vessels.	Tons.	Boats.	Men.	Fish caught.	Oil.
	number.	number.	number.	number.	quintals.	hogsheads.
1765	317	39,595	....	14,312	488,790	3249
Average of 1772, 1773, and 1774	262	34,039	1511	14,953	364,405	3807
Average of 1787, 1788, and 1789	72	17,240	1275	7,049	204,950	442 tuns.

After the American revolutionary war, the fisheries of British America were prosecuted in Newfoundland with energy and perseverance.

In Nova Scotia and New Brunswick, the herring, mackarel, and gaspereau fisheries, were followed, but only on a limited scale. At Percé and Paspabiac, in the district of Gaspé, the cod fishery was carried on with spirit by two or three houses; and the salmon fishery followed at Rustigouche and at Miramichi. The cod fishery at Arichat, on the island of Madame, was pursued by the Acadian French settled there, who were supplied with provisions, salt and naval stores, by hardy and economical adventurers from Jersey. The valuable fisheries on the coasts of Nova Scotia, New Brunswick, and Prince Edward island, were, however, in a great measure overlooked or disregarded.

The last war with France drove the French again from the islands of St. Pierre and Miquelon, and from the fisheries. At the peace of Amiens, they returned again to these islands; but were scarcely established before the war was renewed, and their vessels and property seized by some of our ships on the Halifax station. This was loudly remonstrated against by the French government.

A combination of events occurred during the late war, which raised the fisheries, particularly those of Newfoundland, to an extraordinary height of prosperity.*

* In 1814, the exports were:—

1,200,000 quintals of fish, at 2*l.* per quintal	£2,400,000
20,000 ditto of pickled codfish, at 12*s.* ditto	12,000
6,000 tuns of cod oil, at 32*l.* per tun	192,000
156,000 seal skins, at 5*s.* per skin	39,000
4,666 tuns of seal oil, at 36*l.* per tun	167,976
2,000 tierces of salmon, at 5*l.* per tierce	10,000
1,685 barrels of mackarel, at 1*l.* 10*s.* per barrel	2,527
4,000 casks of caplin, sounds, and tongues	2,000
2,100 barrels of herrings, at 1*l.* 5*s.* per barrel	2,625
Beavers and other furs	600
Pine timber and planks	800
400 puncheons of berries	2,000
Total	2,831,528

Great Britain possessed, almost exclusively, the fisheries on the banks and shores of Newfoundland, Labrador, Nova Scotia, New Brunswick, and the Gulf of St. Lawrence. England enjoyed a monopoly of supplying Spain, Portugal, Madeira, different parts of the Mediterranean coasts, the West Indies, and South America, with fish; and British ships not only engrossed the profits of carrying this article of commerce to market, but secured the freights of the commodities which the different countries they went to exported. By such eminent advantages, the fishery flourished, and great gains were realised both by the merchants and ship-owners. But these individual gains were realized during a war expensive beyond precedent to the nation.

It is very remarkable that, in our treaties with France, the fisheries of North America were made a stipulation of extraordinary importance. The ministers of that power considered the value of those fisheries, not so much in a commercial view, but as essential in providing their navy with that physical strength which would enable them to cope with other nations.

The policy of the French from their first planting colonies in America, insists particularly on training seamen by means of the fisheries. In conducting their cod-fishery one-third, or at least one-fourth, of the men employed in it were "green men," or men who were never before at sea; and by this trade they bred up from 4000 to 6000 seamen annually.

Kinds of Fish most important.—The descriptions of fish that swarm round the shores, and in the bays and rivers, or that abound on the different banks on the coasts of North America, are very numerous. The following are those most commonly known:—hump-back whale, and two or three other kinds; porpoise, horse-mackarel, shark, dog-fish, sturgeon, cod, eel, haddock, ling, hake, salmon, herring, allwife, mackarel, bass, shad, pond-perch, sea-perch, sculpion, trout, scale-fish, tom-cod, hallibut, flounder, smelt, caplin, and cuttle-fish or squid. The quality of the different varieties of fish may be considered nearly similar to that of the same species caught in the British seas. Some, however, think that the cod, spring-herring, and haddock are, when fresh, inferior to those in the English markets. The herring caught in spring, at which time they enter the bays to spawn, are certainly not so fat; but those taken in autumn are equally as fine. The mackarel is a very delicious fish, and of much finer flavour than those caught on the shores of Europe.

In describing the fishes that abound along the coasts of our American possessions, the tribes that are of the most importance to us, as affording food, and the means of employment to man, claim the greatest attention; and nature has, in the seas of those regions so bountifully provided for the necessities of man, as to create the tribes of fishes most useful to us, in the most abundant multitude.

The *herring* and *cod* are the most generally plentiful. The first, on which the

latter feeds, precedes it, arriving in the latter days of April or early in May, and attracts it to the shores of those countries. Then follow myriads of caplin (*salmo arcticus*), always accompanied by vast shoals of cod, which are again kept on the coasts by the multitudes of cuttle-fish (*sepia loligo*), called squid in America, which the domains of the ocean send forth. *Allwives* and *mackarel* appear periodically on the coasts, all undoubtedly governed by imperative natural laws, or what we generally explain as animal instinct.

Herrings come down in shoals from the north, and striking in upon the coasts, gulfs, and bays, appear during summer as far south as Carolina. The dog fish is one of the most voracious of the herring destroyers. The *porpoise* and various other sea monsters also follow and devour herrings.

Of the *cod*, which ranks first in commercial importance, there appears to be four kinds, although their history has not been sufficiently attended to in order to determine their relations to each other as species or varieties.

The *bank cod* (*gadus bancus*) frequents the great bank of Newfoundland and other banks at a great distance from land. It differs from the other species in its not approaching the shores, its living principally on shell-fish, its body being larger and stronger, its colour lighter, its scales and spots larger, and its flesh firmer. It resembles and is probably the same kind as the *Dogger bank cod*, brought to the London market.

The *shore cod* is nearly of the colour of the bank cod, and approaches the shores, and enters the harbours, following the smaller fish, on which it feeds. It resembles most the cod on the coasts of Britain, and it is of this kind that the greatest quantity is taken, at least during late years.

The *rock, or red cod* (*gadus calcurias*) resembles, but is generally somewhat larger than, the rock cod, or red ware codling of the Scotch coast.

The *seal-head cod*, called so from its head resembling that of a seal, is the most remarkable and the most rare kind. Other differences are observed in the cod, which may arise from the peculiarity of the coasts they frequent. The livers of the cod farther north, are smaller, and less oil is obtained from the bank cod, than from any of the other varieties. It has been calculated that upwards of 400,000,000 of cod are caught annually on the coasts of British America.

The migrations of the cod are governed by the movement of the fishes on which they feed. The herring appears along the shores and in the harbours in vast swarms, or, as they are termed, shoals, early in May, for the purpose of spawning; and they may often be discovered from the whitish colour of the water over them, which is also at times quite smooth, although blowing hard, in consequence of the oily particles thrown off with the spawn.

The cod follows the herring, and remains close to the shores for some time, and then retires two or more miles. On the coast of Newfoundland in June, and

on that of Labrador in July, the caplin brings vast swarms of cod; and in August the cuttle-fish appears, followed by its voracious enemy.

On the banks, and within the Gulf of St. Lawrence, shell-fish of various kinds are the principal food of the cod. The *haddock* (*gadus aglefinus*) is much larger than on the coast of Europe, but inferior in quality. It is frequently caught among the common cod; but seldom when the "catch" is abundant.

Herrings appear again on the coasts of America in summer and autumn, and are very fat; those caught in spring are larger, but very poor.

Allwives, or *gaspereau*, appear on the coast immediately after the herring, within the harbours of the Gulf of St. Lawrence, and on the coasts of Nova Scotia, New Brunswick, and the New England States, but never we believe at Newfoundland, or farther north. The gaspereau somewhat resembles the herring, or is rather in appearance, a small species of shad. The scales are stronger and larger than those of the herring, and on the belly there is a sharp scaly ridge; when fresh, this fish is rather fat, and tolerably good eating; but when salted, it becomes thin, and much inferior to herring. It answers the West India market well, to which it forms an article of export of some importance.

In April, *smelts* ascend the brooks and rivulets from the sea in vast numbers to spawn. On first arriving this delicate fish is excellent; but it soon becomes poor in fresh water. It remains in the harbour all winter, and is caught with a hook and line through the ice.

Mackarel arrive on the coast in the summer, but they are then poor. Those caught in autumn are very fat. Vast quantities are caught with seines and nets; they are also caught with a hook and line, trailing fifteen or twenty fathoms after a boat or vessel under sail.

Mackarel frequent the seas of the northern temperate zone; herrings appear first in the north, and proceed south; *mackarel* appear on the coasts of America from the south, and then swim to the north. They increase in size, plumpness, and delicacy, as they proceed north. They seldom exceed two pounds in weight. The male, or milter, is generally preferred, but the roes of the female are esteemed for *caviare*. To examine, and indeed to eat the fish, it must be newly taken; keeping a few hours renders it comparatively flabby and insipid; in salting or pickling, therefore, the processes should be commenced as soon as possible after they are caught. They are voracious, and dart at a bit of scarlet cloth, or any brilliant, or silvery bait. They follow, or rather meet, and devour herrings. In the spring, *mackarel* are nearly blind, in consequence of a film that grows over their eyes, but which wears off towards summer.

The *caplin* (*salmo arcticus*) is about six or seven inches long, and resembles a smelt in form and colour, but it has very small scales. It is delicate eating, but its chief value is as bait for cod. The masses of this fish which frequent the shores of Newfoundland and Labrador would appear incredible, were not the fact

witnessed by thousands for many years. Dense shoals of them are sometimes known to be more than fifty miles in length, and several miles broad, when they strike in upon the coast and push into the creeks and harbours. Their spawn is frequently thrown upon the beach in great quantities, which a succeeding tide or two generally carries back to the sea.

The *cuttle-fish* (*sepia*) is from six to ten inches long, molluscous, and its shape and organisation peculiar. It is generally caught with jiggers ; but hundreds of tuns of this fish are thrown up on the flat beaches, and the decomposition which follows produces the most intolerable effluvia. Newfoundland is also the principal resort of the cuttle-fish. It sometimes appears at Nova Scotia, Cape Breton, and occasionally at Prince Edward Island.

Salmon resort to the harbours and rivers of Labrador in great plenty, and are often abundant in many of the rivers of Newfoundland, all the rivers within the Gulf of St. Lawrence, and those of New Brunswick, Nova Scotia, and Maine are also frequented by salmon. Salmon seem to appear on the coast of America farther south than the Hudson. They are generally larger than those that appear in the English market, and are remarkably fine when in season. But, according to the statements of travellers, there are no rivers in the world which abound in larger or better salmon than those of the Oregon territory.

Shell-fish—The varieties of shell-fish are oysters, clams, muscles, razor shell-fish, wilkes, lobsters, crabs, shrimps, &c., and equally delicious as those taken on the English, Scotch, Irish, or Norwegian shores.

There are two or three varieties of *oysters*, the largest of which is from six to twelve inches long, and as fine flavoured as those taken on the British coasts.

Eels.—Epicures consider the eels of the most delicious kind. During summer and autumn, the Indians spear them in calm nights by torch-light. The torches are made of the outer rind of the birch-tree, fixed within a slit made to receive the same, in the end of a stick about four or five feet long. When lighted, it is placed in the prow of the bark canoe of the Indian, near which he stands, with a foot on each gunwale, and in a situation so ticklish, as to require the tact of a master to preserve his balance, which he does, however, with apparent ease. A boy, or sometimes his squaw (wife), paddles the canoe slowly along, while with a spear, the handle of which is from fifteen to twenty feet long, he is so dexterous and sharp-sighted, that he never misses the fish at which he darts it. Salmon, trout, and various other fishes, are taken in the same manner.

During winter, eels live under the mud, within the bays and rivers, in places where a long marine grass (called eel-grass) grows, the roots of which, penetrating several inches down through the mud, constitute their food. At this season they are taken in the following manner:—a round hole, about two feet in diameter, is cut through the ice over ground in which they are usually known to take up their winter quarters. The fishermen, with a five-pronged spear, attached to a handle

from twenty-five to thirty feet long, then commences, by probing the mud immediately under the hole; and by going round and round in this manner, extending on one circle of ground after another, as far as the length of the spear-handle will allow, comes in contact with the eels that lie underneath, and brings them up on the ice. Sometimes in the early part of winter we may see from fifty to sixty persons on one part of the ice fishing eels in this way. Trout, smelt, tom-cod, and perch, are caught in winter with hook and line through a hole in the ice; within the Bras d'or waters of Cape Breton, fine cod-fish are taken during winter in the same manner.

The walrus.—The walrus (frequently, but unmeaningly, called sea-horse and sea-cow) formerly resorted to the shores of the Gulf of St. Lawrence, but is now rarely seen except on the northern coast of Labrador and Hudson Bay, and occasionally at the Magdalen Islands, and near the Straits of Belle Isle.

Seals.—There are, apparently, five or six varieties of seals that frequent the coasts of America; but, with the exception of the harbour seal (*phoca vitulina*), which does not seem to be migratory, it is probable that age and accident produce the difference in size, shape, and colour, that has occasioned their being classed in varieties, as they come down promiscuously on the ice from the hyperborean regions in immense herds. They leave the polar seas with the ice, on which they appear to bring forth their young. On the ice dissolving they return again to the north. Five kinds are named in the Greenland seas, and these come down to the coasts of Labrador, Newfoundland, and the Gulf of St. Lawrence. The harp seal (*phoca Groenlandica*); the hooded seal (*phoca leonina*), and three other varieties, the square flipper, the blue seal, and the jar seal.

Herds of these, many leagues in extent, on the ice, seem to have no means of subsistence. Caplin and other substances are, it is true, occasionally found in their stomachs; but from the impossibility of their being able, often for a week, to get off the ice into the water, it is wonderful that both old and young are exceedingly fat. The flesh is very unpalatable. Many of these seals are beautifully speckled, black and white, others gray, and some blue.

Seal Fishery.—The vessels equipped for the seal fishery are from 60 to 120 tons each, with crews of from sixteen to thirty men. They are always prepared for sea, with necessary stores, fire-arms, poles to defend them from the ice, &c., before the feast of St. Patrick. Immediately after, the crews at the harbours, then frozen over, collect together, with all assistance from the shoremen, and dividing themselves into two rows on the ice, and provided with hatchets, large saws, and strong poles, fix on two lines far enough separate to allow their largest schooners to pass. Each party cuts along its respective line, and they divide the solid mass between them into squares, which are shoved with poles under the firm ice; continuing this laborious operation until a channel is open to the sea. The vessels then proceed to the field-ice, pushing their way through the openings, or

working to windward of it, until they meet it covered with vast herds of seals. Where these occur, the part on which they are is called seal meadows. These animals are surprised by the seal hunters while they are sleeping on the ice, and attacked with firelocks or with strong bludgeons, which are considered preferable. But the hunters have frequently to shoot the large ones, which will turn upon the men and make resistance. The piteous moan and cry of the young ones during the slaughter, require more than common nerves to disregard. The hooded seals will draw their hoods, which are shot-proof, over their heads.

The skins, with the fat surrounding the bodies, are stripped off together, and the scalped carcasses left on the ice. The pelts or scalps, are carried to the vessels, and packed closely in the hold; but the weather often is such as to leave no time to scalp the seals on the ice, and the carcasses are then carried whole to the vessels.

The situation of these vessels, during the storms of snow and sleet, which they have at that season inevitably to encounter, is attended with fearful dangers. Many vessels have been crushed to pieces by the tremendous power of the ice closing on them, and their crews have also not unfrequently perished. Storms during night, among the ice, must be truly terrible; yet the hardy Newfoundland seal hunters seem even to court those sublime and hazardous adventures.

When the vessels are loaded with scalps, or if unsuccessful, when the ice is scattered, and all, except the islands, is dissolved by the heat of the advancing summer, they return to their respective ports. Some vessels, which succeed soon after meeting the ice in filling up a cargo, make a second voyage.

The fat, or seal-blubber, is separated from the skins, cut into pieces, and put into framework vats, through which, and small boughs inside, the oil oozes on being exposed to the heat of the sun. In three or four weeks it runs rapidly off, and becomes the seal oil of commerce.

The vats for cod-oil are made of strong planks dovetailed at the ends, and strengthened with iron clamps. Whatever water is mixed with the cod-blubber, is afterwards allowed to run out by a plug-hole at the bottom, while the oil, floating on the top, runs off at different holes, and is guided into casks by leather spouts. The first that runs off is the virgin, or pale oil, and the last the brown oil. The blubber fritters are afterwards boiled in a metal cauldron to obtain the remaining oil from them.

The planters sell their seal pelts to the merchants who manufacture the oil and ship it off in hogsheads, principally to England.*

The seal-skins are spread and salted in bulk, and afterwards packed up in bundles of five each for shipping.

Seals are still caught at Newfoundland and Labrador, on the plan first

* The water pumped out of vessels carrying oil always calms the surrounding sea; and the sea on the banks was made smooth, it is said, during the fishing season when the bank fishery predominated.

adopted, by strong nets set across such narrow channels as they are in the habit of passing through.

Cod Fishery.—In the beginning of June, the cod-fishery commences. The bank fishing is now, from various causes, abandoned by the English to the Americans and French, although the political value of Newfoundland as a nursery for seamen depended very much upon this fishery. It was carried on by vessels, fitted out in England; and the people employed in it being the greater part of the year at sea, exposed to the weather of all seasons, cold and hot, stormy and calm, wet and dry, were consequently prepared for any hardship, and ready to encounter any danger.

The bankers, or vessels fishing on the banks, usually anchor where they find plenty of cod, which they catch with lines and hooks, or occasionally with jiggers. The operation of gutting and splitting are the same as on shore; and the fish is salted in bulk in the vessel's hold, until the cargo is completed. The fish caught on the banks are larger than those caught by the boats employed in the shore fishery, but do not look so well when cured, owing to lying so long in salt before being dried. It is, however, preferred in some markets on account of its size. At present, there are but few British vessels employed in the bank-fishery; formerly there were 600 or 700.

The boats used for the shore-fishery are of different sizes, some requiring only two hands, whilst others have four, which is the general number. It is not uncommon to observe boys and girls, when cod is plentiful, fishing in these boats. Every fisherman is provided with two lines, having to each two hooks; both lines are thrown over at the same time, one on each side of the boat, to which one man attends. The kind of bait in season used, is such as herring, mackarel, caplins, squid, and clams, and when none of these are to be had, the flesh of animals. The entrails of fish taken with jiggers, and what is found within them, is also used for bait. A jigger is a piece of lead made into the form of a small fish, with two hooks fixed in its mouth, and turned outwards in opposite directions. It is made fast to a line, and thrown over into the sea; and by jerking it up and down the hooks frequently fasten into the cod or other fish; the cod, which is probably the most voracious fish we know, also darts at and swallows the artificial fish with the hooks fastened in it; by these methods vast quantities of cod are caught. Seines are also used, by which multitudes of cod are hauled ashore in coves on the coast of Labrador.

When the boats are stationed on the fishing ground, which is sometimes within the harbours, and in the first of the season, near the shore, the men sit or stand at equal distances from the gunwales, and each attends to his own lines. So abundant are the fish at times, that a couple of cod are hooked on each line before the lead reaches the bottom, and while the one line is running out the fisherman has only to turn round and pull in the other, with a fish on each hook.

In this way they fill the boat in a very short time. If the cod be very large, it is lifted into the boat as soon as it comes to the water's edge, by a strong iron hook fixed on the end of a short pole, called a gaft. As soon as the boat is loaded, they proceed to the stage on the shore with the fish, when the operations of splitting and salting succeed. Fish should be brought to the shore within forty-eight hours, at farthest, after it is caught. When plentiful, the boats often return in two or three hours, and push away again immediately after the fish is thrown on the stage.

The stage is a building erected on posts, jutting out into the sea, far enough to allow the fishing boats to come close to its end. Generally covered over, and attached to it, or rather on the same platform, is the salt-house, in which there are one or more tables, with strong wooden stools for four important personages among the shoremen, distinguished by the expressive cognomens of cut-throat, header, splitter, and salter. The splitter is next in rank to the foreman of the fishing-rooms, who is called master-voyage, and, under him, receives most wages; the next in precedence and wages is the salter. The cut-throat and header are pretty much on a par.

The fish is thrown, with a kind of pike, upon the stage, and carried, generally by boys or women, to the long table. The business of the cut-throat, as his name implies, is to cut, with a sharp-pointed, double-edged knife, across the throat of the fish to the bone, and rip open its bowels. He then passes it quickly to the header, who, with a strong, sudden wrench, pulls off the head, and tears out the entrails, passing the fish instantaneously to the splitter, and, at the same moment, separating the liver, precipitates the head and entrails through a hole in the platform, into the sea, under the stage-floor. The splitter, with one cut, lays the fish open from head to tail, and, almost in the twinkling of an eye, with another cut takes out the sound-bone, which, if the sounds are not to be preserved, he lets fall through a hole into the sea, throwing the fish, at the same moment, with the other hand, into the trudge-barrow. Such is the amazing quickness of the operations of heading and splitting, that it is not unusual to decapitate and take out the entrails and back-bones of six fish in one minute.

When the barrow is full, it is carried away immediately to the salter, and replaced by another.

The business of the salter is most important, as the value of the whole voyage depends on his care and judgment. He takes the fish out of the barrow, one by one, spreads them, with the back undermost, in layers, sprinkling a proper quantity of salt between each. The proportion of salt necessary to cure codfish is generally estimated at the rate of one hogshead to ten or twelve quintals; but much depends on the place, and the state of the weather. More salt is used for green fish, or fish remaining long in bulk, than for fish salted on shore to be spread out to dry in a few days; and more is necessary at Labrador than at Newfoundland. Sometimes the fish is salted in vats, which requires less salt, and

also increases the weight; but it does not look so well, nor is it so much esteemed in foreign markets.

In salting, the *bulks* must not be high, as the weight of the higher would injure the lower tiers. In bulks, the fish must remain five or six days, and in vats four or five. It is then carried in barrows, and thrown into vats or troughs full of holes, suspended from the stage in the sea. In this vat, the washer stands up to his knees among the fish and sea water, and wipes off the salt with a mop. The fish is then carried away in a barrow, and piled in a long heap, called by the unintelligible name of "water-horse," for the purpose of draining. In this state it may remain a day, before it is spread out on the flakes.

The fish then undergoes the process of drying. They are spread, heads and tails, either on hand-flakes, which are about breast high from the ground, and slightly constructed, or on broad flakes, raised on strong posts, sometimes twenty feet high, with platforms of poles laid across. The latter, as being more exposed to pure air, are considered preferable. The fish is also, at times, spread out on boughs laid on the beach or ground. In the morning, it is usually spread, with the fleshy side uppermost, and turned about mid-day, or more frequently if the weather be hot. In the evening, they are gathered into small heaps, called "fagots," which are increased in size, as the fish dries, from four or five to twenty, or more; and, when nearly cured, made into large circular piles, much in the form of a haystack, with the upper layers always laid down, with the skin uppermost. These piles are thatched with rinds of the spruce fir, or with tarpaulins, or circular deal frames, which are pressed down with heavy stones. After remaining some time on these piles, to "sweat," as the fishermen term it, the fish is spread out again to complete the drying, and then removed into the warehouses.

As the least rain will spoil the fish, if not immediately attended to, nothing can exceed the hurry of men, women, and children, whenever showers come on; they abandon every other engagement, and even run, if on Sunday, out of places of worship to collect the fish into fagots or piles.

The nature of the cod-fishery is truly precarious. Sometimes the cod is not equally abundant on all parts of the coast, and, in that case, the fishermen have often to go a great distance in quest of them, and, in some cases, have to split and salt their fish in the boat. The incessant labour, also, which attends the curing, leaves the shoremen scarcely time, during the season, to eat their meals, and allows them little more than four hours' sleep.

The quality of the fish is affected by the least inattention or error in curing. If the weather be hot and calm, it is affected with fly-blows, and becomes maggotty; and a few fish of this description may contaminate a whole cargo. If too much salt have been used, the fibres break in drying, and the fish falls to pieces. In this state, it is called salt-burnt, and is unfit for market. It is

affected much in the same way when left too long exposed to the sun, without turning, and is then called sun-burnt. In damp or wet weather, putrefaction is apt to commence; it then becomes slimy; or, by the weather beating on it, when in piles, it sometimes takes a brownish colour, and is called dun-fish which, although excellent for present use, is not fit for shipping.

Previous to exportation, the fish is again spread out to dry, when it is *culled*, or sorted, into four qualities. First, the merchantable, which are those of the finest colour and quality; second, Madeira, which are nearly equal to the first; third, West India fish, the refuse of all that is sufficiently cured to stand a sea-voyage without putrifying, and which, with the greater part of the Madeira, is sent for sale to the West Indies, to feed the negroes; lastly, the broken fish, dun-fish, or whatever will not keep in warm countries, but which is in general equally good for domestic consumption: mud-fish, or green-fish, is generally understood to be codfish either wholly or partially split and pickled. The sounds are generally taken from the bones, and the tongues cut out of the heads by women and children, or old men. They are pickled in kegs. The livers of cod are put into vats or puncheons, exposed to the sun, the heat of which is sufficient to render them into oil, which is drained off, and put into casks for shipping, the remaining blubber is boiled to obtain the oil it contains.

The livers taken from the number of cod that will, when dry, make up 300 quintals, ought to produce a tun of oil; but sometimes it requires double the quantity to yield a tun, while the livers of 150 quintals have been known to produce a tun.

The shore-fishery is the most productive of both merchantable fish and oil. The northern fishery, now enjoyed by France, was carried on by the planters, by proceeding in schooners, with necessary stores and skiffs, in the northern harbours of Newfoundland, much in the same way as the fishery is at present conducted at Labrador, and the schooners sent back with the fish to the respective merchants. The last fish brought home by the vessels being, like that sent in the autumn from Labrador, green, is discharged on its arrival into vats, or troughs, attached to the stages, and the salt washed off, when it is thrown on the stage, and piled into a *water-horse* to drain before drying. The fish cured in the northerly parts of Labrador is chiefly prepared in the cold, dry air. The western fishery, carried forward on the west coast of Newfoundland, is also, by treaty, abandoned to the French.*

Whenever the planter settles his account, in the fall of the year, with his merchant, and pays the wages of his servants, he prepares for winter, laying in provisions, &c.; and in the following spring he resumes the same laborious course of employment that occupied him during the preceding year.

* There is a whale fishery on the south side of the island, carried on by pursuing the whales in boats. The whale fishery within the Gulf of St. Lawrence will be found described hereafter. See account of the district of Gaspé.

HOUSES AND FOOD OF THE NEWFOUNDLAND FISHERMEN.

The fishermen's houses are one story high, built of wood growing on the island, and covered with boards and shingles imported from Prince Edward Island, Cape Breton, Nova Scotia, or New Brunswick. It was long customary to erect the walls with upright posts stuck in the ground; but an improvement prevails by building the wooden walls on a stone foundation. Sometimes an additional building is joined called a "lean to," which is either in one room—a kind of parlour—or is divided into sleeping apartments. There is usually not more than one large fire-place, which is in the kitchen, and around which, in winter, all the inmates of the house assemble when the labours of the day are over. In the chimneys they smoke their salmon, or hang up the hams of the pigs reared in the island. On each side of the chimney there are often benches, with coops underneath for poultry, which, from the warmth of the dwellings, lay eggs all winter.

The usual diet of the people is made up of biscuit, potatoes, fish, salt pork, and bohea tea. Spruce beer is a very common and wholesome beverage, particularly for people who live much on fish and salt meat. The process of making it is simple. A few black spruce branches are chopped into small pieces, and put into a pot containing six or eight gallons of water, and boiled for several hours. The liquor is then strained and put into a cask that will contain eighteen gallons. Molasses is added in the proportion of one gallon to eighteen, a part of the grounds of the last brewing, and a few hops, if at hand, are also put in; and the cask, filled up with cold water, is left to ferment; in twenty-four hours it becomes fit for use. Spirits are frequently mixed with spruce beer to make the drink named callibogus. From the cheapness of rum, the labouring people, though by no means generally, acquire habits of drinking, which they have only resolution to resist by swearing, by the cross, or the gospel, that they will not taste rum or spirits of any kind. This act is called kegging, extending to one or more years and often for life.

The inhabitants are generally very healthy; but from living much on flesh, fish, and oily food, fevers or small pox, when imported into the island from other places, are generally fatal, and occasion great mortality. Consumptions do not appear to be so frequent as on the continent of America. The air, though raw and cold, seems to invigorate the constitutions of the people; and their strength in old age, when we consider the life of unremitting labour which they necessarily lead, is surprising: men and women at the age of eighty, are frequently observed attending the fish flakes.

The great and primary business of the people of Newfoundland is, that of pursuing and catching the inhabitants of the ocean. If habit, as it is generally allowed, becomes nature, the Newfoundlanders are naturally, from their pursuits, certainly the most adventurous and fearless men in the world. Courage and industry, which certainly prevail, are to them absolutely necessary.

The seal fishery, as it is generally termed, has only become important within the present century. It is little more than thirty years since the first vessels ventured among those formidable fields of ice that float from the northern regions during the months of March, April, and May, down to the coast of Newfoundland. Those who are acquainted with the terrific grandeur, particularly during stormy weather, of the lofty islands and mountains of ice, covering often from 200 to 300 miles of the ocean, and occasionally arrested by the coasts or shoals, will admit, that it requires more intrepidity to brave the dangers of these elements than to encounter a military fortification.

STATEMENT of the Number, Tonnage, and Crews of Vessels employed in the Seal Fishery of the Port of St. John, Newfoundland, in each Year from 1830 to 1844.

YEARS.	Number.	Tonnage.	Crews.	YEARS.	Number.	Tonnage.	Crews.
1830	92	6,198	1985	1838	110	9,300	2826
1831	118	8,046	2578	1839	76	6,447	2029
1832	153	11,462	3294	1840	75	6,190	2058
1833	106	8,665	2964	1841	72	5,965	2078
1834	125	11,020	2910	1842	74	6,035	2054
1835	120	11,167	2912	1843	106	9,625	3177
1836	126	11,425	2855	1844	121	11,088	3775
1837	121	10,648	2940				

STATEMENT of the Quantities and Value of the Principal Articles of Produce Exported from Newfoundland, in each Year from 1838 to 1843.

YEARS.	Dried Fish.		Oils.		Seal Skins.		Salmon.		Herrings.	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.
	quintals.	£	gallons.	£	No.	£	tierces.	£	barrels.	£
1838	724,515	484,649	2,173,674	249,428	375,361	30,474	4408	13,310	15,276	10,723
1839	865,370	508,157	2,244,262	245,269	437,501	46,336	2922	11,692	20,806	13,840
1840	915,795	576,245	3,206,583	305,197	631,385	39,408	3396	12,939	14,686	9,036
1841	1,009,725	605,014	2,673,574	266,832	417,115	29,961	3642	12,302	9,965	6,361
1842	1,007,980	561,950	2,262,031	233,313	344,683	23,200	4715	13,678	13,839	7,119
1843	936,202	532,194	3,111,312	335,975	651,370	40,497	4058	12,216	9,649	4,570

Taking the year 1843, the gross value of this portion of the exports amounts to no less than 839,260*l.*, and in 1843 to

The value of merchandize imported during the year 1842 is given officially as follows:—

COUNTRIES.	Value.
	£
From Great Britain	329,137
" British Colonies { West Indies	3,963
" British Colonies { North America	87,165
" British Colonies { Elsewhere	10,323
" United States	112,124
" Other Foreign States	151,625
Total	694,337

LABRADOR.

Labrador Fishery.—During the fishing season, from 280 to 300 schooners proceed from Newfoundland to the different fishing stations on the coast of Labrador, where about 20,000 British subjects are employed for the season. About one-third of the schooners make two voyages, loaded with dry fish, back to Newfoundland, during the summer; and several merchant vessels proceed from Labrador with their cargoes direct to Europe, leaving generally full cargoes for the

fishing vessels to carry to Newfoundland. A considerable part of the fish of the second voyage is in a green or pickled state, and dried afterwards at Newfoundland. Eight or nine schooners from Quebec frequent the coast, having on board about eighty seamen and 100 fishermen. Some of the fish caught by them is sent to Europe, and the rest carried to Quebec; besides which they carry annually about 6000*l.* worth of furs, oil, and salmon to Canada. From Nova Scotia and New Brunswick, but chiefly from the former, 100 to 120 vessels resort to Labrador; the burden of these vessels may amount to 6000 or 7000 tons, carrying about 1200 seamen and fishermen. They generally carry the principal part of their cargoes home in a green state.

One-third of the resident inhabitants are English, Irish, or Jersey servants, left in charge of the property in the fishing rooms, and who also employ themselves in the spring and fall, catching seals in nets. The other two-thirds live constantly at Labrador, as furriers and seal-catchers on their own account, but chiefly in the former capacity, during winter, and all are engaged in the fisheries during summer. Half of these people are Jerseymen and Canadians, most of them have families.

From 16,000 to 18,000 seals are taken at Labrador in the beginning of winter and in spring. They are very large; and the Canadians and other winter residents, are said to feast and fatten on their flesh. About 4000 of these seals are killed by the Esquimaux. The whole number caught produce 350 tuns of oil, value about 8000*l.*

There are six or seven English houses, and four or five Jersey houses, established at Labrador unconnected with Newfoundland, who export their fish and oil direct to Europe.

The quantity exported, in 1831, to the Mediterranean was about

54,000 quintals of codfish, at 10*s.* per quintal	£27,000
1,050 tierces of salmon, at 60*s.* per tierce	3,150
To England, about	
200 tuns of cod oil	5,200
220 „ seal oil	4,880
Furs	3,150
	43,380
By Newfoundland houses:	
27,500 quintals of codfish, at 10*s.* per quintal	13,750
280 tierces of salmon, at 60*s.* per tierce	840
Total direct export from Labrador	57,970
Produce sent direct to Newfoundland from Labrador:	
32,120 quintals of codfish, at 10*s.* per quintal, best quality	16,060
312,000 „ „ at 8*s.* „ „	124,800
1,800 tuns of cod oil, at 20*s.* per tun	36,000
Carried forward	234,830

Brought forward	£234,830
Salmon, &c.	3,220
Fish, &c., sent to Canada, about	12,000
Ditto, carried to Nova Scotia and New Brunswick, should be in value at least .	52,000
Estimated value of the produce of Labrador, exclusive of what the Moravians send to London*	£302,050

The Labrador fishery has, since 1814, increased more than sixfold, principally in consequence of our fishermen being driven from the grounds now occupied by the French.

The Moravians, whose principal settlement on the coast of Labrador is at Nain, have a ship annually from London, which leaves the Thames in May or June, and arrives at Nain in July, from whence it returns in September, laden with a valuable cargo of furs, oils, &c., for London. My inquiries respecting these people have not been successful. They fixed themselves in three different harbours of Labrador, about the middle of the last century. Their intercourse with, and settlements at, Greenland, led them to this region. Their habits are simple; and the quiet and unobserved life they lead is of a nature which leaves to few in America, or elsewhere, the knowledge of their existence. Their trade is wholly with the Esquimaux, in the way of bartering coarse cloths, powder, shot, guns, and edge tools, for furs, oils, &c.

NOVA SCOTIA, CAPE BRETON, AND ST. LAWRENCE FISHERIES.

These fisheries might be carried on to any extent which a demand for supplying the markets of the world would justify. The coasts of Nova Scotia which we have already described, abound with excellent harbours, admirably adapted for carrying on the fisheries. The inhabitants about St. George's Bay, the strait of Canso, Chedabucto Bay, and the opposite shores are mostly engaged in fishing; the country near the Atlantic being generally rocky and sterile, render the fisheries the more available occupations. Many of the inhabitants of Chester, Mahon Bay, Liverpool, and Shelburne, are also engaged in the fisheries. Cod, mackarel, herring, shad, allwives, salmon, halibut, sturgeon, sole, and other kinds of fish frequent the coast, and exclusive of gypsum, coal, and timber, the exports of Nova Scotia consist nearly altogether of the produce of the fisheries.

The cod and herring fisheries of Prince Edward's Island, which might be greatly increased, have, in consequence of the superior agricultural advantages of that colony, been chiefly confined to fishing for domestic use; and the same remark applies, with some exceptions, to the opposite shores of Nova Scotia and New Brunswick within the Gulf of St. Lawrence.

Within the Bay de Chaleur there have long been fishing establishments,

* These statements are made at the most depressed prices, and not at the average prices, which would increase the gross value to 342,400*l.* The Americans of the United States had, in the year 1829, about 500 vessels and 1500 men employed on the coast, and their catch amounted to 1,100,000 quintals of fish, and about 3000 tuns of oil; value altogether about 610,000*l.*

and the cod fisheries at Gaspé, Perée, Paspabiac, Shippigan, Caraquette, and other places; the salmon fishery in the river Rustigouche was formerly carried on at a profit and to a considerable extent.

Bay de Chaleur Fisheries.—Two miles below Carlisle is the settlement of Paspabiac, inhabited chiefly by Acadian French, who employ themselves principally in fishing. There are, also, several people from Jersey, attached to the highly respectable fishing establishment of Messrs. Robins and Co. The harbour, or lagoon of Paspabiac admits only very small schooners and boats; but ships and large schooners ride safely at anchor in the road. The fish stores, flakes, &c., are ranged along a very fine beach, where the people connected with the fisheries are incessantly employed during the summer and autumn; in winter they retire back near the woods. Messrs. Robins' establishment was formed, I believe, about sixty years ago, by the elder partner and parent of the firm; and its admirable plan of systematic management, the essential characteristics of which are ceaseless industry, frugality, and prudent caution, and particularly in having no one engaged about the business that is not usefully or productively employed, has long secured to it the most solid prosperity. During summer, their ships, ten, or often more, in number, are moored in the road, with their top-masts and yards lowered, and the whole, I believe, given in charge to one master and his crew, while the other masters with their crews, are despatched in shallops to various parts of the bay, either to fish, or collect the cured fish from the fishermen who receive their supplies from Messrs. Robins and Co. In autumn, the ships depart with full cargoes of the best fish for ports in Portugal, Spain, and within the Mediterranean. They have, also, a ship-building establishment, where they have built a ship annually,* principally of larch. They are remarkably durable ships.

Gulf of St. Lawrence Whale Fishery.—The whales caught within the Gulf of St. Lawrence are those called "humpbacks," which yield, on an average, about three tuns of oil; some have been taken seventy feet long, which produced eight tuns. The mode of taking them is somewhat different from that followed by the Greenland fishers; and the Gaspé fishermen first acquired an acquaintance with it from the people of Nantucket. An active man, accustomed to boats and schooners, may become fully acquainted with every thing connected with this fishery in one season. The vessels best adapted for the purpose are schooners, of from seventy to eighty tons burden, manned with a crew of eight men, including the master. Each schooner requires two boats, about twenty feet long, built narrow and sharp, and with *pink* sterns; and 220 fathoms of line are necessary in each boat, with spare harpoons and lances. The men row towards the whale, and, when they are very near, use paddles, which make less noise than oars. Whales

* One of those vessels which I saw moored in 1824, among the small fleet of Messrs. Robins in the bay De Chaleur, I went on board of afterwards, in 1839, in the port of Messina, where the vessel, then more than thirty years old, and perfectly sound, was discharging, in excellent condition, a cargo of dry codfish to feed the Sicilians.

are sometimes taken fifteen minutes after they are struck with the harpoon. The Gaspé fishermen never go out in quest of them until some of the small ones, which enter the bay about the beginning of June, appear; these swim too fast to be easily harpooned, and are not, besides, worth the trouble. The large whales are taken off the entrance of Gaspé bay, on each side of the island of Anticosti, and up the river St. Lawrence, as far as Bique.

With respect to the present state of the Gulf of St. Lawrence fisheries, the following extracts contain our latest information:—

"I intended to begin with the salmon fishery, its *decrease*, and the *causes thereof;* but at present I shall content myself by merely calling your attention to the lamentable state that valuable branch of industry is in at present, when contrasted with what it was formerly, when the Bay de Chaleur and its prolific rivers enabled us to export annually *thousands* of barrels; but now, unfortunately, a few *hundreds* is the maximum; all this occasioned by want of *proper* legislative regulations, but which, owing to the locality, requires *corresponding* enactments in the sister colony of New Brunswick. I have been engaged in the trade myself, and know a little on the subject.

"But, although the salmon fishery is of importance, the cod fishery is far more so, and to IT I respectfully solicit your attention, whilst I attempt to point out the causes of its present decline on our shores, and which will, sooner or later, totally prove its destruction; for it is a lamentable fact, that in the upper part of the Bay de Chaleur, the cod fishery is each year decreasing; and where, a few years ago, abundance were taken, it is with difficulty the inhabitants *now* can catch enough for their winter supply. The numerous large deserted sheds and buildings going to ruin at Carleton, Maria, New Richmond, Bonaventure, and other places, is a convincing proof; and even at present, in the lower part of the bay, the fishery has so decreased, that the fishermen are compelled to go out to the *banks* in open boats, whereby many lives are annually lost, the poverty of the inhabitants not allowing them to build larger, and, consequently, more expensive vessels, in order to follow the fish to its deep water recesses; so that, in a very short period, I apprehend the shore fishery will be only remembered.

"The cause thereof is, the codfish are necessitated to desert our shores in consequence of the *destruction* of their *proper* and *natural food*, mackarel, herring, and caplin. The former, our neighbours, the Americans, have taken under their special protection, and we take immense quantities of the latter, not for eating, selling, or for bait, but for *manuring our lands.* I have known upwards of 500 barrels of caplin *taken in one tide, expressly* for that purpose, and have seen near 1000 barrels of herrings lying rotting on the beaches, having been caught, and never taken away; and, in the Bay de Chaleur, it has been remarked, that as *agriculture advances, fishery recedes*, owing to the causes above stated. The fishermen are well aware of this, and, at one of the general meetings under the Municipal Ordinance, endeavoured to make some regulations, and, by a petition to their warden, himself a fisherman, requested him to enforce them; but unfortunately, although he possessed the *will*, he had not the *power* to do so. The grand jury, also, in one of their presentments, besought the interference of the legislature, but as yet nothing has been done."—*Letter addressed to the Members of the Canadian Legislature.*

Notes on the St. Lawrence fisheries, by Captain R. Fair, Royal Navy, lately commanding her Majesty's ship, Champion:—

"On the 21st of April, 1839, having arrived at the southern entrance of the Gut of Canso, we anchored in Inhabitance bay. This is a very spacious and well sheltered bay, of considerable extent, with excellent holding ground, from eight to nine fathoms water.

"There appears to be but little fishing carried on in this immediate neighbourhood. American fishing schooners, a great number of which passing through the gut, frequently stop to wood and water on the Canso shore; and I understand that many of the inhabitants (young men) enter on board of these vessels for the fishing season, receiving about twelve dollars per month, and in many instances, are induced to continue for the voyage, and, finally leave Nova Scotia for the United States.

"It was not until the 29th of April, that the gut was sufficiently clear of ice to admit of our proceeding to the northward, when we got under way and ran through. Thence cruising through the Northumberland straits, and running along the coast of Miramichi, the Island of Shippingham and Miscou, we arrived in Gaspé bay, on the 3rd of May, and anchored abreast of Douglas town.

"We left Gaspé bay on the 9th, and passing by the fishing establishment of St. Peter's, Malbay, and Percée, anchored at Paspabiac (Bay of Chaleur) on the 10th May.

"This is by far the most important and most extensive fishing establishment in the gulf. It belongs to the firm of Robins and Co., who have very extensive stores at this place, they build ships of considerable burden, and send them, loaded with fish, to all parts of the world; their chief markets are the Brazils and Naples. They employ in the trade from this place, four ships, three brigs, and one schooner, amounting to about 1500 tons—their crews about 150 men.

"The fishing on this coast is entirely carried on in small boats, with two men in each, who, every evening, return on shore, when the fish is landed and cured. At the close of the summer fishing season (from the 8th to the 15th of August) all the fish caught at the several establishments, and along the coast, is brought in, and laden on board the different ships.

"After having ascertained the period when the fishing would commence on the coast, we left the Bay of Chaleur, and proceeded towards the Magdalen islands, where we arrived, and anchored in Pleasant bay on the 19th of May.

"We found the herring fishing had commenced, and in active operation in the several parts of the bay (chiefly in the little harbours of Amherst and House Harbour) by about 146 sail of American fishing schooners, of from sixty to eighty tons, and each carrying seven or eight men. Among them, were not more than seven vessels belonging to the British possessions, and they, chiefly from Arichat.

"The quantity of herrings was very great,* exceeding that of any former year; and the expertness and perseverance of the American fishermen, were far beyond that of the Arichat men. It is computed that the American fishing schooners average nearly 700 barrels each, and the barrel is valued at one pound sterling, making for the 146 sail, then in the bay, a presumed product of 100,000 barrels, value 100,000*l.* sterling; the tonnage employed, about 10,000; and the number of men, about 1000.

"We remained at the Magdalens† until the 27th of May, in which time several of the American vessels, having completed their cargoes, had sailed for their respective ports.

"Leaving the Magdalens, we touched at Pictou. There is no fishing carried on at Pictou. The country around, being agricultural, is rapidly improving; and the quick intercourse by steam with Prince Edward's island, promises to be of great advantage.

"We sailed from Pictou on the 3rd of June, and coasting around the east end of Prince Edward's island, again visited the bays Chaleur and Gaspé, and the coasts adjoining; and stretching over to Anticosti, landed on the east end, and examined the new lighthouse lately erected on Heath point: it was commenced in June, 1831, and finished in September, 1835. A few fishing shallops belonging to the Magdalens, were fishing off the east end, where they found cod in great abundance, and of excellent quality.

"Quitting Anticosti, we stood over for the Labrador coast, and on the evening of the 17th of June made Mount Isle. We cruised along the shore, westward, without meeting with a single sail, experiencing light baffling wind and thick weather, the current strong, and of uncertain direction. On the 22nd, we anchored in Mingan harbour. This is a safe, but very confined anchorage, there not being room in it sufficient for a vessel to lie at single anchor. The tide or current runs strong, and it requires a leading wind to enter or depart from it. Mingan is the principal establishment of the Hudson's Bay Company on this coast; and its outposts extend westward to the river St. John, and eastward to the Masquara, some distance from Mount Isle. The agent's house and storehouses are

* So plentiful are the herrings, that they are lifted out of the water into a boat, merely dipping it into the sea alongside as fast as it can be done.

† A curious anomaly exists in the government of these islands: they are under the jurisdiction of the Governor of Canada, at Quebec, from which place they are cut off, nearly half of the year, while they are open to Nova Scotia at all times.

situated close to the beach, and abreast of the anchorage. Mingan, although the first and most extensive establishment on the coast, does not appear to be of very great importance. The amount, or value of furs annually collected, does not exceed 4000*l.* sterling, and the salmon fishery is productive to about the same amount. It is said that the animals, as well as the Indian hunters, are rapidly decreasing. The salmon fishing at the several rivers, is carried on by two or three men (at most) at each river, except at Natishquan, which is their best and largest fishery: here seven men are stationed during the summer months, and their usual take, or catch, is about 180 tierces. Towards the end of July, all those men, with the produce of their labours, are taken up by the company's tender to Mingan, and thence to Quebec, the general depôt. The agent, and six or seven persons with him, remained at Mingan during the winter; but along the shore, or near the coast, there are no inhabitants, either Europeans or Indians.

"We sailed from Mingan on the 26th of June, and running along the western shore, passed the river St. John, and on the 28th, anchored in the Bay of Seven Islands. From this point, they fish only two rivers; and the quantity of salmon taken is very small, in fact, the produce of the establishments, has not, for several years, covered the expenses.

"On the 30th of June, we sailed from the Bay of Seven Islands, and continued to coast along the Labrador shore eastward, passed the Mingan islands, occasionally stretching over towards the Island of Anticosti. Along the shore eastward of the Mingan islands, the most striking and remarkable objects are the storehouses and flagstaff, at the entrance of the River Nabaysipie. Eastward of Nabaysipie, are some small islets, which afford protection to an anchorage for small vessels—it is called Little Natishquan. In this anchorage we found five shallops from the Magdalens, and a small French schooner from Miquelon, forced in, according to the master's statement, by the severity of the weather.

"Off this part of the coast is excellent cod fishing, and at times the Americans resort to this neighbourhood, but none have been seen here this year.

"In cruising near the east end of Prince Edward's island, and running along the shores, we observed a great number of American fishing vessels, but none *near* the shore, nor was there a single case which called for our interference, or where it was necessary even to recommend caution—on the contrary, the Americans say that a privilege has been granted to them, and that they will not abuse it. Between the east end of Prince Edward's island, to within seven leagues of the Bay of Chaleur, we passed through a fleet of from 600 to 700 sail of American fishing schooners, all cod fishing; it had not been a fortunate season for them, and great numbers had gone towards the Straits of Bell Isle for better success.

"The house of Janverin & Co., at Gaspé, exported in the year 1836 from 15,000 to 20,000 quintals of codfish, chiefly for the Brazils and South America. Other minor establishments export largely also—perhaps from Gaspé and its neighbourhood, the whole export may be about 40,000 quintals.

"From Gaspé we again stood over towards the Magdalen islands, but in crossing the Bradelle bank, where we had so lately seen above 500 fishing schooners, we did not meet with more than ten sail."

There are salmon fisheries on the coast of Labrador within the Gulf of St. Lawrence, and excellent salmon is caught in the various streams which fall into the St. Lawrence chiefly on the north side, especially in and east of the Saguhny river. Codfish is caught also at Grand Etang and several other places above Gaspe.

Gaspé Company.—A Company has lately been incorporated for fishing and other projects in the district of Gaspé, Lower Canada. At to the success of the company in the fishing branch of its project, and which we consider by far the most important, all will depend on judicious management. The most abundant cod-fishing banks, and shores, in the world are not excelled by those within the Gulf of St. Lawrence.

Extract from a recent official report on the "Fisheries of Nova Scotia."

"It is well known that the waters which lave our shores teem with the various species

of the finny tribe, and afford an inexhaustible mine of wealth to the industry of the fishermen. Probably in no part of the world are they surpassed, and, indeed, they form the envy of the surrounding nations. The extent to which they might be rendered productive is almost beyond any thing of which we at present have an idea. The Americans well appreciate the value of this trade, and the extent to which they carry it on at our very doors should teach us its importance. In 1837, which is the last year for which we have any return, the state of Massachusetts alone employed 1290 vessels in the cod and mackarel fishery, of the total burden of 76,089 tons. By these were employed 11,149 persons, by whom were taken 510,554 quintals of codfish, and 234,059 barrels of mackarel, valued at 3,203,559 dollars, or over 800,000*l.* From 700 to 800 vessels are said annually to pass through the Gut of Canso, which usually return home with large cargoes taken at our very doors. There is always a great deal said about their encroachments, and we are apt to blame them that our fisheries are not more productive than they are, and instead of engaging all our energies to compete with them, we are employing a host of revenue cutters, &c., to drive them from our shores. Every body must see that the Americans are placed under many disadvantages for prosecuting the fisheries in British waters, and that if proper enterprise were employed, our advantageous position would enable us not only to compete with them successfully, but also to drive them from our shores by underselling them in their own markets. But we find that they almost entirely monopolise our deep-sea fishery, while we look idly on, and grumble at their success. We are aware that the Americans impose a high duty upon our fish and other products, and that in the United States market they have in this respect a great advantage over the Nova Scotia fishermen; but these are necessary to the very existence of the American trade, and with all their bounties, duties, &c., we could compete with them in their own markets. As it is, large quantities are already exported thither, and this is rapidly increasing.

"That the fisheries are probably the most important branch of industry which Nova Scotia possesses, will be evident from a slight examination of the subject. Much of the land lying on the sea-coast is entirely unfit for the purposes of agriculture, and yet there are parts on which the ocean pours her wealth in the greatest abundance. Although we are of opinion that the fisheries of Nova Scotia have never been carried to their full extent, yet their amount at the present moment is sufficient to show their importance as a source of national wealth.

"In 1840, as appears from official returns to the house of assembly, and published in the report of the committee on deep-sea fishery, the *exports* consisted of 327,026 quintals of dry fish; 71,676 barrels, 1147 tierces, and 3643 kits of pickled fish; 27,755 boxes of smoked fish; 2553 barrels and 4661 casks of oil; and 17,735 seal skins—the value of which exceeded 500,000*l.*, and the taking of which employed 60,000 tons of shipping; besides which there is the home consumption, amounting to nearly the same sum. It will thus be seen that the produce of the fisheries is one of our staple commodities, and the chief support of our foreign commerce.

"The committee on the fisheries, in the report to the house of assembly in 1843, says, that 'from returns laid before them it is apparent that in the eastern fishery, from the entrance of the Strait of Canso (that is, eastward of Halifax), including the island of Cape Breton, the inhabitants of Nova Scotia engaged as operative fishermen equal 5000 men, having upwards of 120 shallops and 1700 boats; and computing that an equal number are employed in the western and other fisheries of the province, an aggregate of 10,000 fishermen, 240 or 250 shallops, and 3400 boats, may be assumed as a fair statement of the fishing interest of Nova Scotia.' The same report says, that in the eastern fishery there are 10,000 nets employed, equal to 65,000*l.* in value. These calculations are small, and at any rate they exhibit the trade as not by any means so great as it should be.

"The facts we have now brought forward show the importance of this trade to the province, and we regret that it does not receive more attention than it has hitherto done. In the present depressed state of our provincial resources, it would be well to direct more of our energies to this branch of industry. The extent to which the inhabitants of the north-eastern province have been engaged *in ship building has distracted our attention from it*, and it must be allowed that we have not exhibited the same enterprise in this pursuit which our neighbours in the western parts of the province have done, and which our vicinity to the fishing-ground would enable us to exercise. *It is well known that large numbers of*

fish of various sorts, codfish, herring, mackarel, &c., annually visit the shores of this country, while scarcely any effort is made to turn them to advantage; and we have not the least doubt that some hundreds of industrious fishermen might be employed along this coast, by embracing the resources which nature has placed at our disposal."

According to the provincial returns, the exports of the produce of the fisheries from Nova Scotia were, during the present century, as follow, viz.:—

Taking the averages of the years 1805, 1806, and 1807, there were exported annually 81,191 quintals of dried fish, 43,299 barrels of pickled fish, 10,410 boxes of smoked fish, besides 652 smoked fish, such as salmon, &c.

In 1815, 1816, and 1817, 152,698 quintals of dried fish, 40,205 barrels and 170 kegs of pickled fish, 5675 boxes of smoked fish, and 379 smoked fish.

PRODUCE of the Fisheries Exported from Nova Scotia in the Year ending the 5th of January, 1833.

			£	s.	d.
160,640	Cwts. of dry fish	at 10*s.*	80,320	0	0
37,154	Barrels of pickled fish	„ 15*s.*	27,865	10	0
3,641	Boxes of smoked herrings . .	„ 3*s.*	11,296	3	0
704	Tuns of oil	„ 20*l.*	4,080	0	0
51,918	Seal-skins	„ 1*s.* 6*d.*	3,893	17	0
	Total		127,455	10	0

The number of ships employed in the trade was 570, and 640 boats.

In 1836, the shipments of cod, herrings, mackarel, salmon, and fish-oil, amounted to 186,908*l.*, viz., 262,245 quintals of dry fish, 47,517 barrels of pickled fish, and 490 tuns of fish oil.

In 1837, Nova Scotia exported 427,140 quintals of dry fish, and 64,803 barrels of pickled fish. The value of the exports of fish in 1837, was 181,961*l.*; this was chiefly dry cod, but embraced, likewise, a considerable quantity of salmon, mackarel, and herrings.

In 1838, 434,309 quintals of dry fish, and 94,855 barrels of pickled fish.

From returns made in 1840, the produce of the fisheries was estimated at 274,810*l.* sterling, viz., 327,501 quintals of dry fish, and 66,417 barrels of pickled fish.

In 1837, Halifax exported of the above quantity of dry fish, 190,486 quintals; pickled fish, 28,646 barrels.—In 1838, dry fish, 201,826 quintals; pickled fish, 43,438 barrels.—In 1839, dry fish, 251,092 quintals; pickled fish, 51,035 barrels; while the custom-house returns from Arichtat and Sydney, in the island of Cape Breton, show the exportation to be 41,328 quintals of dry fish, 10,794 barrels of pickled fish, 270 casks of oil; and the following quantities are fair estimates of the catch in other parts of Cape Breton, where no customs'-officers are stationed:—Strait of Canso, 2500; Port Hood, 500; Mahon, 2000; Marguerite, 5000; Cheticamp, 8000; Bay of St. Lawrence, 3000; Cape North, 4000; Inganiche and Low Point, 8000; Bras d'Or, 3000; Mainadieu, 4000; Louisburg, 5000; l'Ardoise, 6000; making 51,000—clearly evincing that this valuable branch of industry, under every disadvantage, is furnishing an export equal to one million

annually; while the internal consumption of the province, with a population exceeding 200,000, may be fairly estimated at 300,000 quintals.

The island of Cape Breton is admirably suited for the fisheries. St. Ann's, the Great Bras d'Or inlet, Sydney, and Louisburg harbours, afford excellent and safe seaports in the neighbourhood of the fishing banks.

A small variety of herrings, exceedingly fat and delicious, frequent the shores of the Bay of Fundy in May; and, about the end of the month, enter Annapolis Basin, where, on the shore of Clements, they have been caught in amazing quantities. They are usually smoked, or cured as red herrings, and packed up in boxes which hold each half a bushel, and contain about 200. A hundred thousand boxes of these have been exported during some years, but they are said not to be so plentiful as formerly.

In May, herrings of large size, full of spawn, arrive in nearly all the harbours of Nova Scotia, New Brunswick, Cape Breton, and the Gulf of St. Lawrence; but these, although taken in great quantities, are poor, and not much esteemed. The spring mackarel are also lean, and not much valued, although they keep better than others in hot climates.

The fall herrings and mackarel are exceedingly fat, and much esteemed. The regulations, by legislative enactment, for inspecting the quality of fish packed up in the province, which must all be in new casks, have, although, complained of at first, established the preference for the pickled fish of Nova Scotia in foreign markets.

Crow harbour, and Fox island, both near each other, and within Chedebucto bay, have always (especially in autumn) been the great resort of mackarel and herrings. Nets are sometimes used, but the great bulk of the fish is caught with seines. These places, while the fishing season lasts, are generally the scenes of the most lawless disorder and licentiousness, occasioned by the violence of the fishermen contending for the best places to haul their seines ashore; the pillaging of the fish; the selling and drinking of rum; the smuggling of goods by the Americans; the exactions of those who possess the lands bordering on the shores; and often from the mere spirit of spoliation and mischief. A ship of war has been occasionally sent round from Halifax to preserve some sort of order among the multitudes of men, boats, and schooners, that resort to these harbours, and certainly these fisheries, from their great importance, require protection, and the establishment of regularity for their governance. We are informed that within the last few years, mackarel have not been so plentiful, or that they have rather deserted the above resorts.

A novel method of catching mackarel was some time ago discovered by the fertile genius of the Americans. This method is, simply, on arriving over the fishing grounds, to cut up, in very small pieces, a quantity of old pickled herring, or mackarel, for the mincing of which the Americans have also invented an in-

strument, and, on scattering the same in the sea, round the vessel, myriads of mackarel appear near the surface, when they are caught, as fast as they can be taken in, with a rod and line, the hook being baited with a small piece of shark or mackarel. Sprinkling salt on the surface of the water is said to have the same effect, but it is more expensive.

The whale fishery, which was carried on formerly with spirit from Halifax, was revived some years ago, chiefly by the enterprising house of Samuel Cunard and Co., when two ships were fitted out, one for the Pacific, and one for the Brudrel bank, and, among the crews, were sixty young men, natives of the province. The success of these and other whaling ships has been extremely variable, occasionally successful, and at other times probably carried on with much more loss than profit. Nova Scotia is certainly as well situated for the whale fishery as the United States.

FISHERIES OF NEW BRUNSWICK.

The cod fisheries of this province are carried on chiefly within the Gulf of St. Lawrence, at Shippegan, and Caraguette, within the Bay de Chaleur, and to a moderate extent within the Bay of Fundy.

The salmon fishery at the mouth of the river St. John's, has often been very productive. The shore is divided into lots, and these are drawn for every spring by the freemen of the city, the most valuable being worth about 200 dollars per annum. During the month of June, from 500 to 1000 salmon are taken daily, and the price varies from fifty to sixty cents a piece. There is an excellent fish market at St. John's, which is supplied at all seasons of the year with the different kinds of fish taken in the bay.

The whale fishery, began a few years ago, is said to have been profitable. In May, 1841, the St. John's Mechanics' Whale Fishing Company declared a dividend of twenty per cent, and in 1843 the company declared a dividend of 20*s.* a share equal to about fourteen per cent—on 7*l.* 4*s.* paid up capital. These dividends prove the company to be in a prosperous condition and must be highly encouraging.

The value of exports from New Brunswick in 1837, include 34,677*l.* for train oil, and 30,550*l.* for fish, chiefly dry cod, the whole of which was shipped, chiefly, to Britain and the West Indies.

Comparative statement of the quantities and descriptions of fish, exported from St. John's, New Brunswick, during the quarters between the 5th of July and 10th of October, 1841 and 1842, respectively.

PRODUCE.	1841	1842
Allwives	2368 barrels	3601 barrels.
Pickled herrings	546 barrels	519 barrels.
Dry fish	21 casks and 10 boxes,	227 casks and 348 boxes.
Soused salmon	845 kitts	718 kitts.
Smoked salmon	132 boxes	118 boxes.
Pickled salmon	8 half-barrels.	35 barrels.
Smoked herrings	2499 boxes	1653 boxes.
Pickled mackarel	9 barrels	13 barrels.
Pickled shad	192 kitts	100 kitts.

The produce of the fisheries was valued, in the three years 1832 to 1834, as under:—

PRODUCE.	1832	1833	1834
	£	£	£
Cod fish	28,231	27,536	46,337
Salmon	2,488	723	2,397
Herrings	1,032	318	489
Mackarel	212	91	382
Allwives	290	325	
Fish oil	1,038	2,290	1,560
Total	33,291	31,283	51,165

The produce of the fisheries in the country of Gaspé and the Magdalen islands, in 1836, consisted of—cod, 100,542 cwts.; cod oil, 37,162 gallons; whale oil, 25,120 gallons; besides salmon and other fish, the whole amounting in value to 86,624*l.*

The future success of the British American fisheries must depend upon markets. Those of Europe are not, at least for several years, likely to increase the demand for salted or cured fish. The cause of diminished use of fish being the relaxations daily increasing in the abstinence from eating meat on fast days, and during Lent, in Catholic countries.

CHAPTER VIII.

FISHERIES OF THE UNITED STATES.

THE inhabitants of Massachusetts and of the other New England states began to carry on the fisheries, first, along the adjacent shores, and afterwards on the banks and coasts of Newfoundland and Nova Scotia. According to Mr. Pitkin's statements, before the revolutionary war, about 4000 of the inhabitants were employed chiefly in schooners and small craft, measuring about 20,000 tons. The average quantity of fish caught was about 350,000 quintals, value about 200,000*l.* When England acknowledged the independence of the old provinces, it was stipulated,

"By the 3rd article of the treaty of peace, between the United States and Great Britain, in 1783, 'that the people of the United States shall continue to enjoy unmolested the *right* to take fish of every kind, on the grand bank, and on all other banks of Newfoundland; also, in the Gulf of St. Lawrence, and at all other places, in the sea, where the inhabitants of both countries used any time to fish; that the inhabitants of the United States shall have *liberty* to take fish of any kind on such part of the coast of Newfoundland, as the British shall use (but not to cure or dry them on the island); and, also, on the coasts, bays, and creeks of all other his Britannic Majesty's dominions in America; and that the American fishermen shall have liberty to dry and cure fish in any of the unsettled bays, harbours, and creeks of Nova Scotia, Magdalen islands, and Labrador, so long as the same shall remain unsettled; but so soon as the same, or either of them, shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such settlement, without a previous agreement for that purpose with the inhabitants, proprietors, or possessors of the ground.'

"For this favourable article," says Mr. Pitkin, "in relation to the fisheries, as in the case of the boundaries, the Americans were indebted to the firmness of their negotiators, and particularly Mr. Adams, who knew their value and importance to his countrymen. The British negotiators, for a long time, refused their assent to this article, and particularly to that part relating to the coast fishery, and which acknowledged the *right* of the Americans to take fish, on the grand banks, &c., and at last insisted on inserting the word *liberty*, instead of *right*. Upon this, Mr. Adams grew warm, and declared to the British negotiators, he would put his hand to no articles, without satisfaction about the fisheries; he asked, 'whether there was, or could be, a clearer right? In former treaties,' he said, 'that of Utrecht, and that of Paris, France and England have claimed the right, and used the word. When God Almighty made the banks of Newfoundland, at 300 leagues distance from the people of America, and at 600 leagues distance from those of France and England, did He not give as good a right to the former, as to the latter? If Heaven, in the creation, gave a right, it is ours, at least, as much as yours; if occupation, use, and possession give a right, we have it as clearly as you; if war, and blood, and treasure give a right, ours is as good as yours.

"'We have certainly been fighting in Canada, Cape Breton, and Nova Scotia, for the defence of this fishery, and have expended, beyond all proportion, more than you; if, then, the right cannot be denied, why should it not be acknowledged, and put out of dispute? Why should we leave room for illiterate fishermen to wrangle and chicane?'* The British negotiators finally yielded this last point, and agreed to the article.

"The New England cod-fishery was nearly extinguished during the war of the revolution. It recommenced at the peace of 1783, but does not seem to have prospered, for, in 1790, the legislature of Massachusetts represented to Congress the embarrassed state of this fishery.† In consequence of a report made by the secretary of state, 'a bounty was granted by the general government, on the exportation of salted fish, by way of drawback of the duty on imported salt; and afterwards an allowance in money was made to vessels employed for a certain number of months in this fishery. From this encouragement, and the happy effects upon trade and commerce, produced by the establishment of the general government, the cod-fishery increased until the commencement of the embargo and commercial restrictions, in 1808, and the war between the United States and Great Britain, which followed. The British government considered the shore fishery, as it was called, as a *privilege*, granted at the peace of 1783, and which was forfeited or done away, in consequence of this war, and, therefore, refused to re-grant it without an equivalent. In the negotiations for peace, some of the American commissioners were disposed to renew to the British the right of navigating the Mississippi, as an equivalent for the shore fishery, but a majority of them were opposed to it; and the Treaty of Ghent, and the commercial convention which immediately followed, were both silent on the subject of the fisheries.'"—*Pitkin.*

* Diplomatic Correspondence, vol. 6, pages 493 and 495.

† "In 1790, the Marblehead fishermen petitioned to Congress for relief. In their petition they gave an exact statement of the earnings and expenses of the fishing schooners of that town for the three years preceding. For the year 1787, each schooner earned 483 dollars, while, in 1788, each earned 456 dollars, and, in 1790, only 273 dollars. The annual average of expenses, including insurance, was 416 dollars, thus showing a gain of sixty-seven dollars for the first of these three years, of forty dollars for the second, and a loss of 143 dollars for the third year. It is estimated, that the duty paid on articles necessary for a vessel of sixty-five tons, and eleven men, amounted annually to 138 dollars. The amount of duty on molasses was set down at ninety-nine cents, while that on *rum was just fourteen dollars!* This petition, as well as others of the same nature, were referred to Mr. Jefferson, then secretary of state, whose report, the next year, may be regarded among our most able state papers. But that report concluded with an explicit recommendation, '*that the fisheries are not to draw support from the treasury.*' In 1807, four vessels were fitted out at Newburyport, for the Labrador cod-fishery. These were the first vessels from the United States, that made their fares in the Esquimaux bay."—*Newburyport Herald.*

STATE of the Cod Fishery of Massachusetts.

TOWNS.	From 1765 to 1775.					From 1786 to 1790, inclusive.				
	Vessels annually.	Tonnage	Seamen.	Quintals to Europe at 3 dls. 5 cts.	Quintals to West Indies at 2 dls. 6 cts.	Vessels annually.	Tonnage	Seamen.	Quintals to Europe at 3 dls.	Quintals to West Indies at 2 dls.
Marblehead	150	7,500	1200	80,000	40,000	90	5,400	720	50,000	25,000
Gloucester	146	5,530	888	35,000	42,500	160	3,600	680	19,500	28,000
Manchester	25	1,500	200	10,000	10,000	15	900	120	3,000	7,500
Beverly	15	750	120	6,000	6,000	19	1,235	157	5,200	10,000
Salem	30	1,500	240	12,000	12,000	20	1,300	160	6,000	10,000
Newburyport	10	400	60	2,000	2,000	10	460	80	1,000	5,000
Ipswich	50	900	190	8,000	5,500	56	860	248	3,000	6,000
Plymouth	60	2,400	420	8,000	16,000	36	1,440	252	6,000	12,000
Cohasset	6	240	42	800	1,600	5	200	35	1,000	1,500
Hingham	6	240	42	800	1,600	4	180	32	800	1,200
Scituate	10	400	70	1,000	3,000	2	90	16	400	600
Duxborough	4	160	28	400	1,200	9	360	72	1,500	3,000
Kingston	6	240	42	800	1,600	4	160	28	700	1,300
Yarmouth	30	900	180	3,000	6,000	30	900	180	2,000	10,000
Wellfleet	3	90	21	300	600					
Truro	10	400	80	1,000	3,000					
Provincetown	4	160	32	500	1,100	11	550	88	3,000	5,200
Chatham	30	900	240	4,000	8,000	30	900	240	3,000	9,000
Nantucket	8	320	64	1,000	2,200	5	200	40	500	1,500
Maine	60	1,000	230	4,000	8,000	30	300	120	1,000	3,500
Weymouth	2	100	16	200	600	3	150	24	1,000	1,250
Total	665	25,630	4405	178,800	172,500	539	19,185	3202	108,600	141,550

"Some United States vessels, which attempted to carry on the cod-fishery on the British colonial shores, as they had been accustomed to do under the treaty of 1783, were seized by British cruisers; but, by the convention of October 20th, 1818, it was agreed, 'that the inhabitants of the United States, in common with those of Great Britain, should have the liberty to take fish on that part of the southern coast of Newfoundland, extending from Cape Ray to the Rameau islands on the western and northern coast of Newfoundland, from Cape Ray to the Quiepen islands; on the shores of the Magdalen islands, and also on the coasts, bays, harbours, and creeks, from Mount Jolly, on the south of Labrador, to and through the Straits of Bellisle, and thence northerly indefinitely along the coast; but without prejudice to the rights of the Hudson Bay Company.' And the American fishermen were also to have liberty to dry and cure fish in any of the unsettled bays, harbours, and creeks, by the southern part of the coast of Newfoundland, above described, and of the coast of Labrador; but, where such parts should be settled, were not to dry or cure fish, without the liberty of the proprietors of the ground. And, by the same convention, the United States renounce any liberty before enjoyed or claimed by them or their inhabitants, to take, dry, or cure fish, on or within three marine miles of any of the coasts, bays, creeks, or harbours of any of the British dominions of America, not included within the above limits. They were, however, permitted to enter such bays or harbours, for the purpose of shelter or repairing damages, of purchasing wood and obtaining water, and for no other purpose."

The Americans follow two or more modes of fitting out for fisheries. The first is accomplished by six or seven farmers, or their sons, building a schooner during winter, which they man themselves (as all the Americans on the sea-coast are more or less seamen as well as farmers), and after fitting the vessel with necessary stores, they proceed to the banks, Gulf of St. Lawrence, or Labrador, and loading their vessels with fish, make a voyage between spring and harvest. The proceeds they divide, after paying any balance they may owe for outfit. They remain at home to assist in gathering their crops, and proceed again for another cargo—which is salted down, and not afterwards dried: this is termed

mud-fish, and kept for home consumption. The other plan is, when a merchant, or any other owning a vessel, lets her to ten or fifteen men on shares. He finds the vessel and nets. The men pay for all the provisions, hooks, and lines, and for the salt necessary to cure their proportion of the fish. One of the number is acknowledged master; but he has to catch fish as well as the others, and receives only about twenty shillings per month for navigating the vessel: the crew have five-eighths of the fish caught, and the owners three-eighths of the whole.

The first spring voyage is made to the banks; the second either to the banks, Gulf of St. Lawrence, or the coast of Labrador; the third, or fall voyage, is again to the banks; and a fourth, or second fall voyage, is also made, sometimes, to the banks.

QUANTITY and Value of Dried and Pickled Fish Exported from 1791 to 1843.

YEARS.	DRIED FISH.		PICKLED FISH.		
	quintals.	value in dollars.	barrels.	kegs.	value in dollars.
1791	383,237	....	57,426		
1792	364,898	....	48,277		
1793	372,825	....	45,440		
1794	436,907	....	36,929		
1795	400,818	....	55,999		
1796	377,713	....	84,558	5,256	
1797	406,016	....	69,782	7,351	
1798	411,175	....	66,827	6,220	
1799	428,495	....	63,542	15,993	
1800	392,726	....	50,388	12,403	
1801	410,948	....	85,935	10,424	
1802	440,925	....	75,819	13,229	
1803	461,870	1,620,000	76,931	11,565	560,000
1804	567,828	2,400,000	89,482	13,045	640,000
1805	514,549	2,058,000	56,670	7,207	348,000
1806	537,457	2,150,000	64,615	10,155	366,000
1807	473,924	1,896,000	57,621	13,743	302,000
1808	155,808	623,000	18,957	3,036	98,000
1809	345,648	1,123,000	54,777	9,386	282,000
1810	280,864	913,000	34,674	5,964	214,000
1811	214,387	757,000	44,716	9,393	305,000
1812	169,019	592,000	23,636	3,143	146,000
1813	63,616	210,000	13,833	568	81,000
1814	31,310	128,000	8,436	87	50,000
1815	103,251	494,000	36,232	3,062	218,000
1816	219,991	935,000	33,228	6,983	221,000
1817	267,514	1,003,000	44,426	15,551	325,000
1818	308,747	1,081,000	55,119	7,400	317,000
1819	280,555	1,052,000	66,563	6,746	409,000
1820	321,419	964,000	87,916	7,300	538,000
1821	267,305	708,778	76,429	4,162	264,000
1822	241,228	666,730	69,127	7,191	249,108
1823	262,766	734,024	75,728	8,349	270,776
1824	310,189	873,685	72,559	12,911	263,019
1825	300,857	830,356	70,572	10,636	248,417
1826	260,803	667,742	85,445	11,459	257,180
1827	247,321	747,171	66,123	7,446	240,276
1828	265,217	819,926	63,928	4,205	246,737
1829	294,761	747,541	61,629	3,207	220,527
1830	229,796	530,690	66,113	6,723	225,987
1831	230,577	625,393	91,787	8,594	304,441
1832	250,544	749,909	102,770	4,030	308,812
1833	249,689	712,217	86,442	3,636	277,973
1834	253,132	630,384	61,638	2,344	223,290
1835	287,721	783,895	51,661	3,487	224,639
1836	240,769	746,464	48,182	3,575	221,426
1837	188,943	588,506	40,516	3,430	181,334
1838	206,028	626,245	41,699	2,667	192,758
1839	208,720	709,218	23,831	3,975	141,320
1840	211,425	541,058	42,274	2,252	179,106
1841	252,199	602,810	36,508	3,349	148,973
1842	256,083	567,782	40,846	4,559	162,326
1843*	174,220	381,175	29,198	2,713	116,042

* For nine months ending the 30th of June.

PRODUCE of the Fisheries of the United States in 1840.

STATES AND TERRITORIES.	FISHERIES.						
	Smoked or Dried Fish.	Pickled Fish.	Spermaceti Oil.	Whale and other Fish Oil.	Whalebone and other Products. Value.	Men employed.	Capital invested.
	quintals.	barrels.	gallons.	gallons.	dollars.	number.	dollars.
Maine	279,156	54,071	1,044	117,807	2,354	3,610	526,967
New Hampshire	28,257	1,714½	....	15,234	....	309	59,680
Massachusetts	389,715	124,755	3,630,972	3,364,725	442,974	16,000	11,725,850
Rhode Island	4,034	2,908	487,268	633,860	45,523	1,160	1,077,157
Connecticut	1,284	6,598	183,207	1,909,047	157,572	2,225	1,301,640
Vermont							
New York	5	22,224	400,251	1,260,541	344,665	1,228	949,250
New Jersey	....	1,314	12,000	80,000	74,000	179	93,275
Pennsylvania	....	2,012	....	....	15,240	58	16,460
Delaware	....	28,000	49,704	142,575	7,987	165	170,000
Maryland	....	71,292	....	....	12,167	7,814	88,947
Virginia	....	30,315	262	....	4,150	556	28,383
North Carolina	2,385	73,350	....	2,387	23,800	1,784	213,502
South Carolina	....	425	....	....	....	53	1,617
Georgia	....	14	....	....	....	6	
Alabama	2						
Mississippi	9						
Louisiana							
Tennessee	....	97	....	....	....	7	242
Kentucky							
Ohio	....	3,506	....	14	....	165	12,210
Indiana	....	14	....	....	1,150		
Illinois	....	1	....	28			
Missouri							
Arkansas							
Michigan	....	16,535	....	60	....	453	28,640
Florida	69,000	73	....	....	6,000	67	10,000
Wisconsin	....	9,021	....	1,500	155	138	61,300
Iowa							
District of Columbia	....	24,300	....	....	15,500	527	64,500
Total	774,047	472,359½	4,764,708	7,536,778	1,153,237	36,584	16,429,620

ABSTRACT of the Produce of the Fisheries, Exported from the United States, from August 20th, 1789, to September 30th, 1790.

COUNTRIES.	FISH DRIED.		FISH PICKLED.		OIL WHALE.		OIL SPERMACETI.		WHALEBONE.		CANDLES, SPERMACETI.		TOTAL VALUE.
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	
	quin's.	dlrs.	brls.	dlrs.	brls.	dlrs.	brls.	dlrs.	lbs.	dlrs.	lbs.	dlrs.	dlrs.
France	543	1,086	12	20	9,914	73,767	1403	17,523	108,807	17,917	1,200	480	749,497
French West Indies	251,116	518,288	29,294	90,818	1,756	13,685	80	1,029	..	..	38,754	14,884	
Amount of 1st Class	251,659	519,374	29,306	90,838	11,670	87,452	1483	18,552	108,807	17,917	39,954	15,364	749,497
Spain	72,300	194,457	280	813	593	4,147	..	..	..	..	2,896	1,256	203,276
Spanish West Indies and Florida	824	978	300	886	5	38	..	..	..	..	1,685	674	
Great Britain	5	10	..	..	1,738	21,048	3840	60,000	1,075	215	..	..	89,000
British West Indies	1,970	4,114	795	3,075	15	124	..	..	..	..	756	353	
Nova Scotia	..	..	13	40	1	10	100	870	..	..	..	..	
Holland	..	..	15	45	807	5,683	..	..	5,220	1,050	..	..	79,404
Dutch West Indies	23,822	48,631	4,778	13,404	179	1,317	..	..	..	..	23,162	9,274	
Portugal	18,594	41,306	69	242	4	60	..	..	..	..	..	..	55,187
Portuguese Islands	5,432	11,307	292	801	139	1,243	8	120	..	..	148	58	
Germany	..	..	..	..	470	2,990	..	..	6,150	1,230	..	..	4,220
Danish West Indies	1,180	2,386	803	2,421	3	27	..	..	..	..	..	..	4,834
African Islands and Continent of Africa	613	1,324	147	564	6	42	..	..	..	..	165	66	1,996
Mediterranean	2,314	4,628	6	36	135	700	..	..	29	5	238	150	5,519
Sweden	8	16	..	..	..	..	..	..	..	..	..	..	16
East Indies	..	..	..	..	..	..	..	..	..	..	1,285	529	529
Amount of 2nd Class	127,062	309,157	7,498	22,337	4,095	37,429	3948	60,990	12,474	2,500	30,335	12,360	443,931
Amt. of both Classes	378,721	828,531	36,804	113,175	15,765	124,871	5431	79,542	121,281	20,417	70,289	27,724	1,193,428

Fish, Dried or Smoked—quintals Exported.

EXPORTED TO	1800	1801	1802	1803	1804	1805	1806	1807	1808	1809
	quintals	quintals	quintals	quintals	quintals	quintals	quintals	quintals	quintals	quintals
Swedish West Indies	7,115	2,852	1,009	983	3,533	1,339	1,381	6,560	1,227	103,081
Danish West Indies	9,003	7,128	2,187	3,195	6,355	8,758	11,567	11,436	1,120	610
Dutch West Indies	20,218	30,163	23,060	62,988	69,028	35,727	30,670	29,258	7,793	
British West Indies	141,420	111,030	92,679	71,495	76,822	55,676	59,471	48,911	26,298	66,566
British American Colonies	....	....	....	....	....	....	6,906	6,331		
France	....	1,687	27,067	3,491	37,656	73,004	19,347	87,654	16,144	
French West Indies	36,703	66,166	46,157	84,291	49,333	66,022	96,929	103,351	30,044	
Spain	110,184	114,376	124,945	96,942	150,615	127,951	175,366	84,109	29,654	69,757
Spanish West Indies	17,388	19,851	29,495	3,090	6,471	15,715	18,246	13,816	3,926	57,176
Portugal	3,670	7,194	26,053	19,094	10,595	9,100	8,077	....	1,658	10,349
Madeira	6,147	2,564	3,069	1,226	2,895	6,795	4,132	2,061	2,422	3,619
West Indies (generally)	12,516	16,444	43,386	97,527	106,993	71,300	61,308	55,000	27,399	2,801
Europe ... „	....	....	6,184	10,537	5,098	21,561	18,310	4,420	....	5,995
Africa ... „	76	36	35	....	72	133	308	780	....	70
Italy	24,492	27,886	11,239	2,694	9,417	13,272	18,458	13,837	6,463	3,103
Average price....dollars.	....	....	....	....	....	....	4	4	4	3 25 cts.

EXPORTED TO	1810	1811	1812	1813	1814	1815	1816	1821	1822	1823
	quintals	quintals	quintals	quintals	quintals	quintals	quintals	quintals	quintals	quintals
Swedish West Indies	20,845	17,142	11,265	9,025	1,557	1,475	843	8,305	7,050	4,011
Danish West Indies	2,087	4,865	145	....	....	1,152	2,501	15,437	12,196	17,474
Dutch West Indies	2,363	....	....	....	....	2,543	4,788	23,636	23,642	20,842
British West Indies	55,456	33,242	10,367	....	....	10,845	4,790	485	141	286
British American Colonies	....	....	1,211	....	....	401	779	491		
France	2,150	28,622	25,412	27,334	10,200	9,208	40,739	....	59	2,290
French West Indies	....	4,238	3,001	3,055	4,479	23,597	32,745	58,731	68,746	67,766
Spain	95,748	3,023	6,440	3,025	113	7,048	35,325	6,194	1,920	1,859
Spanish West Indies	23,632	33,389	30,916	13,039	7,849	8,982	16,597	5,477	6,373	10,102
Portugal	6,384	2,517	4,595	1,757	3,450	2,503	....	....	....	76
Madeira	6,048	2,475	2,761	439	638	1,530	1,781	384	849	23
West Indies (generally)	14,652	35,595	31,712	1,688	452	28,704	53,255	22,405	15,045	19,010
Europe ... „	2,920	13,405	1,170	....	....	....	828			
Africa ... „	71	239	128	....	....	48	163	266	226	21
Italy	11,501	12,005	30,003	....	....	15	10,519	14,420	9,676	1,043
Cuba	....	....	....	....	....	....	....	41,614	31,199	38,288
Hayti	....	....	....	....	....	....	....	27,928	34,017	52,739
Brazils, &c.	....	....	....	....	....	....	....	19,048	12,217	9,941
Average price....dollars.	3 25	3 50	3 50	3 50	4 09	4 80	4 29			

EXPORTED TO	1824	1825	1826	1827	1828	1829	1830	1831	1832	1833
	quintals	quintals	quintals	quintals	quintals	quintals	quintals	quintals	quintals	quintals
Swedish West Indies	4,734	3,793	1,226	1,720	3,444	4,226	2,355	1,647	1,661	2,355
Danish West Indies	21,720	18,467	17,411	16,615	22,039	28,405	20,292	21,744	19,424	19,929
Dutch West Indies	22,710	23,699	19,912	20,066	22,969	17,922	24,205	23,281	23,736	16,274
British West Indies	600	292	212	....	....	....	....	218	708	655
British American colonies	20	629	11	68	8	4	113	9	683	197
France	7,766	637	2,210	119	77	....	1	....	131	
French West Indies	75,493	74,986	63,247	49,983	57,779	60,994	39,205	44,179	36,729	31,194
Spain	75	33	2,818	836	1,396	915	49			
Spanish West Indies	6,848	6,593	6,533	6,414	6,997	7,299	6,075	8,267	10,071	15,679
Portugal	2,200	....	2,000	....	....	76				
Madeira	444	857	711	189	....	202	87	650	249	856
West Indies .....(generally)	9,772	16,639	13,759	9,515	10,774	13,448	9,061	6,648	9,882	5,632
Europe ... „										
Africa ... „	130	125	85	48	100	175	41	500	140	192
Italy ... „	6,247	1,515	6,121	951	1,154	7,087	507	465	50	
Cuba	53,098	51,280	53,985	83,086	72,144	95,708	73,948	67,514	87,736	79,433
Hayti	49,143	55,185	45,348	37,752	33,618	33,568	35,499	42,011	43,400	50,034
Brazils, &c.	22,750	30,194	12,175	8,866	19,512	12,782	6,310	8,631	7,698	10,505

FISH, Dried, Exported from the United States, from 1834 to 1843, inclusive.

EXPORTED TO	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843
	quintals	quintals	quintals	quintals	quintals	quintals	quintals	quintals	quintals	quintals
Swedish West Indies	1,117	557	284	356	252	564	1,071	1,031	2,248	360
Danish West Indies	27,437	25,036	17,937	14,170	10,209	13,193	9,662	9,826	37,599	16,642
Dutch West Indies	24,175	28,256	28,401	25,219	25,825	26,204	21,483	35,902	44,918	21,977
British West Indies	321	436	819	550	506	240	989	2,679	3,197	4,793
British American colonies	73	189	180	56	187	1	629	40	314	23
France	....	250	....	....	....	....	1,035			
French West Indies	29,945	25,379	17,647	8,677	9,793	9,014	10,501	13,186	13,094	8,833
Spain	....	336	....	1,664	....	40	....	90		
Cuba	72,262	77,757	87,779	75,004	89,395	78,278	69,018	77,289	86,110	46,007
Other Spanish West Indies	19,065	21,763	17,637	13,151	16,900	2,477	27,903	34,939	36,774	26,242
Madeira	499	726	453	774	....	295	....	291		
Hayti	60,154	75,847	58,250	39,419	39,693	44,635	53,365	67,991	57,682	43,089
West Indies (generally)	3,991	1,886	282	518	67	525	2,512	1,146	564	37
Europe ,,										
Africa ,,	24	119	196	211	188	262	327	431	512	434
Italy	50	1,700								
Brazil, &c.	4,268	4,717	6,023	3,285	3,897	4,522	3,144	2,934	4,046	884
Other places	6,079	23,817	4,817	5,754	8,803	4,462	6,796	4,539	10,068	6,242

Hayti, and the Spanish and Danish West Indies, are the countries to which pickled fish has been principally exported from the United States. Of 102,770 barrels of pickled fish (herrings and mackarel) exported in 1831-2, there were exported to the Danish West Indies, 19,310 barrels; Dutch West Indies, 7612 barrels; British West Indies, 1992 barrels; Hayti, 29,476 barrels; Spanish West Indies, 21,560 barrels; and the remainder to various places. Of 42,274 barrels of pickled fish exported in 1840, there were exported to Danish West Indies, 5078 barrels; to Dutch West Indies, 3537 barrels; to Spanish West Indies, 12,672 barrels; to Hayti, 16,605 barrels; and the remainder to various places. The greater part of the pickled fish caught and cured by the fishermen of the United States is consumed at home.

The rivers of the United States, especially those of the New England states, are frequented by salmon, shad, and various other fish. The *shad* fishery is rather important.

Extract from report on this fishery:—

"The shad fishermen have been very successful the present season. It is estimated that 3000 barrels have been already taken in the Sound between Monomoy point and Bass river. The shad fishery on our shores was commenced by a few individuals four years ago. Now, between 200 and 300 men, principally from Connecticut, are engaged in it. The fish are taken with seines, of which two kinds are used; one made of great length and depth for the purpose of surrounding scools of shad where the water is from five to seven fathoms deep; and the other kind are fitted for meshing, the seine being trailed out from a boat or vessel, and the shad, in attempting to run through it, are caught by their gills. The long 'purse seines' require a crew of sixteen men to manage them, and are capable of holding an immense number of fish. Captain David Baker, took, at one haul, 200 barrels of shad, and Captain Judah Baker, also enclosed as large a number, but a shark broke through the seine, and made a passage for the shad to escape. Present appearances indicate that the taking of shad on our coast, will soon become as important a branch of business as the cod and mackarel fishery. We are informed that they have, at a certain season of the year, always been abundant in the waters of the Sound, but until recently, no means had been discovered for taking them in the open sea, in sufficiently large quantities to justify the expense of fitting out vessels on purpose to take them. It is believed that shad, like mackarel, in the spring, proceed northward along the coast, and that the fishermen, when they better understand their habits, will be enabled to follow

them as they now do the mackarel. They arrive in the Vineyard sound the last of May, or beginning of June, and then, as the weather advances, proceed northward along the coast as far as Nova Scotia. But the fact that they are taken very nearly as early in the rivers of Maine as in the Sound, seems to favour the supposition that they are a deep water fish, and only visit the coast in the months of May and June, to deposit their spawn."—*Hansard's Register for* 1841.

Salmon.—The rivers of Maine are those to which salmon resort more than to others. The *Portland Argus*, alluding to the salmon fishery of 1840, observes,

"Salmon are very plentiful this season. Dr. Drew of Augusta, says, that one morning lately, he noticed in the market, 150 that had been taken near our wharfs the previous night. Their weight, we should think, would be about seventeen pounds each. At ten cents per pound, this would make that night's fare worth 255 dollars. We understand that one has been caught in Bath this season, weighing seventy pounds. It was sent to Boston, for the epicures. They have been sold as low as eight cents per pound, though the price, when they first appear in market, is one dollar per pound."

MACKAREL FISHERY OF THE UNITED STATES.

This fishery is carried on chiefly from the New England states—chiefly from Massachusetts. In the ports of which there were inspected the following number of barrels of mackarel, during the years 1838 to 1842 inclusive, viz.:

TOWNS.	No. 1.	No. 2.	No. 3.	TOWNS.	No. 1.	No. 2.	No. 3.
	brls.	brls.	brls.		brls.	brls.	brls.
Boston	2,917	1,406	1,386	Brought forward	22,918	10,313	20,772
Gloucester	5,071	1,868	1,931	Yarmouth	427	169	60
Newburyport	2,975	1,535	,717	Plymouth	296	127	166
Truro	2,440	951	,461	Salem	80	29	75
Wellfleet	2,368	1,242	,862	Chatham	16	5	63
Hingham	2,594	756	,901	Beverly	10	6	5
Cohasset	1,312	723	,326				
Dennis	1,218	489	967	Total 1842	23,747	10,649	21,141
Provincetown	916	830	940	" 1841	19,479	11,296	20,217
Barnstable	738	276	829	" 1840	21,631	21,733	29,654
Scituate	371	237	452	" 1839	38,054	29,341	44,320
				" 1838	26,830	61,940	52,541
Carried forward	22,918	10,313	20,772				

The following sketch is interestingly descriptive of the mode of fishing at sea for mackarel.

Extract from "A Journal of a Mackarel Cruise:"—

"On the 6th of July, a fair wind carried us beyond the bar of Newbury port; in a few moments, and we were soon rolling and tossing on the briny deep. Before dark a thunder storm arose, which lasted all night.

"We sailed south, and on Friday morning was sixty miles south of Nantucket, but did not fall in with any mackarel until Saturday, when we were called to our lines before dawn of day, by the skipper, who, holding the morning watch, had discovered that there was a *scool* around us. They bit well for about *three-quarters of an hour*, and we salted seven barrels that morning. It was at this time that I learned the process of taking them.

"Every person has two lines, with two hooks on each, and even when the fish are most plentiful, an experienced hand can with perfect ease tend two lines, while a tyro finds difficulty in preventing one from becoming entangled, as he draws in the fish or throws the line out again. Mackarel always go in *scools*, but it is not every *scool* that will bite; when they will not bite they are said to be '*scoling*.' In this case, they are seen in large numbers, with their heads nearly out of water, swimming with great swiftness, sometimes in a direct line, and sometimes round and round, having the appearance of being frightened. A *scool* can be seen half a mile distant, and whenever one is perceived, the vessel endeavours to 'run into it,' and stop it by throwing bait among them, which they some-

times succeed in doing. This bait, which is used for the purpose of keeping the *scool* about the vessel, consists of other fish taken on board in port, and salted. It is ground up very fine in a 'bait mill,' and always used while fishing. The hooks are baited with a small piece of fish taken from the throat of the mackarel that are caught, and when this cannot be procured, with pieces of pork. They bite very quick, much like a pickerel, and must be drawn in the instant they are felt touching the hook. There is no mercy shown to the fish after he is taken; by a sudden jerk of the line the hook is torn from his mouth, and he falls into a barrel or on deck. Frequently, after they cease biting, the remainder of the *scool* is seen swimming about near the surface of the water, in which case, they are 'gaffed,' or hooked up, with an instrument called a 'gaff,' which is an iron or steel rod, two feet long, bent at the end like a hook, but without a beard, and attached to a pole about six feet long. When the fish have all disappeared (probably sunken), the fishermen proceed to dress, wash, and salt those caught, which is done with such despatch by those practised in the business, that in *less than an hour* after we had ceased fishing, seven barrels were salted, and the crew's work ended for the day.

"Mackarel seldom ever bite except early in the morning, or just at night, and since they are not found every day, there is much leisure time on board a fishing vessel, which is the dullest part of the voyage. Such time is employed by the crew in making miniature vessels, catching various kinds of fish for amusement and to eat, and in sleeping. The fishing business is very uncertain; one may fall in with mackarel, and return home fully laden with them in four or five days, or may cruise about till the stores are all exhausted, without finding any.

"We coasted along Cape Cod for about three weeks, catching a few mackarel now and then, but found them rather scarce, and what few there were, very small. Cape Cod is, from the water, the most dreary looking place that I ever saw. As you sail along you see nothing but a sand bank, with two or three huts upon it, which have been erected for the benefit of shipwrecked sailors, who might chance to be washed on shore alive. It is no terror, however, to fishermen, as they are not there during the stormy part of the season. The greatest danger fishermen are in, is of being run into by other vessels during a fog, which is sometimes so thick that you can see but little more than the length of the vessel. Such an accident occurred to a vessel that was near us almost all the trip, and she was obliged to put into the nearest port.

"One morning, the skipper spoke a vessel from the Bay of Chaleur, with 100 barrels of mackarel, that reported them plentiful in that bay. The skipper, thinking it was not best to remain there when he heard of mackarel elsewhere, immediately set sail and steered for home, to take a new fit-out for the Bay of Chaleur. The next day we were alongside of the wharf we sailed from. Thus it is with fishermen, whenever they hear that mackarel have been caught in any other place, they all set sail for the spot, but nine times out of ten, they learn, too late, that the fish are somewhere else. Many fishermen have (as I am told) been living almost entirely upon hope, for two or three years past, expecting soon to find mackarel plenty, and to catch their share of them. Some, last year, did not catch the amount of fifty barrels, which would not pay their outfits. They are led to suppose that they shall do well before long, because there was *once* a time when they found mackarel plenty, and, because even now, occasionally a vessel is fortunate enough to make a good trip. But the business must, undoubtedly, be dropped by many of them, for it is evident that mackarel are pretty well caught up, and will never again be so plenty as they have been.

"If any class of people ought to be well paid for their labour, it is the fishermen, for theirs certainly is a hard life. As they go in small vessels, they cannot enjoy even many conveniences that seamen do on board large vessels, and they are obliged by necessity, to live among much filth. They cannot carry with them a great assortment of provisions, and being out almost all the summer season, they are deprived of fruits and many of those productions of the soil, which in the season of them, furnish landsmen with so many luxurious dishes."

LAKE AND RIVER FISHERIES OF THE UNITED STATES.

The fisheries of the lakes, and especially of Lake Huron, are of very considerable value. The following account of those fisheries is extracted from the *New York Merchants' Magazine* for 1842.

"The larger lakes, as well as the interior waters of the state, abound in fish, some of them of the most valuable sorts, which are now taken in Lake Superior during the summer by the American Fur Company, whose traders are found scattered at widely separated points along its shores. Among those of a superior sort are the Mackinaw trout, the white fish, sturgeon, salmon trout, muskelunjeh, pickerel, pike, perch, herring, the rock bass, the white and black bass, catfish, trout, and gar, which constituted, during the earlier condition of the country, a very valuable article of food, as they do now of commerce. Among the most prominent of these are the white fish, which are not only peculiar to the lakes, but from the first colonisation of the territory by the French explorers, have been highly celebrated; large quantities of trout, as well as the white fish, are taken upon the lakes and shipped to Ohio, New York, and Pennsylvania.

"The subjoined statement derived from the Detroit *Daily Advertiser*, exhibits the progress of the lake fisheries at different periods, from 1835 to 1840:—

"'With the immense business which is destined to be done on the western lakes, that of the fisheries should not be overlooked, as it has already become a considerable item of exports. The number and varieties of fish taken, are worthy of notice, and it is stated that no fresh waters known, can, in any respect, bear a comparison.

"'From the earliest period of the settlement on the shores of the lakes, fishing has been carried on to supply the inhabitants with a part of their food, but not until the past five years has fish become an article of export. Since that time, the business has rapidly increased. The number of barrels taken, so far as information can be gathered, in 1835, was 8000, and in 1840, it reached 32,005 barrels.

"'The weight to which some of the fish attain is unparalleled, except in the Mississippi —as follows:—

NAMES OF FISH.	Greatest Weight.	Average.	NAMES OF FISH.	Greatest Weight.	Average.
	lbs.	lbs.		lbs.	lbs.
Sturgeon	120	70	Perch	1	
Trout	60	10 to 2	Roach	1	
Muskelunjeh	40	10 „ 15	Black Bass	....	2 to 3
Pickerel	15	5 „ 6	Bill fish	....	6 „ 8
Mullet	10	3 „ 6	Catfish	....	10 „ 20
White fish	....	2 „ 3	Sisquoelle	....	8 „ 10
At the Sault Ste. Marie	....	4 „ 5			

"'The varieties usually taken for pickling, are trout, pickerel, white fish, and sisquoelle; the latter, however, is to be found only in Lake Superior.

"'Since the projected canal at the Sault Ste. Marie has been suspended, Yankee enterprise, at great expense, in the absence of artificial locks, has surmounted the difficulty of getting over the falls leading from Lake Michigan to Lake Superior, and within the two past years, two vessels, by means of slides, rollers, &c., have reached the upper lake.

"'Three vessels have, also, been built on Lake Superior by the American Fur Company. The two former vessels will hereafter be engaged in the fishing trade, in freighting salt, provisions, &c., to various points on the lakes, and returning with fish. Heretofore the American Fur Company have monopolised the trade. This will open a new era in the upper lake fisheries, as they are said to be inexhaustible.

" 'From the following table, of the amount of fish barreled, which was obtained from various sources, the rapid increase of the business will be seen :—

	1836	1837	1840
	barrels.	barrels.	barrels.
Lake Superior	2,000	5,500	10,000
Mackinac	1,200	800	4,000
Sault Ste. Marie	300	600	2,555
Green Bay	600		
Various points on Lake Huron	500		
Fort Gratiot	3,100	4,100	3,000
Shores of Lake Huron	500	600	
On Detroit River	4,000	2,500	3,550
Shores of Sanilac County	....	....	500
St. Clair River	....	....	1,000
Drummond's Island	....	....	800
Twin Rivers	....	....	1,500
Mouth of Mannistee River	....	....	1,000
" Sheboygan River	....	....	275
Racine River	....	....	225
Saginaw Bay	....	....	500
Thunder Bay	....	....	500
Beaver Island	....	....	500
South Saginaw Bay	....	....	500
Total	12,200	14,100	35,005

" 'The average price of fish, per barrel, for the past five years, in Detroit, is eight dollars, which gives a total value of the business, in 1840, at 256,040 dollars. Thus, in its infancy, it adds this large amount annually to the wealth of Michigan.' "

In the Mississippi and other rivers, various fishes, which we have already described, abound. Of some of the lakes near the delta of that river, the following account is curious :—

" One fact, however, distinguishes the summer of 1839. It is the drying up of the lakes in the Mississippi swamp—at least in that portion of it in Adams county, extending from below Natchez to Ellis' cliffs, north and south, and from the highlands of St. Catharine creek to the Mississippi river, east and west. This occurrence, so far as the writer's inquiries extend, is unexampled, and is, at least, a striking proof of severe drought. In company with a friend, on a hunting excursion of a day or two, in the last week in September, we visited several of these lakes. They are almost entirely dry, and can be crossed anywhere on horseback. They form beautiful meadows of various extent, from 100 yards to 200 yards in width, and from half a mile to two miles in length, covered with luxuriant and tender grass.

" *The myriads of fish that once swarmed in these lakes, have all perished.* As the water recedes to the centre, they naturally crowd to that point, and as these reservoirs fall, also, the eagles and vultures, and fish eating vermin of all kinds, flock in vast numbers, to such a feast as is seldom spread to them. In the deeper and larger lakes, a few inches of water were found in the centre, not sufficient to cover the dying fish, and stained with blood drawn from them by the talons of their ever vigilant and insatiable foes. The remains of those that were dying and bleaching in the sun, covered large spaces, and presented to the eye an appearance, to use the words of an old hunter, 'like leaves after a frost.'

" These lakes have, for 'time, whereof the memory of man runneth not to the contrary,' been the habitation of numerous species of fish, from the *grim garr*, that shark of these fresh waters, to the diminutive *pan-fish*. The winter rains will again restore water to their basins, but another great overflow of the Mississippi can alone supply them with their ordinary inhabitants. Even the amphibious alligator will have small temptations to return to them; for his usual supply of provision has failed. At present, they are covered with an exuberant coat of grass, without any object to interfere with the view, extending, in some of them, almost as far as the eye can reach. Upon these meadows the cattle and horses find a plentiful subsistence; and the venison of this season is uncommonly fat and delicate, owing to the superabundance of pasturage.

" It will suggest itself to the mind of a medical man that millions of fish, thus perishing, and corrupting, must affect the atmosphere. Such is the fact; and before reaching the open bed of the lakes, the effluvia becomes extremely offensive."—*Hansard's Register.*

Comparative view of the fisheries of Massachusetts, exclusive of the whale fisheries :—

FISHERIES of Massachusetts in 1837.

Vessels employed in the cod and mackarel fishery	No.	1,290
Tonnage of same	tons	76,089
Number of quintals of codfish caught	quintals	510,554
Value of same	dollars	1,569,517
Number of barrels of mackarel caught	barrels	234,059
Value of same	dollars	1,639,042
Number of bushels of salt used in cod and mackarel fishery	bushels	837,141
Hands employed	No.	11,146
Capital invested	dollars	2,683,176

PRODUCE of Fisheries of Massachusetts and other States, in 1840.

Smoked or Dried Fish.—United States, 773,947 quintals ; Massachusetts, 389,715 quintals ; Maine, 279,156 quintals ; New Hampshire, 28,257 quintals ; Rhode Island, 4034 quintals.

Pickled Fish.—United States, 472,359 barrels ; Massachusetts, 124,755 barrels ; North Carolina, 73,350 barrels ; Maryland, 71,293 barrels ; Maine, 54,071 barrels.

Spermaceti Oil.—United States, 4,764,708 gallons ; Massachusetts, 3,630,972 gallons ; Rhode Island, 487,268 gallons ; New York, 400,251 gallons ; Connecticut, 183,207 gallons.

Whale and other Fish Oil.— United States, 7,536,778 gallons ; Massachusetts, 3,364,725 gallons ; Connecticut, 1,909,047 gallons ; New York, 1,269,541 gallons ; Rhode Island, 633,860 gallons.

Value of Whalebone, &c.—United States, 1,153,234 dollars ; Massachusetts, 442,974 dollars ; New York, 344,665 dollars ; Connecticut, 157,572 dollars ; New Jersey, 74,000 dollars.

Hands employed.—United States, 36,584 ; Massachusetts, 16,000 ; Maryland, 7814 ; Maine, 3610 ; Connecticut, 2215.

Capital invested.—United States, 16,429,620 dollars ; Massachusetts, 11,725,850 dollars ; Connecticut, 1,301,640 dollars ; Rhode Island, 1,077,157 dollars ; New York, 949,250 dollars.

Comparative tonnage of vessels employed in the fisheries, and in the foreign and coasting trade of the United States, in 1841.

	tons.
Registered vessels employed in foreign trade, for the year 1841	945,803 42-95ths
Enrolled and Licensed Vessels.	
The enrolled vessels employed in coasting trade, for the year 1841	1,076,036 18-95ths
Licensed vessels under twenty tons, employed in coasting trade	31,031 70-95ths
Fishing Vessels.	
Enrolled vessels employed in cod fishery	60,556 05-95ths
" " mackarel fishery	11,321 13-95ths
Licensed vessels under twenty tons, employed in cod fishery	5,995 79-95ths
The registered and enrolled tonnage employed in the whale fishery, during the year 1841, was	157,405 17-95ths
Aggregate amount of the tonnage of the United States, on the 30th of September, 1841, was stated at	2,130,744 37-95ths
Of enrolled and licensed tonnage employed in the coasting trade, amounting to 1,076,036 18-95ths, as above stated, there were employed in steam navigation	174,342 44-95ths

CHAPTER IX.

WHALE FISHERY OF THE UNITED STATES.

THE Norwegians were accustomed at an early period to capture whales. But they only did so, as they now do in the Orkney and Shetland islands, when whales arrived casually on the coast or in the bays. The Biscayans were the first people who pursued the whale fishery as a regular business. They carried it on with energy, perseverance, and success, from the twelfth to the fourteenth century. The voyages of the Dutch and English to the Northern Ocean, for the purpose of discovering a passage to India discovered multitudes of whales in those seas, which led the Dutch and English to enter upon the northern whale fishery. During the middle of the seventeenth century, houses were established upon the northern coast of Spitzbergen, and provided with tanks, boilers, and all other necessary apparatus for the purpose of boiling the blubber, and preparing the bone for market. A town with shops and taverns arose in consequence. The town disappeared with the whale fishery. The Dutch whale fishery was in its most prosperous state during the year 1680, when it employed about 260 ships, and 14,000 sailors. The English whale fishery was carried on by an exclusive company, like that of Holland; and in 1725 the South Sea Company embarked in the whale fishery, and prosecuted it with vigour for about eight years, and then abandoned it, with considerable loss. The French and some other nations embarked in the pursuit with great success.

It is recorded in the second volume of the "Philosophical Transactions," in a letter from Mr. Richard Norwood, who resided at the Bermudas, "that the whale fishery had been carried on in the bays of those islands for two or three years. A year or two afterwards, the whale fishery was proposed by a Mr. Richard Stafford, who remarks that he had killed several black whales himself. 'I have been,' says he, 'at the Bahama islands, and there have seen of this same sort of whale (the spermaceti) dead on the shore, with *sperma* all over their bodies! Myself and about twenty others have agreed to try whether we can master and kill them, for I never could hear of any of that sort that was killed by any man, such is their fierceness and swiftness.' 'One such whale,' said he, 'would be worth many hundred pounds.'"* New Providence, in the Bahamas, became soon afterwards distinguished as a whale fishing station. Before the English colonists killed whales in America, "the Indians upon the shores of North America were accustomed to adventure out from the coast in their canoes, and pierce them with their lances, or other instruments of the same kind, which were fastened to blocks of wood by strings. These blocks were thrown overboard the moment

* See Philosophical Transactions, vol. iii.

that the instruments penetrated the body, and the attacks thus made appear to have been renewed the moment the whale showed himself on the surface, so that these monsters were finally worried to death. The attacks thus made by these imperfect instruments seem, however, to have been generally directed upon the young ones near the shores, that were towed to the coast, and the fat taken off from only one side, as they possessed no knowledge which would enable them to turn over the animal. It is obvious that the larger sort of whales must have effectually resisted the attacks of the savages with such rude weapons, and the demand for the oil, which, upon the northern part of the continent, they were accustomed to use as food, was but limited."*

The New England, or American whale fishery, was commenced in the island of Nantucket. It was colonised by an adventurous and hardy race of settlers from other parts of Massachusetts. The origin and progress of the New England whale fishery is related as follows, in the *Merchants' Magazine*:—

"It appears that one of the species called 'scragg' was descried in the harbour of the infant colony, where it remained spouting and gambolling around the shore for three days. Measures were soon adopted by the settlers, who were the original purchasers of the island, for its capture. An harpoon, rude in its form, was invented and wrought; and, after a severe contest, the monster was taken. The success of this adventure induced the people of that place to commence the enterprise of taking whales as a regular business, these animals being at that time very numerous around the coast; and, as early as 1672, we find the inhabitants entering into a formal contract with James Lopar, in which he engages to carry on the 'whale citching' jointly with the town, for two years, on their giving to him ten acres of land in some convenient place, with commonage for two cows, and twenty sheep, and one horse, together with the necessary wood and water. The town were, by this contract, bound to carry on two-thirds of the business, and himself the other third. This company was to have the monopoly of the trade, and no other company was permitted to engage in the traffic, unless they should tender to this first organised body a portion of its shares. It was also provided, that '*whosoever kill any whale of the company or companies* aforesaid, they are to pay to the town, for every such whale, five shillings.' John Savage, a hardy New England man, was also procured to settle upon the island in the capacity of a cooper, upon nearly the same terms which had been made by the proprietors of the town with Lopar. We may suppose that the profits of this crude frame of enterprise were small, but they were at least sufficient to induce the prosecution of this species of traffic.

"Meanwhile, the people of Cape Cod had reached considerable proficiency in this branch of enterprise, and their success induced the fishermen of Nantucket to adopt more vigorous and systematic measures for its prosecution. Accordingly, we find the inhabitants employing Ichabod Padduck, as early as 1690, to instruct them respecting the best manner of taking the whale, and extracting the oil. The whaling expeditions from that port were then carried on in boats from the shore, and the white colonists derived important aid from the Indians, who manifested extraordinary aptness for the fishery of all kinds, and, being placed in responsible stations as boat-steerers and headsmen, they soon became experienced and valuable whalemen. These boats, in search of their game, often ventured even out of sight of the land during the pleasant days of winter, and performed feats which are scarcely exceeded in our own day. After the whale had been killed, he was towed ashore, and an instrument, termed a 'crab,' and which was similar to a capstan, was used to 'heave off' the blubber as fast as it was cut. This blubber was then placed upon carts, and conveyed to 'try-houses,' situated near their dwellings, where the oil was boiled out, and prepared for market. For the purpose of enabling the fishermen to descry whales at a distance, a high spar was erected upon the shore, with cleats affixed to the top, where the whaleman,

* Hunt's Magazine.

with his spy-glass, could be securely lodged, and command a broad view of the ocean. No sensible diminution of the whales upon the coast appears to have existed from the first thirty years of the fishery, although eighty-six were taken near the shore during the year 1726, and eleven were sometimes towed to the land in one day.

"We are informed that the first spermaceti whale, known to the inhabitants, was found dead and ashore upon the south-western part of the island; and here arose several conflicting claims to the right of property in this dead monster; the Indians claiming it by right of finding; the whites, on the ground of their ownership of the island; and the officer of the crown seizing it by virtue of the well-known principle of the laws of England, giving to the king certain property which is discovered to have no visible owner, and, in discussing which, Mr. Justice Blackstone, if we remember right, specially designates a stranded whale. The matter was, however, at length adjusted, and the white men who first found it were permitted to hold the property, the whale having been previously divested of his teeth.

"To Christopher Hussey, a Nantucket whaleman, belongs the honour of capturing the first spermaceti whale, and his feat was performed during the year 1712, so far as can be ascertained. This man, while cruising near the shore for 'right whales,' the species which had been the principal kind captured by the Nantucket whalemen, was blown off from the shore, and falling in with a scool of that species, he succeeded in capturing one and towing him into port. This event gave a new impulse to the whale fishery upon the ocean, for vessels of thirty tons were soon built for the purpose of extending this traffic. These vessels were fitted out for cruises of about six weeks, and carried a few hogsheads capable of containing the blubber of only one whale, which, after they had captured, they returned home, when the owners took the blubber and prepared the oil for market, despatching the ship upon another voyage. The boiling was done in try-houses, which were erected near the landing, and the outfits and apparatus were placed in warehouses, situated near the same place. The substitution of vessels for boats constituted a new epoch in the expeditions of these Nantucket whalemen, as the whales were expected to be diminished; and, in 1715, the number of vessels engaged in the whaling business from this port was six, all of them sloops of from thirty to forty tons burden, and producing 1100*l.*, amounting in our currency to 4888 dollars, 88 cents.

"Such was the germ of the whale fishery in this country, and circumstances transpired which were calculated to extend its operations. Larger vessels were soon introduced as motive for the business increased, and the enlargement of their number of course required an additional number of men, so that the island could not furnish the force to man their ships. This deficiency was, however, supplied by seamen from Long island, as well as various parts of Cape Cod. But the consumption of oil did not increase with the augmentation of the number of the ships and the quantity of oil which was obtained. Indeed, the domestic sale was frequently dull, and the whale fishermen began to look to a foreign market. Boston at this time, furnished the chief depôt for the oil of the Nantucket whalemen, and it was customary for the merchants of that city to order large quantities of whale oil from Nantucket, and to export it to England in their own vessels, from which traffic they derived a considerable profit, the oil of the island having obtained a very high reputation in Europe. This fact aroused the people of Nantucket to their true interest, and they immediately adopted measures to export the products of the fishery themselves, and accordingly to reap the profits. But although the prospects of success appeared bright, they moved with great caution in this matter, knowing that the failure of their enterprise would be attended with disastrous consequences. Accordingly, about the year 1745, a small vessel was loaded and despatched to Europe with a cargo of oil. The expedition was successful, and their shipments to England and other foreign ports were increased. This new field of enterprise was attended with a double advantage, for while they secured large profits on these voyages, it was found that the articles in the foreign ports to which their ships were consigned, consisting of iron, hardware, hemp, and sail-cloth, were precisely of the kind which they wanted for the trade, and, being purchased at a cheap rate, they were admirably adapted to their return cargoes.

"But in the year 1755, the loss of several fine ships, with their crews, by the perils of the sea, or by capture—for it is well known that we were then at war with France—

threw a temporary blight over the traffic, although it continued to increase. The ships were enlarged in size, from thirty to 100 tons burden and more, as whales had become scarce upon their own ranging grounds near the shore, and larger vessels were required to advance further into the ocean. A number of the larger class of vessels was despatched to Davis's straits and the Western islands, being provided with complete outfits, and, while a few made great voyages, others came home 'clean,' from the ignorance that then prevailed respecting the courses of the winds, the proper feeding-ground of the whales, and of all those other facts which could only be acquired by experience. Whaling continued to be the main occupation of the inhabitants of that island, while the attempts which were made to carry on this pursuit in other parts of the country, appear to have failed.

"Another fact tended to diminish the profits of the whale fishery at that time. The English government, discovering that oil was far preferable to other light, being better adapted to common use, and less expensive, became anxious to increase that branch of commerce from her own ports, and, in consequence, granted a large bounty to this species of industry. By that means it was much enlarged, and London soon became an important whaling port. The necessary consequence of this measure was to cut off Nantucket from a considerable portion of its foreign market; yet the American whale trade was not sensibly diminished, as its consumption was enlarged in various parts of the world, and even the exportation to England continued to be carried on. As new coasts were explored, the field of the whale fishery became enlarged, and the American whale fishermen adventured widely into the ocean for their favourite game. The places at which the whale fishery commenced, and the periods when it was begun, prior to our revolution, we have in the subjoined table, which is believed to be accurate:—

"At Davis's straits, in the year 1746.
"The Island of Disco, in the mouth of Baffin's bay, in the year 1751.
"Gulf of St. Lawrence, in the year 1761.
"Coast of Guinea, in the year 1763.
"Western islands, in the year 1765.
"Eastward of the Banks of Newfoundland, in the year 1765.
"Coast of Brazil, in the year 1774. *

"Besides these places, whaling voyages were carried on to a considerable extent, although for a shorter period, upon the Grand Banks, Cape Verd islands, numerous points of the West Indies, the Bay of Mexico, the Carribean sea, the coast of the Spanish Main, and various other parts of the sea. The amount of enterprise invested in the traffic at different periods, and the profits of the voyages at this early stage of the fishery, may, perhaps, be interesting at the present time, exhibiting as they do the progress of the trade in this country.

THE Number of American Ships employed, and Oil produced from the Catch, for Ten Years.

YEARS.	Vessels.	Barrels.	YEARS.	Vessels.	Barrels.
	number.	number.		number.	number.
1762	78	9,140	1768	125	15,439
1763	60	9,238	1769	119	19,140
1764	72	11,983	1770	125	14,331
1765	101	11,512	1771	115	12,754
1766	118	11,969	1772	98	7,825
1767	108	16,561			

"It appears, also, that the price of whale oil in England was, in 1742, 18*l.* 13*s.* per ton; in 1743, 14*l.* 8*s.* per ton; in 1744, 10*l.* per ton; and in 1753, 21*l.* per ton.

"From the year 1771 to 1775, the whale fishery increased to a most important extent, and the hardy islanders of New England, who formed the whaling companies, were mechanics, who manufactured the cordage, the casks, the sails, the iron and wood work of the ships, and even built the ships for the whale fishery. According to Mr. Pitkin, Massachusetts alone, during that space of time, employed annually 183 vessels, of 13,820 tons

* See History of Nantucket, by Obed Macy.

burden in the northern whale fishery, and 121 vessels, of 14,020 tons in the southern, which were navigated by 4059 men; the produce of the fishery at that time amounting to 350,000*l.* lawful money, or 1,160,000 dollars. At this time, a large portion of the spermaceti oil was sent to England in an unseparated state, the head matter being generally mingled with the body of the oil, commanding, as it did, the same price when in a mixed, as in a separate state. A considerable portion of the oil procured from the right whale was shipped to Boston, or other parts of our American colonies, for inland consumption, or was exported to the West Indies, The manufacture of sperm candles, which was first commenced in Rhode Island, in 1750, was carried on to a considerable extent in New England and Philadelphia, and tended to furnish a motive for the fishermen to procure this species of matter. We here append a table, showing the amount of American whale fishery from 1771 to 1775.*

STATE of the Whale Fishery in Massachusetts, from 1771 to 1775.

PORTS FROM WHICH THE EQUIPMENTS WERE MADE.	Vessels fitted out annually for the Northern whale fishery.	Tonnage.	Vessels fitted out annually for the Southern whale fishery.	Tonnage.	Seamen employed.	Spermaceti oil taken annually.	Whale oil taken annually.
	number.	tons.	number.	tons.	number.	barrels.	barrels.
Nantucket	65	4,875	85	10,200	2025	26,000	4000
Wellfleet	20	1,600	10	1,000	420	2,250	2250
Dartmouth	60	4,500	20	2,000	1040	7,200	1400
Lynn	1	75	1	120	28	200	100
Martha's Vineyard	12	720	....	....	156	900	300
Barnstable	2	150	....	....	26	240	
Boston	15	1,300	5	700	260	1,800	600
Falmouth, Barnstable county	4	300	....	....	52	400	
Swanzey	4	300	....	....	52	400	
Total	183	13,820	121	14,020	4059	39,390	8650

"A few years previous to the revolution, the average price in market for spermaceti oil was about 40*l.* per ton, and for head matter 50*l.* per ton. Common whale oil was about 15*l.* per ton, and the bone was worth about 2*s.* 4*d.* per lb.

"The 'Massachusetts' Bay Restraining Bill,' tending to restrict the commerce of New England, excluded their whaling ships from the banks of Newfoundland; but a special relaxation of the law was made in favour of Nantucket, on account of a petition from the island to that effect.

"Nantucket was found, after the revolutionary war, the principal mart of the whale fishery, in an impoverished condition. The 150 vessels which it owned at the commencement of the war, were dwindled down to a few old hulks, and the grass grew green in the streets; but the characteristic energy which had marked the enterprise of its sturdy settlers, soon exhibited itself upon its old field, the ocean, and the sound of the broad-axe and the hammer were again heard in its dockyards, building and refitting new vessels for its favourite enterprise. In 1785, the business promised great profits. The articles required for the outfits were low, while the price of oil was high. This state of things continued only a short time, for in the latter part of the succeeding year, crude sperm oil sold for 24*l.* per ton, and head matter scarcely commanded 45*l.* per ton. Measures were soon adopted to petition for its protection, and a bounty was granted by the commonwealth of Massachusetts, of 5*l.* for every ton of white spermaceti oil, and 60*s.* for every ton of brown spermaceti oil; for the purpose of encouraging the business, many persons in other parts of the country were induced to embark in the whale fishery, thus increasing the quantity in this country, and diminishing its value. But the consumption was not sufficiently large to make its procuration very profitable; and the encouragement to this commerce which had been given by England, and the consequent quantity carried by their own mariners into that country, cut off American whaling merchants from British markets, especially as

* Pitkin's. Hunt's Magazine.

duties were required to be paid for its importation to Great Britain, after the war of the revolution."—*Hunt's Magazine.*

"Halifax, in Nova Scotia, affords an excellent harbour, opening directly from the Atlantic, and it was thought that a good market would be there provided for whale oil. Inducements were held out to the people of Nantucket to remove there, in 1786 and 1787, and a considerable number settled on a spot opposite Halifax, called Dartmouth, when there were built dwelling-houses, wharfs, spermaceti candle manufactories, stores, and dockyards. Here they carried on the whaling business for several years with success, but were finally induced to remove to Milford Haven, in the west of England, there to prosecute the whale fishery. Nantucket suffered considerably by this settlement, having lost some of its most active and enterprising whalemen, still the auspices of the whale fishery grew brighter, oil advanced in price, the number and size of the ships were increased, their voyages were extended, and the vessels from that port which had confined themselves to the West Indies, the coast of Guinea, and different parts of the shores of North America, now extended their ranging grounds to the banks of Brazil, where right and sperm whales were very numerous. The manufacture of sperm candles was increased, and large quantities were not only consumed in this country, but also exported to the West Indies. About this time the domestic consumption of oil was much extended by the establishment of light-houses, and the introduction of machinery into the country; one branch of domestic industry thus aiding the other. In fact, the enterprise invested in this labour was enlarged to such a degree, that the little island of Nantucket, could not furnish sufficient seamen to carry on the whaling voyages from her own port, and many Indians and negroes were imported from the continent, who resided on that island, and became some of the most valuable and active agents of the whale fishery."—*Hunt's Magazine, Pitkin.*

"The principal seaports along New England coast, embarked in the whale fishery, from 1787 to 1789.

STATE of the Whale Fishery, from 1787 to 1789, inclusive.

PORTS FROM WHICH THE EQUIPMENTS WERE MADE.	No. of vessels fitted out annually for the northern whale fishery.	Their Tonnage.	No. of vessels fitted out annually for the southern whale fishery.	Their tonnage.	No. of seamen employed.	Spermaceti oil taken annually.	Whale oil taken annually.
		tons.		tons.		barrels.	barrels.
Nantucket	18	1350	18	2700	487	3800	8,260
Wellfleet, and other ports at Cape Cod	12	720	4	400	212	....	1,920
Dartmouth	45	2700	5	750	650	2700	1,750
Cape Ann	....	....	2	350	28	....	1,200
Plymouth	1	60	....	....	13	100	
Martha's Vineyard	2	120	1	100	39	220	
Boston	6	450	....	....	78	360	
Dorchester and Wareham	7	420	1	90	104	800	
Total	91	5820	31	4390	1611	7980	13,130

"In 1790, the attention of the people of Nantucket was directed to the seal fishery, profitable voyages for the capture of these animals having been made previously from England, the seals being found upon the same coasts as the whales, and requiring the same outfits and men. The first expedition fitted out from New England was for the coast of Africa. It was not successful, but laid the foundation of a business which has been since prosecuted with energy and profit. During the succeeding year, a number of successful cruises having been made by the English vessels upon the western coast of South America, these foreign enterprises induced the people of Nantucket to range with their ships upon the same coast, and whaling ships then first adventured from this port to the Pacific Ocean, and almost invariably returned with full cargoes. The success of the whalemen of Nantucket in the whale fishery induced the people of the neighbouring settlement of New Bedford, which has since arrived to great opulence by this traffic, to increase the number of their whaling ships; and, in 1792, they had enlarged their adventures to a considerable

extent. The market for oil was at this time also very much extended in France; lamps were sent into that country from England, to encourage its use; and large shipments were made from the United States, which proved profitable; but the revolution that afterwards broke out in that country swallowed up all foreign enterprises. The period which the historian of Nantucket has denominated its 'golden age,' was soon turned to an age of bronze by the circumstances of the period, for while the French revolution effectually prevented the importation of the article into that country, most of the foreign markets became glutted; the price of oil in foreign ports fell below that for which it could be obtained in Nantucket, the provisions required for the outfits advanced in value, and ruin stared the whalemen in the face. In addition to these disastrous circumstances, war between France and the United States was expected while the whaling ships afloat were out upon long voyages, and commercial disaster, like the foreboding twilight of an eclipse, overshadowed this important branch of the commerce of the country.

"But notwithstanding all the difficulties which followed, we learn that in 1810 most of the business capital of the island of Nantucket was at sea, and, during that year, six or eight ships were fitted out from that port for the Pacific Ocean. But dark clouds now gathered again upon the commercial sky, and a war with England was threatened. The people who had been engaged in the traffic were soon deprived of the means of subsistence; and, while the motives for adventure in the traffic diminished, the premiums of insurance arose to twenty per cent. Two years afterwards, an embargo was laid upon our commerce, which restriction is generally a sure presage of war. Seven-eighths of the capital of Nantucket were afloat, three-fourths of which were not expected to return for a year; and so great was the apprehension of the declaration of war, that a formal petition was despatched to the British government by the people of Nantucket, through Admiral Cochrane, asking protection for their commerce, and expressing a willingness to remain neutral in the belligerent operation which succeeded. But all this was of no avail, and the navigators of that island, diverted from their ancient business, were left to starve, or to gain a scanty subsistence by fishing around the coast, or by cultivating its barren soil.

"At the close of the war of 1812, the country, it is well known, was involved in one common wreck; but the elastic energies of the nation revived, and the whale fishery was commenced upon a new foundation, and has been advancing with a gradual and solid growth to the present time. During the year 1819, it was extended to many points along the coast of New England; and whale ships were fitted out from New York, Long Island, New London, New Bedford, Cape Cod, and Boston, which have been increasing to the present day, constituting a source of great wealth to the beautiful settlements that are scattered along our northern maritime shores, as monuments of the liberality and enterprise of that high-minded class of men, our American whaling merchants. The growing population of the country, and the increased consumption of the articles produced by the whale fishery from the introduction of machinery; and the multiplied branches of trade requiring them, together with the more efficient organisation of this enterprise, and the security to its prosecution furnished by the strength of our government, will render it in coming time, as it now is, a lucrative and permanent field of commerce."—*Hunt's Magazine.*

According to Mr. Pitkin, the whole number of vessels engaged in this fishery, in the winter of 1834, was 434, of which, about 384 were ships, and fifty barks and brigs.

The greatest part of these, belong to New Bedford, and Nantucket, and New London. The following is the number of vessels, in these three districts, with their tonnage, and number of men employed, furnished us by the collectors of these districts.

DISTRICTS.	No. of vessels.	Tonnage.	Men.
New Bedford	181	56,352	4445
Nantucket	76	26,472	1860
New London.....	41	11,251	1081
Total.....	298	94,075	7392

"The remaining number, being about 136 from the best information obtained, belong to the following ports :—

PORTS.	No. of vessels.	PORTS.	No. of vessels.
Sag Harbour	23	Portsmouth	6
Falmouth	6	Bridgeport	1
Warren	12	Newburyport	3
Bristol	13	Edgerton	6
Newport	6	Salem	5
Hudson	11	Boston	4
Providence	2	New York	5
Fall River	2	Wareham	1
Poughkeepsie	3	Portland	1
Plymouth	5	Wiscassett	1
Gloucester	2	Greenport	2
Newburgh	3		

"The number of vessels employed in the sperm fishery, from New Bedford, was 112, with a tonnage of 37,163, and 2828 men ; and from Nantucket was sixty-nine, with a tonnage of 24,216, and 1684 men. The number, from the other ports, in the same fishery, may be estimated at about eighty, making the whole number, in the sperm fishery, about 261, and in the right whale fishery, about 170.

"The value of the ships employed in the former, with their outfits, has been estimated, by those well acquainted with the business, at 30,000 dollars each ; those in the latter, at 15,000 dollars, and the barks and brigs may be estimated at 10,000 dollars. The following, therefore, may be deemed the value of all the vessels, employed in the whale fishery from the United States, about the 1st of January, 1834, including their outfits.

		dollars.	dollars.
261 ships, in the sperm fishery	at	30,000	7,830,000
120 „ „ right whale fishery	„	15,000	1,800,000
50 barks, brigs, &c.	„	10,000	500,000
Total		. .	10,130,000

"The entire tonnage of the whaling vessels, in the districts of New Bedford, Nantucket, and New London, as above stated, was 94,075 ; and if we estimate the tonnage of the vessels, in the other ports, in the ratio of the number of vessels, in these three places, the whole tonnage employed in the whaling business, may be stated at 136,000, which is not far from one-tenth of the whole tonnage of the United States ; and by the same ratio, the whole number of men employed, would be about 10,900. The men usually have for their shares, three-tenths of the earnings.

"In 1830, it was calculated, that the following, among many other articles, were consumed by the whale ships.

"Thirty-six thousand barrels of flour; 30,000 barrels of beef and pork; 18,000 bolts of duck ; 6,000,000 of staves ; and 2000 tons of cordage.

"The consumption of these articles, as well as others, must have increased since that period.

"About one-half of the common whale oil, finds a market in Europe, one-quarter in the West Indies and South America, and the other quarter in the United States.

"Nearly the whole of the spermaceti oil is consumed in this country ; from one-quarter to one-third being used in the cotton and woollen manufactories ; and in this indirect way, one branch of domestic industry is materially benefited by another.

"And we cannot but observe in this place, that the temperance now practised on board most of these whale ships contributes, in no small degree, to the success of these long and hazardous voyages. We are happy to be able to state, that, in April, 1834, no less than 168 of the whale ships of New Bedford, were what are called temperance ships, furnishing no spirituous liquors, except for the medicine chest.

"Great Britain formerly gave a high bounty on vessels employed in the whale fishery;

but this bounty ceased in 1824. A duty, however, on foreign oil, was continued, amounting, in the case of spermaceti oil, to a prohibition.

"The South Sea fishery was not prosecuted by the British, until about the commencement of the American revolutionary war. The greatest number of ships engaged in it, in any one year, from 1814 to 1824, when the bounty ceased, was sixty-eight, tonnage 19,755, and employing 1827 men; and, in 1830, only thirty-one ships, with a tonnage of 10,997, and 937 men; and these ships were from the port of London."

OUTFITS OF WHALE SHIPS.

"The outfits required for a whaling ship constitute no inconsiderable item of the expense, amounting, in a vessel which is fitted out for a three years' voyage, to no less a sum than 18,000 dollars, while the hull not unfrequently costs 22,000 dollars more, while many have sailed whose total cost does not vary far from 60,000 dollars. The principal kind of provisions required for the crew upon their voyage, consists of beef and pork, bread, molasses, peas, beans, corn, potatoes, dried apples, coffee, tea, chocolate, butter, besides from 3000 to 4000 casks, made from white oak, and a quantity of spare duck cordage, and other articles which may be required in the course of the voyage. In a ship which mans four boats, from thirty to thirty-two men are employed. The contract entered into between the crew and the owners of the ship, and contained in the shipping articles that are required to be signed by each sailor, makes it binding on the owners to provide the ship and all the necessary outlays of the voyage; and upon the crew to perform their duty on board the ship, obeying all proper orders to the end of the voyage. As a compensation, they are entitled to such part of the oil, or whatever else may be obtained, as shall be agreed upon for their services; and if, in case of death or accident, any portion of the crew is unable to perform his part of the voyage, they or their legal representatives are empowered to draw, in their own right, whatever of compensation would have fallen to their share had the voyage been completed, this compensation being proportioned to the time they shall have served. The 'lays,' or shares of the captain, officers, and crew, are measured by the amount of their experience and value in the voyage."

The annexed enumeration of the quantities of many articles of foreign and domestic produce required in the outfit of whale ships, which sailed during 1841, is derived from the *Nantucket Enquirer*—good authority on all matters pertaining to this branch of commerce. The American whalers have increased from a few frail boats, hardly venturing from the shore, to a fleet of 650 sail of 190,000 tons burden, a monument reared upon the broad ocean, where the world may sail and read the chivalrous and enriching results of New England perseverance, energy, and industry. Other nations have not been negligent in encouraging this fishery; but in all cases with but little good effect. Notwithstanding bounties, loans, royal grants, and monopolies, have been showered upon the adventurous whalers of other nations, the fishery has died under these lavishments until America and New South Wales only import enough for their own consumption:—

ARTICLES.		Quantities.	ARTICLES.		Quantities.
Flour	barrels	45,240	White lead	lbs.	174,600
Pork and beef	"	46,050	Paint oil	gallons	11,980
Molasses	gallons	204,500	Cotton and calicoes	yards	673,000
Coffee	lbs.	226,480	Butter	lbs.	226,453
Sugar	"	203,700	Vinegar	barrels	2,113
Tea	"	90,560	Beans, peas, and corn	bushels	26,542
Rice	"	264,500	Cheese	lbs.	45,240
Duck	pieces	22,660	Hams	"	44,950
Cordage	tons	2,530	Dried apples	"	226,480
Iron hoops	"	2,716	Dried fish	"	281,140
Staves	barrels	550,000	Tobacco	"	452,000
Copper	sheets	226,170	Soap	boxes	4,520
Tar	barrels	4,250			

We add the following interesting account of the equipment and expense of fitting 180 Dutch whale ships for the Greenland fishery, in the eighteenth century:—

EQUIPMENT.	Expense.	EQUIPMENT.	Expense.
	florins.		florins.
36,000 new casks	108 000	Brought forward	403,100
2,700,000 hoops, for repairing old casks, &c.	43,000	60,000 lbs. of Friesland pork	8,000
Coopers' wages	21,600	144,000 lbs. of cheese	18,000
172,000 lbs. of cordage	35,000	20,000 lbs. of Texel and Leyden cheese	1,500
Making and repairing boats, with their		10,800 barrels of beer	27,000
stores, &c.	15,000	9,000 sacks of peas, barley, &c.	40,500
Iron work, nails, smiths' wages, &c.	5,000	Herring and salt-fish	3,000
400,000 lbs. of beef, &c.	40,000	Various cooks' and cabin furniture, expenses	
2,800 firkins of butter, of eighty or ninety		of transporting stores on board, &c.	38,000
Amsterdam lbs. each	57,000	Hard money to seamen	180,000
150,000 lbs. of stock-fish	12,000	Wages of the seamen, payable on the return	
550,000 lbs. biscuit	40,000	of the ships, and other incidental expenses	
72,000 lbs of soft bread	18,000	during the voyage	540,000
550 ankers of Geneva	5 500	For the freight or hire of ships, at the rate of	
Sugar, spices, &c.	3,000	3000 florins for each ship	540,000
Carried forward	403,100	Total of advances for 180 whale fishing ships	1,799,100

SHIPPING arrived from the Whale Fishery at the different Ports, and the number of Barrels of Sperm and Whale Oil Imported into the United States, in 1841.

PORTS OF ARRIVAL.	Ships and Barks.	Brigs.	Schooners.	Spermaceti.	Whale.
	number.	number.	number.	barrels.	barrels.
New Bedford	48	7	2	54,860	49,550
Nantucket	21	2	1	39,891	3,405
Fairhaven	13	0	0	8,280	18,450
Dartmouth	1	0	0	2,200	
Westport	3	3	0	3,180	
Mattapoisett and Sippican	2	6	0	2,280	79
Wareham	0	3	0	1,430	220
Edgartown	2	1	0	3,169	50
Holmes' Hole	1	0	0	500	1,200
Fall River	2	0	0	950	900
Newburyport	1	0	0	400	400
Plymouth	0	1	3	500	13
Salem	1	0	0	275	1,300
Boston	2	5	0	6,216	1,000
Falmouth	1	0	0	1,300	379
Provincetown	0	5	1	1,025	40
Newport	1	2	0	2,297	25
Bristol	3	3	0	2,930	175
Warren	5	1	0	3,115	5,300
Providence	3	0	0	1,670	7,350
New London	15	1	2	4,115	27,890
Stonington	3	0	0	1,500	5,660
Mystic	1	1	0	600	1,600
Sagharbor	22	1	0	5,310	48,620
Greenport	4	0	0	1,000	6,602
New Suffolk	1	0	0	260	1,200
Bridgeport	2	0	0	400	3,700
Hudson	1	0	0	300	2,300
Poughkeepsie	1	0	0	500	2,000
Wilmington	4	0	0	5,600	2,400
Newark	1	0	0	40	2,460
Coldspring	2	0	0	....	4,250
Jamesport	1	0	0	150	1,550
Wiscasset	1	0	0	900	1,200
Portland	1	0	0	300	2,800
New York	1	0	0	....	1,000
Total in 1841	171	42	9	157,643	205,164
Arrived in 1840	175	42	6	156,455	203,441

PROGRESS of the Whale Fishery from 1815 to 1841, inclusive; showing the Number of Barrels of Oil Imported into the United States, in each Year.

YEARS.	Spermaceti.	Whale.	YEARS.	Spermaceti.	Whale.	YEARS.	Spermaceti.
	barrels.	barrels.		barrels.	barrels.		barrels.
1841	157,343	205,064	1832	79,067	179,241	1823	87,230
1840	156,445	203,441	1831	110,532	113,948	1822	42,900
1839	141,664	223,523	1830	106,829	86,274	1821	48,000
1838	129,400	228,710	1829	79,840		1820	34,708
1837	182,569	215,110	1828	73,077		1819	21,323
1836	133,321	133,050	1827	93,180		1818	18,625
1835	175,130	125,100	1826	32,840		1817	32,650
1834	129,824	122,292	1825	62,240		1816	7,539
1833	113,171	159,166	1824	92,380		1815	3,944

THE Value of Common Whale Oil and Bone, and of Spermaceti Oil and Candles, Exported from 1802 to 1833, was as follows:—

YEARS.	Whale (common) oil and bone.	Sperm, oil and candles.	YEARS.	Whale (common) oil and bone.	Sperm, oil and candles.
	dollars.	dollars.		dollars.	dollars.
1803	280,000	175,000	1819	431,000	132,000
1804	310,000	70,000	1820	636,000	113,000
1805	315,000	163,000	1821	350,480	175,117
1806	418,000	182,000	1822	311,415	157,286
1807	476,000	130,000	1823	432,115	221,309
1808	88,000	33,000	1824	168,272	306,014
1809	160,000	136,000	1825	296,425	219,867
1810	222,000	132,000	1826	236,845	311,621
1811	78,000	273,000	1827	223,004	364,281
1812	56,000	141,000	1828	181,270	446,047
1813	2,500	10,500	1829	495,163	353,869
1814	1,000	9,000	1830	680,693	287,910
1815	57,000	143,000	1831	688,282	271,356
1816	116,000	59,000	1832	1,196,323	305,494
1817	231,000	112,000	1833	1,110,139	302,040
1818	495,000	294,000			

This extensive branch of the trade of this country is placed in a shape, in the following table, that shows the import, export, and value of the export of the produce the hardy sons of the east obtain from the depths of the fathomless ocean.

THE following is a Statement of the Quantity (in barrels) of Sperm and Whale Oil Imported into the United States, from the 1st of January, 1834, to the 1st of August, 1843.

YEARS.	Sperm.	Whale.	YEARS.	Sperm.	Whale.
	barrels.	barrels.		barrels.	barrels.
1834			1839	142,336	229,783
1835			1840	157,701	207,908
1836	128,686	131,157	1841	159,304	207,348
1837	181,723	219,133	1842	165,637	161,041
1838	132,356	216,552	1843, to August 1	113,986	160,617

THE following is a Statement of the Quantities and Value of Sperm Oil, Whale, and other Fish Oils, and Whalebone, Exported from the United States, annually, from the 1st of October, 1836, to the 30th of September, 1842:—

YEARS.	SPERM OIL.		WHALE AND FISH OILS.		WHALEBONE.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	barrels.	dollars.	barrels.	dollars.	lbs.	dollars.
1836	4,925	119,787	791,990	1,049,466	731,500	187,098
1837	5,619	151 875	115,047	1,271,545	1,129,500	223,682
1838	5,295	137,809	153,154	1,556,775	1,634,570	321,158
1839	2,731	85,015	47,0[illegible]6	515,484	1,445,098	288,790
1840	13,797	430,490	143,519	1,404,984	1,892,259	310,379
1841	11,091	343,300	130,124	1,260,660	1,271,363	259,148
1842	9,135	233,144	124,118	1,315,411	918,280	225,382

By the above tables, it will be seen that the imports have been so fluctuating that the business appears to be on the decline. Such is not, however, the fact. More ships are in commission this year than ever before; but the vessels afloat have not been as successful, comparatively, as in former years. The additional number engaged will swell the imports up, by the 1st of January, 1844, to an amount larger than any previous year.

The whole number of vessels employed in the whale fisheries, out of the ports of the United States, is 645, belonging as follows. In 1843:—

PORTS.	Vessels.	PORTS.	Vessels.	PORTS.	Vessels.	PORTS.	Vessels.
	No.		No.		No.		No.
New Bedford	217	Wareham	7	Fall River	7	Bridgeport	3
Fairhaven	45	Provincetown	16	Freetown	1	Sag Harbour	44
Falmouth	6	Plymouth	7	Portsmouth	1	Cold Spring	3
Edgartown	10	Newburyport	1	Providence	8	Greenport	7
Holmes' Hole	3	Boston	4	Bristol	8	Hudson	2
Nantucket	85	Lynn	2	Warren	20	Poughkeepsie	2
Dartmouth	1	Salem	8	Newport	12	New York	2
Westport	11	Somerset	2	Stonington	20	Wilmington (Del)	3
Sippican	7	Ducksbury	1	Mystic	8		
Mattaprosett	10	New Suffolk	1	New London	50		

Of the 645 vessels employed, only 112 were in port on the 22nd instant, leaving 533 vessels afloat, actively engaged in obtaining cargoes. Many of these vessels are daily looked for, and the reports of those absent exhibit a very favourable condition of the trade.

Sperm oil does not bring in this market so high prices as it used to in previous years; but whale oil and whalebone are at present in active demand, at as fair prices as we have quoted for some years past.

The prices of sperm and whale oil, and whalebone, from 1838, to 1842, inclusive, were as follows:—

YEARS.	Sperm Oil.	Whale Oil.	Whalebone.
	cts. cts.	cts. cts.	
1838	75 to 97 av. 83	30 to 37 av. 32	17 to 21 av. 19½
1839	98 „ 110 „ 103	30 „ 39 „ 34½	17 „ 19 „ 18¼
1840	90 „ 106 „ 100	30 „ 32 „ 30½	18 „ 22 „ 19
1841	81 „ 105 „ 94	30 „ 36 „ 31¾	18 „ 23 „ 19⅔
1842	64 „ 92 „ 73	32 „ 38 „ 33¾	20 „ 32 „ 23
1843	53 „ 78 „ 63	31 „ 40 „ 34½	26 „ 50 „

Average prices for the six years above, are—

	cents.
Sperm oil	86
Whale oil	32 5-6
Whalebone	.. 22½

The *New Bedford Shipping List* gives the following estimate of Ships and Oil to arrive in 1844:—

	Sperm.	Whale.
	barrels.	barrels.
There are seventy-two sperm whale ships which may arrive in 1844 (that will be thirty-six to sixty months out), with 15,000 barrels sperm, and 120 barrels whale each	108,000	10,800
Three sperm whale ships that may arrive in 1844 (that shipped a part or the whole of their sperm oil home in 1843), with 500 barrels sperm and 500 barrels whale each	1,500	1,500
One hundred and six two-season right whalers that may arrive in 1844, with 1950 barrels whale and 250 barrels sperm each	26,500	206,700
Ten one-season right whalers may arrive in 1844, with 100 barrels sperm and 1400 barrels whale each	1,000	14,000
Forty Atlantic sperm whalers that may arrive in 1844, with 275 barrels sperm and twenty-five barrels whale each	11,000	1,000
Estimated quantity to be sent home from outward-bound whalers, &c.	3,500	
	148,500	234,000
Deduct for oil to be sold in South America	....	8,000
Total	148,500	226,000

NUMBER of gallons of Whale Oil Exported from United States.

EXPORTED TO	1800	1801	1802	1803	1804	1805	1806	1807	1808	1809
	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.
Russia	....	....	....	....	....	24,072	....	....	....	22,535
Prussia	....	....	....	....	14,320					
Sweden	....	....	....	....	....	....	....	....	....	31,563
Swedish West Indies	....	....	871	399	507	1,034	1,819	6,805	....	71,999
Denmark and Norway	....	....	....	....	4,885	....	....	31,610	....	44,440
Danish West Indies	2,021	236	1,546	9,131	3,330	6,185	13,692	10,082		
Holland	....	....	2,138	18,080	79,673	55,595	37,553	185,121	....	10,435
Dutch West Indies	16,733	12,315	21,856	37,288	56,597	4,510	14,949	12,430	4,115	10,947
Great Britain	19,706	19,642	18,843	60,907	12,390	....	2,000	....	....	6,760
British West Indies	10,927	17,907	40,075	22,759	26,248	22,187	49,245	30,879	12,065	26,637
Hamburg, Bremen, &c.	....	....	18,223	17,850	48,986	....	4,440	32,440		
France	....	13,685	127,128	175,715	288,857	325,568	342,837	290,959	37,793	
French West Indies	18,349	46,609	20,777	54,006	16,176	30,331	34,248	15,992	15,122	8,816
Spain	84,413	70,257	54,681	66,551	38,348	83,230	195,393	161,331	97,306	26,636
Spanish West Indies	20,287	17,541	8,480	12,597	6,567	25,512	33,273	17,695	2,896	56,466
Portugal	....	....	14,282	2,380	4,184	2,056	....	16,100	....	36,058
Madeira	2,749	4,785	4,528	5,812	8,525	6,332	19,120	21,842	8,712	22,319
West Indies (generally)	....	5,474	15,082	29,889	22,033	31,931	32,824	17,533	3,202	
Europe "	....	....	1 700	870	507	30,240	31,875			
Average price	....	....	....	....	....	....	50 cts.	50 cts.	44 cts.	41 cts.

EXPORTED TO	1810	1811	1812	1813	1814	1815	1816	1821	1822	1823
	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.
Russia	6,797	....	....	....	....	....	....	....	22,736	
Prussia	....	....	....	....	....	....	....	....	....	15,598
Sweden	77,958	11,123	5,500	....	....	....	....	66,689	36,548	56,241
Swedish West Indies	15,102	7,358	3,895	192	....	33	59	3,061	4,880	1,150
Denmark and Norway	80,156	....	....	....	....	....	....	26,984	24,273	900
Danish West Indies	1,080	....	....	....	....	....	646	5,667	14,763	6,717
Holland	....	....	....	....	....	....	16,211	162,966	100,290	392,879
Dutch West Indies	7,205	....	....	....	....	1,000	3,957	23,195	26,438	20,519
Great Britain	....	....	....	....	....	....	....	....	....	46,482
British West Indies	17,130	15,822	4,087	....	....	3,796	3,021	....	501	1,200
Hamburg, Bremen, &c.	....	....	....	....	....	....	....	377,235	438,865	344,649
France	....	46,099	450	....	....	22,547	80,161	2,081	15,264	188,758
French West Indies	....	2,315	2,315	....	270	4,731	1,297	41,224	33,901	30,840
Spain	57,609	4,810	10,962	....	....	15,670	4,768	100,688	78,526	120,145
Spanish West Indies	26,284	23,536	11,817	4,787	520	1,821	6,789	1,816	346	2,005
Portugal	170,468	34,799	36,714	....	....	350	33,040	35,220	52,015	96,719
Madeira	23,650	5,978	4,958	....	....	4,130	300	15,698	4,519	1,241
West Indies (generally)	2,617	4,602	9,616	....	....	7,293	9,902	5,746	4,126	3,609
Europe	....	5,204								
Cuba	....	....	....	....	....	....	....	72,906	24,183	50,418
Hayti	....	....	....	....	....	....	....	11,827	17,471	7,827
Brazil	....	....	....	....	....	....	....	511,312	36,413	36,376
Average price	40 cts.	40 cts.	50 cts.	50 cts.	1.40 cts.	83 cts.	65 cts.			

EXPORTED TO	1824	1825	1826	1827	1828	1829	1830	1831	1832	1833
	gallons.	gallons	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.
Russia	....	1,300	....	....	....	2,938				
Prussia	22,656	4,974	28,301	....	22,272	....	....	30,679	39,001	42,636
Sweden	25,529	17,233	3,271	....	3,412	27,287	25,196	27,397	24,635	63,552
Swedish West Indies	4,003	60	1,154	217	785	483	117	280	120	685
Denmark and Norway	12,621	....	....	....	....	....	14,297	32,224	87,237	78,781
Danish West Indies	21,164	4,789	11,110	4,975	10,550	4,831	1,824	4,386	8,739	8,882
Holland	244,672	140,689	11,114	42,394	94,246	485,110	876,492	489,907	1,168,621	919,413
Dutch West Indies	28,269	22,147	35,159	13,265	24,067	17,467	17,026	20,433	25,627	15,450
Great Britain	....	....	....	....	....	....	....	14,138	58,504	233,106
British West Indies	566	368	12,503	33	....	....	....	....	208	49,510
Hamburg, Bremen, &c.	278,599	270,092	240,159	94,351	196,053	516,551	690,265	656,583	1,638,286	1,256,111
France	77,923	99,621	35,603	36,112	2,832	6,404	4,271	64,542	129,562	
French West Indies	44,850	41,751	38,427	5,100	8,037	7,669	6,362	6,213	8,855	5,167
Spain	242,087	95,422	73,799	18,340	29,473	48,412	118,596	98,458	125,096	96,956
Spanish West Indies	2,156	1,206	580	2,130	2,739	2,143	455	912	3,069	1,585
Portugal	67,079	205,425	40,212	128,547	19,916	30,168	....	....	52,480	83,181
Madeira	25,242	17,220	13,125	3,312	7,716	15,895	11,583	9,196	7,377	18,595
West Indies (generally)	3,588	4,282	4,744	3,348	480	1,568	1,158	3,359	3,116	2,820
Europe	....	....	....	....	....	....	....	71,154	72,000	
Cuba	66,029	53,348	32,118	58,665	27,547	23,736	35,051	74,744	68,633	
Hayti	18,370	14,740	14,919	11,238	14,512	9,132	3,501	7,918	27,967	4,025
Brazil	44,238	31,236	22,293	16,902	4,965	18,980	11,576	4,214	8,563	72,031

Spermaceti Oil Exported from the United States.

EXPORTED TO	1800	1801	1802	1803	1804	1805	1806	1807	1808	1809
	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.
Denmark and Norway	....	....	252	....	....	235	....	676		
Danish West Indies	367	720	475	....	....	....	395	386	220	
Dutch West Indies	2,100	781	....	245	2,445	....	....	1582		
Great Britain	204,717	66,869	....	42,540	540	56,733	12,827	7426	....	50,652
British West Indies	2,443	6,102	1,349	253	2,080	648	2,402	1114	336	
France	....	7,294	13,226	....	....	5,652	10,798	9190		
French West Indies	2,120	4,354	591	1,416	....	609	9,662	3603		
Spain	3,819	....	7,980	2,530						
Spanish West Indies	6,196	4,384	....	....	....	2,801	4,831	2010		
Portugal	....	....	1,667							
Madeira	....	....	1,225							
West Indies (generally)	....	1,148	594	....	338	5,401	....	1983		
Average price	....	....	....	....	....	....	80 cts.	1 dlr.	80 cts.	60 cts.

EXPORTED TO	1810	1811	1812	1813	1814	1815	1816	1821	1822	1823
	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.
Denmark and Norway										
Danish West Indies	....	....	....	....	....	....	....	1,447	285	22
Dutch West Indies										
Great Britain	62,367	135,773	63,001							
British West Indies	....	....	20	....	....	....	758	202		
France	....	....	....	....	....	....	....	....	....	292
French West Indies	....	....	....	....	....	5,273	....	150	234	996
Spain										
Spanish West Indies	1,507	....	120	....	....	....	....	....	....	62
Portugal	....	....	....	....	....	3,135				
Madeira										
West Indies (generally)	....	....	....	....	....	....	818	333		
Cuba	....	....	....	....	....	....	....	4,613	2,801	10,658
Hayti	....	....	....	....	....	....	....	90	1,052	1,212
Brazil	....	....	....	....	....	....	....	....	600	
Average price	75 cts.	1 25 dlr.	1 dlr.	....	....	1 dlr.	1 62 dlr.			

EXPORTED TO	1824	1825	1826	1827	1828	1829	1830	1831	1832	1833
	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.
Denmark and Norway										
Danish West Indies	112	1,827	550	773	223	2,488	1,896	2,655	180	450
Dutch West Indies	410	64	200	63	1,392	186	145	137	207	59
Great Britain	....	....	....	5,332	247,529	108,356	220	....	816	626
British West Indies	36	180	600	83	....	....	....	1,421	60	84
France										
French West Indies	518	....	1,940	125	584	530	610			
Spain										
Spanish West Indies	186	....	....	95	161	221	5			
Portugal	1,883									
Madeira	....	....	....	....	....	285	288	411	....	2,479
West Indies (generally)	244	....	....	....	....	129	....	2,967	1,639	659
Cuba	12,412	19,023	23,844	60,145	28,828	24,956	49,414	58,355	38,789	36,562
Hayti	2,630	3,194	1,007	1,277	1,930	1,254	867	375	1,115	146
Brazil	2,699	261	....	30	378	....	1,467	29	....	1,839

Countries to which Whalebone has been Exported from 1834 to 1843, inclusive.

COUNTRIES.	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Belgium	45,281	10,020	24,478	6,496	53,998	24,948	39,134	..	43,552	23,588
Hanse Towns	150,799	83,954	121,485	326,715	532,677	680,705	936,763	605,918	308,615	340,878
France	677,908	177,003	382,659	612,577	966,423	675,246	870,659	85,547	551,391	3,532
Italy	..	..	2,878	..	7,052	..	2,956	3,053	..	11,540
Holland	..	..	..	22,434	30,890	30,643	13,377	19,405	14,722	36,931
United Kingdom	..	..	..	68,762	43,530	33,336	29,320	..	..	187,185
Other places	..	..	..	529	..	420	50	557,460	..	295,119
Total lbs.	..	..	..	..	..	..	1,892,259	1,271,383	918,280	898,773
Value, dollars	..	..	..	..	..	..	310,379	259,148	225,382	257,481

NUMBER of Gallons of Spermaceti and Whale Train Oil Exported from the United States to the following Countries:—

DESTINATION.	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843
	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.
Prussia, spermaceti										
" whale	48,862	82,770	39,521	167,960	137,123	3,088	66,466	375,754	345,547	467,342
Hanse Towns, spermaceti	82	32	47,475	..	..	..	..	..	1,353	6,162
" whale	796,269	965,384	693,654	1,328,775	1,693,661	652,536	1,392,321	1,412,515	1,108,399	1,123,950
Danish West Indies, sperm.	1,610	303	796	324	941	620	992	735	849	182
" whale	4,595	110,253	6,171	2,499	5,229	3,053	4,344	4,730	3,382	4,674
Holland, spermaceti	..	..	..	..	..	..	344			
" whale	1,011,946	577,206	902,706	1,203,191	1,165,169	512,249	1,999,677	1,255,885	1,648,682	399,131
Belgium, spermaceti	163	..	..	..	..	..	..	..	845	12,102
" whale	420,322	282,620	490,501	338,903	858,723	31,033	431,875	252,619	367,820	119,331
Hayti, spermaceti	504	816	787	169	833	557	866	543	99	224
" whale	18,594	12,399	6,136	8,453	16,003	6,064	11,939	6,376	6,465	4,146
Cuba and Porto Rico, sperm.	48,554	55,637	94,230	80,183	92,929	69,008	53,322	84,563	92,062	94,151
" whale	51,938	68,177	78,548	73,400	98,236	108,751	117,660	155,527	104,978	127,792
Mexico, spermaceti	3,427	3,336	7,122	1,244	209	3,574	3,819	2,963	932	5,205
" whale	1,977	6,540	1,771	671	40	3,112	5,140	2,038	1,002	1,481
British America, spermaceti	4,331	913	915	..	586	..	12	50	893	825
" whale	30	2,020	4,013	995	..	120	1,837	970	7,330	1,075
Denmark, spermaceti	..	..	..	1,353						
" whale	23,500	73,850	50,591	98,293	29,663	46,729	66,285	30,096	..	1,987
Dutch West Indies, sperm.	163	..	99	150	33	1,124	..	70	866	957
" whale	20,742	8,174	20,963	12,403	13,347	16,585	205,194	12,086	11,837	6,795
Sweden and Norway, sperm.	..	113	113	200	..	..	247	202	370	
" whale	78,376	..	25,968	91,414	26,481	35,930	84,760	221,891	66,945	
Brazil, spermaceti	185	..	..	1,728	206	2,567	35	165	180	96
" whale	72,772	..	9,032	84,520	3,840	20,318	17,771	46,710	23,763	2,405
United Kingdom, spermaceti	..	..	..	88,542	65,542	5,892	373,530	257,136	185,850	325,944
" whale	2,600	..	..	51,162	200,144	7,111	38,492	50,891	63,707	68,728
France, spermaceti	..	..	..	..	..	..	..	..	225	23,977
" whale	11,417	..	..	55,615	26,845	..	..	3,614	3,311	9,253
Other places, spermaceti	62,753	2,822	3,840	3,201	4,591	2,155	1,346	2,966	3,237	6,863
" whale	50,892	29,167	35,543	103,369	50,033	34,041	262,785	263,492	146,560	141,826

NUMBER of Pounds of Spermaceti Candles Exported.

EXPORTED TO	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Prussia	..	..	389	..	460	..	..	..	..	565
Sweden and Norway	820	1,349	3,586	14,630	7,496	1,986	615	..	2,367	
Swedish West Indies	..	..	2,237	..	4,341	620	2,218	1,482	2,567	750
Danish West Indies	49,607	53,254	89,295	46,564	59,270	26,371	58,425	..	49,521	58,213
Denmark	..	..	..	..	915	..	710	1,772	..	2,407
Holland	..	2,763	8,311	1,479	4,056	2,107	1,801	759	2,136	4,232
Dutch East Indies	4,974	33,480	14,643	8,262	7,764	1,451		1,000	6,500	31,941
Dutch West Indies	17,405	21,265	39,424	9,081	21,761	8,890	7,368	11,848	19,547	13,335
Belgium	..	810	553	..	..	1,002	60	1,292	126	50
Hanse Towns	1,320	656	868	6,999	7,417	2,377	260	13,826	3,953	23,525
Gibraltar and Malta	13,182	11,863	5,905	13,859	23,533	5,692	123	879	12,883	12,185
British East Indies	6,687	16,005	20,354	17,785	9,305	4,226	9,155	..	73,728	50,117
British West Indies	29,658	26,839	50,080	32,376	80,661	16,645	26,730	..	51,594	64,220
British America	7,531	5,402	6,489	4,794	4,197	4,291	2,926	3,176	11,811	4,429
United Kingdom	..	2,986	..	..	..	..	350	242	18,281	35,100
France	1,806	1,139	531	5,942	9,235	287	..	62	1,000	839
French West Indies	6,197	8,862	7,364	7,041	4,921	6,328	5,574	4,194	7,111	10,506
Hayti	43,900	64,402	34,261	31,443	34,998	17,984	18,280	12,952	7,997	26,923
Spain	1,889	..	7,446	3,959	3,501	..	8,826	1,621	8,947	777
Cuba and Porto Rico	273,659	200,877	281,871	272,366	317,673	10,296	231,150	130,491	265,845	134,504
Portugal, Madeira, &c.	7,987	32,647	7,480	24,894	12,073	1,809	28,640	2,782	6,257	1,049
Trieste and Italian Ports	810	18,973	8,745	8,819	20,371	1,432	955	1,545	460	8,969
China	1,842	4,627	660	2,250	994	4,659	8,340	5,415	4,676	34,239
Mexico	82,228	73,482	48,399	37,784	64,092	27,995	10,225	48,495	39,535	100,315
Texas	..	..	..	15,637	24,152	33,850	20,757	20,177	9,731	2,057
Columbia, Honduras, and Central America	28,374	41,227	38,993	43,819	48,227	20,531	89,829	8,608	10,518	5,955
Brazil	115,342	213,361	245,195	142,697	233,866	109,878	184,657	138,741	192,200	146,555
Chili	59,498	35,298	26,590	89,525	19,466	26,384	67,367	52,282	53,839	61,285
Peru	13,172	..	..	25,150	6,500					
West Indies (generally)	5,636	3,927	4,051	8,055	7,785	1,175	4,682	11,365	5,067	1,506
South America (generally)	65,021	12,944	26,458	9,151	12,863	4,696	19,611	59,220	66,225	55,946
Europe (generally)	3,539	20,266	10,684	653	4,847			..	5,711	16,582
Africa (generally)	5,692	8,506	15,225	6,485	11,506	15,000	7,300	27,335	11,069	17,590
Asia (generally)	..	8,077	..	..	11,725	4,771	2,571	38,106	34,808	38,407
Quantity, lbs.	846,856	925,287	1,006,987	891,499	1,077,071	362,733	817,595	599,657	986,010	965,073
Value in dollars	257,718	284,019	341,907	294,510	340,531	178,142	332,353			

American System of Whale Fishing.—When sailors' wages are high at New York or Boston, they are difficult to be procured; for the whalefishers are paid by *lays* instead of wages. These *lays* are of course dependant upon various circumstances; but, generally, the captain's lay is one-seventeenth part of all which is obtained; the first officer's, one-twenty-eighth part; the second officer's, one-forty-fifth; the third officer's, one-sixtieth; the boat-steerer draws from an eightieth to a hundred-and-twentieth; and the common sailor before the mast, from a hundred-and-twentieth to a hundred-and-fiftieth, according to his experience, activity, and strength. On the outward passage, the crew are divided into two watches, similar to those which exist in the merchant service.

The American whaling ships generally pass to the Pacific, by the way of Cape Horn; some sail by the eastern route, south of New Holland; others pursue the whales in the Indian Ocean, the vicinity of Madagascar, and the Red Sea, reach the Pacific through the straits of Timor, between New Guinea and the Pelew Islands, and sail to the coast of Japan. Every part of the Pacific is explored by the hardy and bold American whalefishers, and many new discoveries have been made by them.

The right whale is of the largest class. These were taken by the Americans as far back as in 1761, in the Gulf of St. Lawrence; they are said to have produced 230 barrels of oil; and as the vessels then employed did not exceed sixty tons' burden, a single whale made a full cargo. The bone from a whale of this size, sometimes weighed 3000 lbs., each of which was worth a dollar, and the slabs were frequently ten feet in length. Their food consists of a species of animal not larger than a spider, and similar in form, called "bret," which swim near the surface of the water, and tinge it for acres with a reddish cast. The difference between the right whale and the sperm is known at a distance by the manner of spouting. The right whale has two spout holes, and throws the water in two perpendicular streams, that widen as they rise. The "hump-back" and the "fin-back" spout in the same manner. The sperm-whale spouts in a single stream, thrown forward from its head, at an angle of about forty-five degrees.

A sperm whale, about sixty feet long, is usually about twenty-four feet in circumference; the distance from one point of the tail to the other is about seven feet. The length of the fin is about three feet and a half; about fourteen feet being the length of the jaw-bone. The spout-holes, or nostrils, are situated about ten inches from the end of the nose; from which to the eyes, the distance is not above fourteen feet. The skin is about the thickness of one inch; the blubber, on the ribs, about five inches, and upon the breast nine inches; the blubber being about one-sixth part of the whole of the animal. Whales of eighty feet long, have the blubber thicker in proportion.

The head of the sperm whale is in size equal to one-third part of the size of the body, has a blunt appearance, with a front like the breakwater of a ship, and at its junction with the neck, there is a large hump or bunch. From what might be named the shoulder, is the thickest part of the body, about one-third of its length, until what is called the "small," or beginning of the tail, where there is another hump seen, and from which a smaller ridge runs down towards the extremity, to the "flukes" or fins of the tail. The "flukes" consist of two triangular, horizontal fins, about six feet long, and twelve or fourteen feet broad, in those of the largest size. The great power of the muscles of these flukes, renders them a formidable means of defence, and an object of terror to the whaleman. In the upper part of the head there is a large triangular cavity, which is called the "case," containing the oily fluid that after death is congealed into that yellow, granulated mass, which we name spermaceti. Beneath this *case* and the nostril, there is a thick mass of substance, elastic in its nature, which is called the "junk," and formed of a *cellular tissue*, and infiltrated with *fine sperm oil* and *spermaceti*. The mouth extends throughout the whole length of the head, containing in the lower jaw forty-two teeth of formidable dimensions, and when open, it is as capacious as a middle-sized room, and the roof is covered with a kind of coarse hair, through which it strains the food. The throat, unlike that of the Greenland whale, is large enough to admit the body of a full-grown man. The eyes are small, situated far back on each side of the head. They have eyelids, the lower ones are moveable. A short distance behind the head are the swimming fins, which appear to serve them not only for the purpose of swimming but to hold their young. The size of a full-grown sperm whale is estimated to be about eighty-four feet in length; the depth

of the head from eight to nine feet, and the breadth five to six feet; the swimming fins about six feet long and three broad; and the circumference of the body thirty-six feet. The skin of the sperm whale is smooth and without scales. The colour of the skin is dark over the greater part of its surface, but especially so on the upper part of the head, the back, and near the flukes, where it is quite black; on the sides it is of a lighter shade, and on the breast silvery gray. Aged "bulls," as they are termed by whalemen, frequently have a portion of gray on the nose, above the fore part of the upper jaw, and these are then said by whalers to be "gray-headed." The blubber encircles the body, and is termed by the sailors "the blanket." It is of a light yellow colour, and when melted down, becomes the sperm oil. The ordinary food of this species of whale appears to be a sort of sepia, or cuttle-fish, called the squid.

The ordinary motion of the whale is slow, swimming, as they do, at the rate of from two to four miles an hour; but they can go through the water at from ten to twelve miles an hour.

"The sperm whales herd in large scools, the females being protected by from one to three of the other species. The males appear jealous of intrusion, and fight with great power to prevent it. The large whales generally go alone in search of food, and when seen in company, are supposed to be travelling from one 'feeding ground' to the other. These large whales being quite incautious, are easily overcome, and, even after the plunge of the harpoon, often lay exposed to their destroyers like a log of wood, scarcely appearing to feel the blow. Sometimes, however, they are found possessing extraordinary courage, doing dreadful havoc with their principal weapons, their jaws and tails. They breed at all seasons, producing one, and sometimes two, at a birth, the size of their cubs being, when first born, from twelve to fourteen feet. The females are much smaller than the other sex, being not more than one-fifth part as great. These manifest strong attachment to their young, taking them under their fins, and urging them to escape from danger. Their attachment to each other is no less remarkable, and, when one is wounded, its companions will remain around her to the last, so that they often fall a sacrifice to their affection. The attachment, on the part of the young, towards its parent is no less extraordinary, and they are often seen around the ship for hours after their parents have fallen a prey to the harpoon. The young males swim in scools until they are about three-fourths grown, when they separate, and seek their prey upon the ocean alone. The difference between them and the female droves is evident and striking, from the fact that when one of their number is struck, it is left to its fate, scarcely an instance being known of its companions having 'heaved to.' They are cunning and shy, and, accordingly, are more difficult to take, as, from their vigour and activity, great despatch is necessary, in order to give them no opportunity to recover from the terror and fright occasioned by the blow of the harpoon. One singular circumstance may here be mentioned, that the whale, both great and small, appears to have the power of communicating intelligence to its kind, when any danger approaches, for the distance of four, five, or even seven miles; but the mode in which this is done has never been ascertained.

"The 'fin-back' whale is an animal of larger size than the sperm, but so uncertain and active in its motions as to elude the most expert whale fishermen.

"The 'right whale,' another species, which, with the sperm whale, constitutes the most prominent staple of our whale fishery, we have considered. It is similar in its general form to the sperm, and possesses the same general habits, although the oil extracted from it is of inferior quality. There are also other species, such as the razor-back, the broad-nosed whale, and the beaked whale; and species of a smaller kind, to which we shall merely allude.

"The wide domain of the ocean is the home of the whale, and we find it spouting in every latitude of the sea, from the icebergs of Greenland to the African coast. It is admitted, however, that the sperm whale is seldom seen in the colder latitudes, confining itself to the more genial climates; while the Greenland whale, which is of extraordinary size, appears to delight in tumbling among the mountains of ice which float in the region of the north pole. We find the whale fishermen hurling the harpoon upon the coast of New Zealand, as well as New Holland, near the shores of Peru and Madagascar, Chili and California, Japan and the China sea, the Red Sea and the Persian Gulf. It is, indeed,

not unusual for the whaling ships from our American ports to ransack the world for their gigantic prey, entirely circumnavigating the globe, although the enterprises of the British whale fishermen are directed more particularly to the coast of colder climates."—*Hunt's Magazine.*

The American whale ships are generally from 300 to 500 tons burden, and carry from twenty-eight to forty men, besides officers. They are provisioned with all necessary stores for three years. Sometimes the ships are accompanied by what are called "tenders," or smaller vessels, which serve as convoy to the principal ships, and that either aid them in distress, or themselves procure the whale. Each ship is provided with four or six whale boats, about twenty-seven feet long, and four broad, in which the whale is generally captured. These boats are strong and light, sharp at both ends, in order to withstand the action of the waves, to float with great buoyancy upon the tops of the billows when the sea runs high, and to be propelled both ways. Near the end, which may be considered the stern of the boat, a rounded piece of wood is placed, called the "loggerhead," through the hole of which the rope is run which is attached to the harpoon. Each boat has two lines, of about 200 fathoms in length, and carefully coiled in their tubs in a circle, four harpoons, and some lances. They are also provided with small flags, called "whifts," which are stuck in the dead whale, in case the whalemen are driven off from their object by untoward circumstances, and in order that their position may again be found. A few "drogues," or quadrangular pieces of board, are likewise provided, and fastened occasionally to the harpoon-rope, so as to impede the motion of the whale after he has been struck. Besides some articles of refreshment, each boat has also a keg, containing a tinder-box, lanterns, and other articles, to enable the fishers, when benighted, to strike a light. The boats are each manned by six men, two of whom are called the "headsman" and "boat-steerer." In chasing the whale, four of these boats are used.

The principal instruments used in the whale fishery are the harpoon, the lance, the spade, and the try-pot. The harpoon is an iron spear, about three feet in length, with a barbed point, and is required to be of the best iron; while the "shank," which is frequently bent by the struggles of the whale, must be of pliable and soft iron, for the purpose of enabling it to bend, if required, but not to break. The lance is also an iron spear of about six feet in length, and into which is fitted a handle of wood; its point is sharp and thin, the blade being seven or eight inches in length, and two and a half broad. This is used to wound the whale in a vital part after it has been struck, so as to cause its death. The spade, another instrument similar to the lance, is used to cut up the blubber into small pieces; and the *try-pot*, a large iron tank with three legs and two flattened sides, is used for boiling the blubber into oil.

The harpoon gun, invented in 1731, was formerly used for the purpose of throwing the harpoon into the body of the whale, which could be done with effect at the distance of forty yards; but, as great skill is required in its management, and numerous accidents have occurred from its use, the instrument has been relinquished.

The seamen, or whale fishers, are among the most ardent, daring, and, in many instances, the most reckless class of the American coast population, "comprised," as observed in an article in *Hunt's Magazine*, "of young men who are unwilling to devote themselves to those slow and persevering habits, that minute and scrupulous attention to detail required in the successful prosecution of any form of business, and that plodding and unvaried labour which is always exacted by the cultivation of the soil; they are bold, warm in their imaginations, impulsive, generous, and, from their mode of life, cast about as they are by storms from sea to sea, wide in their range of view, and devoid of the stability which would induce them to be confined long to any one place. Their habits of adventure in attacking the monsters of the deep upon their native element, give to their character a hardihood which could scarcely be acquired by any form of occupation upon the land. The day-book and the ledger, those mighty engines which form important parts of the machinery of commerce, have no charms for them. In the words of one of our most distinguished jurists, 'upon their native element, they are habitually buffeted by winds and waves, and wrestling with tempests; and, in time of war, they are exposed to the still fiercer elements of the human passions.'

"Accustomed to strict subordination by the discipline which the law has provided for

our whaling ships, to toil and deprivation when on duty, their hardships are mingled with glimpses of sunshine in its intervals. The natural ardour of their character appears to break out, when they are relieved from its burdens, and have their foothold once again upon the land. Their views become as expansive as the broad ocean which stretches around them, and their impulses as wild as the waves which dash against its shores. Conscious that they are all embarked in one common enterprise, hazardous in the extreme, in which the success of the voyage is the measure of their rewards, and mutually depending upon each other for success, their affections become kindled into sympathy for their companions ; and this feeling operates always upon the land, so as to induce them to sacrifice their own comfort to that of their friends. The money which they have procured by the most severe toil, they are ever ready to spend liberally in every form of indulgence, by dissipation ; and their loose habits of economy and want of calculation, frequently cause them to fall a prey to those greedy 'land sharks,' which always show their fins in great numbers through all our seaport towns.

"With such habits, to which there are many and honourable exceptions, it could hardly be expected that the great body of sailors should accumulate large fortunes. The earning of years of toil are expended in as many months at the bar or the brothel ; and the sailor, stripped of his means, has only the last resort, to ship again and resume his march upon the mountain wave, and return to his home upon the deep. Dressed in red woollen shirts, coarse pantaloons, pumps, and tarpaulin hat—removed, as they are, from the restraints of the civil law, and without those habits of reflection which would arise from the more steady and sober pursuits of the land, they frequently exhibit riotous habits, which would lead one to think that they were exempted from the jurisdiction of the laws.

"The most prominent exceptions to this class of men, are those who have arisen by successive steps from the station of common sailors to that of boat-steerers, and to the posts of captains of their ships. These are, for the most part, temperate in their habits, with physical and moral powers fully adequate to bear the great responsibilities which devolve upon them, and to stand at the head of these stormy expeditions. We see many along our coast who have acquired fortunes by their business, and the beautiful houses which whiten our shores attest the success of their labours. A few remarks may be proper in this place, respecting the discipline of the whaling ships, which is permitted by our laws. In the first place, it is well known that the ships which ply from our ports are chiefly owned by different individuals, who combine their capital in this species of stock usually to a large amount of value. Not only is the custody of the ship, which is of great cost, but also that of the outfits and crew, and the prosecution of the voyage, intrusted to the keeping of a single man, the captain of the ship. Numerous sailors, of diverse and frequently insubordinate habits, are placed under his control, and on their obedience depend not only the success of the expedition, but even the safety of their lives. The law gives to the master of the ship a despotic power within certain prescribed bounds. It invests him with entire and full command of his ship, with the right to inflict personal chastisement upon those who break its discipline, to control the operations of the crew, and generally to exercise the same government that a schoolmaster exerts over his scholar, or the parent over his child. Doubtless many acts are committed on the part of the master which are founded in injustice, but then the sailor has his remedy by bringing his action for civil damages in a court of law. It has, indeed, been our lot, during a limited professional practice in a seaport town, to have frequent applications from sailors claiming maltreatment on board ship from their captains, which, however, proved to furnish no ground for a legal claim of damages. Certain old 'law salts' are always found on board ship ready to give in their advice when a sailor has been unjustly punished, or chastised with improper weapons; and a jury away from the coast, it is well known, are seldom backward in awarding damages full as great as the injury. Doubtless, extraordinary discretion, forbearance, and determination, are required on the part of the master, to exercise the power which the law gives him for the purpose of preserving discipline on board his ship, and thus carrying out the objects of the voyage; but how many acts of insubordination on the part of sailors may manifest themselves in unequivocal signs, and which demand punishment from the consequences which they produce, although the facts cannot be established in evidence. Is the power of personal chastisement that the law

allows the master to inflict upon insubordinate sailors, and which is so repugnant to the feelings of many of our citizens, expedient and right? We maintain that it is! because it is clear that such or like means are essential to the safety of the voyage, and without them no whaling voyages could be safely prosecuted. Suppose recreant offenders could only be placed in irons until the ship arrived in port, or within the jurisdiction of a competent court to try the case? Under these circumstances their services would be lost; and were a sufficient number to merit this punishment, it would be in their power at any time to break up a voyage, by placing themselves in this position. Personal chastisement of sailors, we say then, is just, from the necessity of the case. It should never, however, be inflicted but on sure grounds, and with proper weapons. Should the master of the ship fail to comply with the requisitions of the law in this respect, he is, and ought to be, amenable to the injured party in damages, as is fully proved by the records of our courts. His position, with a crew possessing the physical power to wrest from him his command, at all times subject to revolt, and far away from succour, on the desert of the ocean, is unenviable. If his responsibilities are great, so also should be his rewards, if he meets these responsibilities with promptitude, and performs his duty."—*Hunt's Magazine.*

On the departure of a whale ship from an American port, the provisions and other stores are stowed away, and arranged in the order to be required for future use. The crew have packed in their chests their best apparel, and all they do not immediately require, and they appear in their red shirts and new tarpaulins. The instruments which have been prepared are carefully stowed away in their cases, and the whaleboats are swung in regular order, above the deck or on the ship's side; the crew are mustered on board, and the ship departs for a long and uncertain voyage.

The following accounts of an actual disaster and voyage, extracted from a recent number of the *New York Merchants' Magazine*, will best elucidate the dangers attendant upon the whale fishery.

"The ship Essex, Captain George Pollard, sailed from Nantucket, 12th of 8th month, 1819, on a whaling voyage to the Pacific Ocean. Her crew consisted of twenty-one men, fourteen of whom were whites, mostly belonging to Nantucket; the remainder were blacks. On the 20th of the 11th month, 1820, in latitude 0 deg. 40 min. south, longitude 119 deg. west, a scool of whales was discovered, and, in pursuing them, the mate's boat was stove, which obliged him to return to the ship, when they commenced repairing the damage. The captain and second mate were left with their boats, pursuing the whales. During this interval the mate discovered a large spermaceti whale near the ship; but not suspecting the approach of any danger, it gave them no alarm until they saw the whale coming with full speed towards them. In a moment, they were astonished by a tremendous crash. The whale had struck the ship a little forward of the fore chains. It was some minutes before the crew could recover from their astonishment, so far as to examine whether any damage had been sustained. They then tried their pumps, and found that the ship was sinking. A signal was immediately set for the boats. The whale now appeared again making for the ship; and, coming with great velocity, with the water foaming around him, he struck the ship a second blow, which nearly stove in her bows. There was now no hope of saving the ship, and the only course to be pursued was, to prepare to leave her with all possible haste. They collected a few things, hove them into the boat, and shoved off. The ship immediately fell upon one side, and sunk to the water's edge. When the captain's and second mate's boats arrived, such was the consternation, that for some time not a word was spoken. The danger of their situation at length aroused them, as from a terrific dream to a no less terrific reality. They remained by the wreck two or three days, in which time they cut away the masts, which caused her to right a little. Holes were then cut in the deck, by which means they obtained about 600 pounds of bread, and as much water as they could take, besides other articles likely to be of use to them. On the 22nd of the 11th month, they left the ship, with as gloomy a prospect before them as can well be imagined. The nearest land was about 1000 miles to the windward of them; they were in open boats, weak and leaky, with a very small pittance of bread and water for the support of so many men, during the time they must necessarily be at sea. Sails had been prepared for the boats, before leaving the ship, which proved of material benefit. They steered southerly

by the wind, hoping to fall in with some ship, but in this they were disappointed. After being in their boats twenty-eight days, experiencing many sufferings by gales of wind, want of water, and scanty provisions, they arrived at Ducie's Island, in latitude 24 deg. 40 min. south, longitude 124 deg. 40 min. west, where they were disappointed in not finding a sufficiency of any kind of food for so large a company to subsist on. Their boats being very weak and leaky, they were hauled on shore and repaired. They found a gentle spring of fresh water, flowing out of a rock at about half ebb of the tide, from which they filled their kegs. Three of the men chose to stay on the island, and take their chance for some vessel to take them off."

The following is another account from the same authority.

"In the afternoon of a day which had been rather stormy, while we were fishing in the North Pacific, 'a scool' of young bull whales made their appearance close to the ship, and as the weather had cleared up a little, the captain immediately ordered the mate to lower his boat, while he did the same with his own, in order to go in pursuit of them.

"The two boats were instantly lowered, for we were unable to send more, having two others 'stove' the day before; they soon got near the whales, but were unfortunately seen by them before they could get near enough to dart the harpoon with any chance of success, and the consequence was, that the 'pod' of whales separated, and went off with great swiftness in different directions. One, however, after making several turns, came, at length, right towards the captain's boat, which he observing, waited in silence for his approach without moving an oar, so that the 'young bull' came close to his boat, and received the blow of the harpoon some distance behind his 'hump,' which I saw enter his flesh myself, as it occurred close to the ship. The whale appeared quite terror-struck for a few seconds, and then suddenly recovering itself, darted off like the wind, and spun the boat so quickly round, when the tug came upon the line, that she was within a miracle of being upset. But away they went, 'dead to windward,' at the rate of twelve or fifteen miles an hour, right against a 'head sea,' which flew against and over the bows of the boat with uncommon force, so that she, at times, appeared ploughing through it, making a high bank of surf on each side. The second mate, having observed the course of the whale and boat, managed to waylay them, and when they came near to him, which they speedily did, a 'short warp' was thrown, and both boats were soon towed at nearly the same rate as the captain's boat had been before.

"I now saw the captain darting the lance at the whale as it almost flew along, but he did not seem to do so with any kind of effect, as the speed of the whale did not appear in the least diminished, and in a very short time they all disappeared together, being at too great a distance to be seen with the naked eye from the deck. I now ran aloft, and, with the aid of a telescope, could just discern from the mast-head the three objects, like specks upon the surface of the ocean, at an alarming distance. I could just observe the two boats, with the whale's head occasionally darting out before them, with a good deal of 'white water' or foam about them, which convinced me that the whale was still running. I watched them with the glass until I could no longer trace them, even in the most indistinct manner, and I then called to those on deck, that they might take the bearing, by compass, of the direction in which I had lost sight of them, that we might continue to 'beat' the ship up to that quarter.

"Although all eyes were employed, in every direction, searching for the boats, no vestige of them could be seen; and, therefore, when half-past nine, P. M., came, we made up our minds that they were all lost; and, as the wind howled hoarsely through the rigging, and the waves beat savagely against our ship, some of us imagined that they could occasionally hear the captain's voice, ordering the ship to 'bear up,' while the boats had been seen more than fifty times by anxious spirits, who had strained their eyes through the gloom until fancy robbed them of their true speculation, and left her phantasmagoria in exchange. We all looked in that direction, and in a few minutes we could plainly perceive it; in a short time we were close up with it, when, to our great joy, we found the captain and all the men in the boats, lying to leeward of the dead whale, which had, in some measure, saved them from the violence of the sea. They had only just been able to procure a light, having unfortunately upset all their tinder through the violent motion of the boats, by which it became wet, but which they succeeded in igniting after immense application of the flint

and steel; or their lantern would have been suspended from an oar directly after sunset, which is the usual practice when boats are placed under such circumstances."

"On the morning of the 18th of June, 1832, while we were still fishing in the 'off-shore ground' of Japan, we fell in with an immense sperm whale, which happened to be just the sort of one we required to complete our cargo. Three boats were immediately lowered to give him chase; but the whale, from some cause or other, appeared wild in its actions long before it had seen any of our boats, although it might have been chased the day before by some other ship. It was greatly different in its actions to most other large whales, because it never went steadily upon one course. If he 'peaked his flukes,' or went down going to the southward, we expected he would continue that course under water, but when he again rose, perhaps he was two or three miles away from the boats to the northward; in this sort of manner be dodged us about until near four, P. M., at which time the men were dreadfully exhausted from their exertions in the chase, which had been conducted under a broiling sun, with the thermometer standing in the shade at 93 deg. About half-past four, however, the captain contrived, by the most subtle management and great physical exertions, to get near to the monster, when he immediately struck him with the harpoon with his own hands; and, before he had time to recover from the blow, he managed, with his usual dexterity, to give him two fatal wounds with the lance, which caused the blood to flow from the blow hole in abundance. The whale, after the last lance, immediately descended below the surface, and the captain felt certain that he was going to 'sound,' but in this he was much mistaken; for, a few minutes after his descent, he again rose to the surface with great velocity, and, striking the boat with the front part of his head, threw it high into the air, with the men and every thing contained therein, fracturing it to atoms, and scattering its crew widely about. While the men were endeavouring to save themselves from drowning, by clinging to their oars and pieces of the wreck of the boat, the enormous animal was seen swimming round and round them, appearing as if meditating an attack with his flukes, which, if he had thought proper to do, in return for the grievous wounds that he had himself received, a few strokes of his ponderous tail would soon have destroyed his enemies; but this was not attempted. They had now nothing to hope for but the arrival of the other boats to relieve them from their dangerous situation, rendered more so by the appearance of several large sharks, attracted by the blood which flowed from the whale, which were sometimes only a few feet from them; and also from the inability of one of the boat's crew to swim, by which three or four of his mates were much exhausted in their efforts to save him, which they succeeded in doing, after having lashed two or three oars across the stern of the boat, which happened to be not much fractured, on which they placed their helpless fellow-adventurer. After they had remained in the water about three-quarters of an hour, assisting themselves by clinging to pieces of the wreck, one of the other boats arrived and took them in. But although these brave whale fishermen had been so defeated, they were not subdued; the moment they entered the boat which took them from the ocean, their immediate determination was for another attack upon the immense creature, which remained close by, while the other boat, which was pulling towards them with all the strength of its rowers, would still be a quarter of an hour before it could arrive.

"The captain, with twelve men in one boat, therefore, made another attack upon the whale with the lance, which caused it to throw up blood from the blow hole in increased quantities. We, who were on board the ship, and had observed from a great distance, by means of the telescope, the whole of the occurrence, were employed in beating the ship towards them; but they were far to windward, and, the wind being rather light, we had even our royal sails set. Soon after the arrival of the third boat, the whale went into its flurry and soon died, when, to the dismay of the boats' crews, who had endured so much danger and hardship in its capture, it sunk, and never rose again—an occurrence which is not very unfrequent, owing, of course, to the greater specific gravity of the individual, perhaps from a greater development of bony and muscular structures. Such were the adventures of that day, in the evening of which the crews returned to the ship, worn out and dispirited, having lost a favourite boat, with the whole of her instruments, besides the last whale wanted to complete the cargo, and worth at least 500*l.*!"

When a whale is dead, the process of extracting the oil commences, by two opera-

tions, called "cutting in" and the "trying out." The whale is brought alongside of the ship, and the business of *cutting in*, by means of the spades, is effected. A man descends upon the floating carcase, and cutting a hole in the body of the whale, near its junction with the head, inserts a hook in the hole, by which that part is drawn up towards the ship by pulleys prepared for the purpose. This, particularly in a high sea, is a dangerous experiment, as the motion of the waves prevents certain footing upon the slippery body of the animal. A tension being produced upon the fat by this motion, it is cut by the spade in strips of two or three feet broad, and in a spiral direction, which is done by means of a windlass acting upon pulleys that are fixed to the maintop. The "blanket pieces," as they are termed, are removed by a similar process to that of a bandage unrolled from a circular body; and the animal is divested of its blubber to the flukes, the head being previously cut off and allowed to float, carefully secured, at the stern of the ship.

The carcase of the whale, after being flayed, is allowed to float off; the head is then hoisted on end by the pulleys, the *case* is opened, and the spermaceti is taken out, by means of a pole and bucket which is dipped into the cavity. The junk is then cut from the head. This is hoisted on board, and cut into square pieces, when the head is allowed to sink, being divested of the means of buoyancy. The blanket pieces, from eight to fourteen inches thick, are then cut from the long strips of fat, and, as well as the junk, are separated into thin pieces, upon blocks called horses, and thrown into the *try-pots* in which the blubber is melted. The membranous parts of the oil, which are called "scraps" by the sailors, are used as fuel; and the spermaceti from the *case* is boiled alone, and called "head matter." The oil and spermaceti are then placed in barrels, to be brought back into port.

The whalebone, which forms so important an article of commerce, is in the mouth of the whale, and forms a filter within peculiarly adapted to separate the sea-water from the sepia, or other fish, on which it feeds. The laminæ, about 300 in number, are situated on each side of the head, and the longest blade is usually the test which designates the size of the whale. Its greatest length is fifteen feet; its greatest breadth, about twelve inches, and its greatest thickness, about five-tenths of an inch. The edge of each blade of the bone annexed to the tongue, is fringed with a sort of hair; and it is generally brought from Greenland in its natural state, although sometimes prepared for market on shipboard.

It is estimated by Scoresby, that four tuns of blubber produces generally about three tuns of oil, each tun comprising 252 gallons by wine measure. The colossal dimensions of this animal may be adjudged from the fact, that whales are sometimes caught which yield thirty tuns of pure oil, although these are, of course, not as common as those which produce twenty tuns. It has been found that the quantity of oil produced from a single whale, usually bears a uniform proportion to the length of the bone. The following table, prepared by one who has had much experience in the matter, gives the relative proportion which the size of the bone in a whale bears to the quantity of oil, and which is probably as accurate as any information which can be procured from the uncertain means of testing the fact.

Length of whalebone in feet.	1	2	3	4	5	6	7	8	9	10	11	12
Oil yielded in tuns.	1½	2½	2¾	3¼	4	5	6½	8½	11	13½	17	21

It is estimated that a whale of sixty feet in length, does not fall short of the weight of seventy tons, the blubber comprising about thirty tons; the bones of the head, whalebone, fins, and tail, ten, and the carcase nearly thirty-two. The flesh of the young whale is of a red colour, and in consistency it is somewhat like coarse beef, while that of the old whale is exceedingly black, being constituted of firm beds of muscles, which appear to be directed to the movements of the tail, the flesh being thus rendered too coarse to be eaten. These bones, however, are extremely porous, and contain much fine oil.

"The appearance of most whalemen," observes a writer in *Hunt's Magazine*, "when they return from a voyage, is hardy and robust in the extreme; the substantial food and

bracing air, afforded by the circumstances in which they are placed, as well as their violent exercise, serving to give remarkable vigour and animation to their constitutions. The class of men acting in the capacity of masters. and to whom we have before adverted, cannot be regarded with too great respect. As a body, they are men who have combined in their character the most valuable traits; cool, determined, and brave, they bear the weight of duties, and encounter hazards, which could hardly be appreciated upon the land. A striking difference exists, however, in the success of different masters of ships. Some appear always endowed with good luck, and make prosperous voyages, while others are as uniformly unfortunate in their expeditions. Doubtless, the different success of these captains may be attributable to a diversity in skill, energy, knowledge, and prudence; yet it is as often owing to circumstances which are known only to the Omniscient. We have in our eye one of these men, who, although yet comparatively young, is distinguished for his energy and his uniform success in these whaling expeditions. Spare in his form, there is a restlessness in his eye and frame, which seems to indicate that his soul is absorbed in his pursuit, and conquered by his ambition to succeed. Whenever he is enlisted as a master of a ship, that ship is sure to make a good voyage. He has worked his way, by degrees, to the station of principal owner in a large ship, starting as he did, a common sailor, and by his own efforts has already earned a considerable fortune. His course presents an exception to the general custom of whale fishermen, in the fact that he usually takes his wife with him to sea, and we have seen his little dark-eyed boy, with a complexion embrowned by a tropical sun, clothed in a complete suit of seal-skins, which he had procured with his father on one of his already many voyages round the world, in the prosecution of the whale-fishery. This man has been a source of vast profit to his employers, and while we are writing, is probably hurling the harpoon into a whale upon waves so high, and beneath clouds so dark, that other mariners would deem it prudent to lay to for preservation from the winds. He is, however, only one of that numerous class of the whale-fishermen of New England, who have from the time of Burke, within the last half century, earned a reputation which is as wide as the commercial intelligence of the world.

" Nor do these hardy fishermen, although tossed for months upon the watery waste of the ocean, forget the friends whom they have left upon the land. The numerous rows of beautifully enamelled and polished shells of various forms, which line the cabinets of our seaport towns; the ostrich eggs, which the sailors often collect upon the shores of Africa, and bring home as curiosities made into bottles, and brought into port as presents; the canes, cut from the jaw-bone of the whale, of the colour of ivory, and carved with curious devices, evince the ingenuity with which they occupy their leisure time. Nor are the fine arts neglected by these sons of the ocean; for we see the walls of the houses of our whalemen frequently adorned, not disfigured, by well-executed paintings of the whale, in different postures, from the first blow of the harpoon to his last spouting of blood.

" Of late years, as we have seen, the states bordering the Atlantic, including the principal seaport towns of Maine, New Hampshire, Massachusetts, Rhode Island, and Connecticut, and even the more inland states of New Jersey and Delaware, have embarked, to a considerable extent, in the whale fishery; and the luxurious edifices which adorn many of these cities, attest the enterprise of those who are engaged in the traffic, and the success of their labours."—*Merchants' Magazine*, various Sources.

The character of the inhabitants of Nantucket and the seaports from Cape Cod to New London, who follow the whale fishery, is grave, sober, and persevering; and they retain much of the deportment which characterised their ancestors, who were either quakers or puritans. Their ships in this employment, or their whale fleet, are each from 200 tons to 600 tons. With these vessels they navigate the greatest oceans, and most stormy regions. Their voyages average about two years and a half, but they are fitted out for three years; and care is taken to have every article that may be considered necessary to promote the comfort, and preserve the health of the crews.

The preparation for whaling voyages, and the departures of the ships, are attended with the most interesting circumstances. The mothers, wives, sisters, or daughters, of these hardy and adventurous men, are, long before the day of sailing, busily engaged in collecting every delicacy for the voyage, and providing and packing up all sorts of clothing suitable for the stormy and cold rigours of the Antarctic regions, as well as for the mild climate and gentle seas of the Pacific. On parting with them for a period of nearly, or more than three years, the old, middle-aged, and young, of both sexes, manifest in the most tender and affectionate manner, all the endearing feelings of the heart.

Some of these ships proceed round Cape Horn, others round the Cape of Good Hope, and they frequently meet in the Pacific. The Indian, Chinese, and Pacific Oceans, are better known to these men than to any other navigators; and to this circumstance, and their great caution in keeping two men always stationed at the mast head, on the look out for land or breakers, must be attributed the very few shipwrecks among them—for they certainly navigate the most boisterous regions, and the most imperfectly known seas, especially on the charts, in the world. The dangers to which they are exposed are great in the extreme, and innumerable are the hazards they encounter.

The whales most valued are considered as becoming scarcer, and ships are going farther south than before; and those engaged in the South Sea seal fishery proceed still farther than the whalers towards the South Pole. The ships seldom remain more than three months at a time over each whaling ground.

During these long voyages, the young men receive instructions, from those older, in mathematics, navigation, geography, the natural history of the South Seas, and in practical knowledge connected with their hazardous profession. They occasionally land and refresh themselves in some of the beautiful islands of the Pacific, and return on shipboard invigorated and recruited, to follow their proper pursuits.

LAW RELATIVE TO AMERICAN VESSELS ENGAGED IN THE WHALE FISHERY.

The following law, to cancel the bonds given to receive duties upon vessels and their cargoes, employed in the whale fishery, and to make registers lawful papers for such vessels, was passed by the present Congress of the United States, and approved by the President, April 4th, 1840 :—

1. That all vessels which have cleared, or hereafter may clear, with registers, for the purpose of engaging in the whale fishery, shall be deemed to have lawful and sufficient papers for such voyage, securing the privileges and rights of registered vessels, and the privileges and exemptions of vessels enrolled and licensed for like voyages, shall have the same privileges and measure of protection as if they had sailed with registers, if such voyages are completed, or until they are completed.

2. That all the provisions of the first section of the act, entitled "An act supplementary to the act concerning consuls and vice-consuls, and for the further protection of American seamen," passed on the 28th day of February, Anno Domini eighteen hundred and three, shall hereafter apply and be in full force as to vessels enrolled and licensed for the fisheries, and all vessels which have been engaged in the whale fishery, in the same manner and to the same extent as the same is now in force and applies to vessels bound on a foreign voyage.

3. That all forfeitures, fees, duties, and charges of every description, required of the crew of such vessels, or assessed upon the vessels or cargoes, being the produce of such fishery, because of a supposed insufficiency of a register to exempt them from such claims, are hereby remitted; and all bonds given for such cause are hereby cancelled, and the secretary of the treasury is hereby required to refund all such monies as have been, or which may be paid into the treasury, to the rightful claimant, out of the revenues in his hands.

CHAPTER X.

BRITISH WHALE FISHERY.

The British whale fishery, formerly so very extensive, has, from causes which have developed their effects during the last ten years, declined rapidly; and there is every probability that both the northern and southern British whale fishery will be discontinued from the ports of the United Kingdom. The substitution of vegetable and lard oils, and stearine from lard—the great outlay of capital in the southern whale fishery, the long period which must expire before any return can be realised for the expenditure, constitute the chief causes of the decline of the whale fishery from British ports. The Dutch whale fishery disappeared in the early part of the present century; the French whale fishery is only maintained by bounties taken from the national taxes, and we can scarcely hope that it can ever be revived so as to constitute a profitable pursuit from any port in Europe. If it should be carried on to any advantage by the Americans, we do not see why it should not be conducted with equal profit from the ports of Nova Scotia and New Brunswick. We doubt, however, whether this expensive and perilous fishery can be continued for many years, with profit, from any of the Atlantic states. The rapidly increasing use of much cheaper and equally efficient substitutes for sperm oil and spermaceti, as well as for common whale oil, must cause a corresponding decrease in the price of other oils for the same uses; and unless they can be supplied with some profit at those reduced prices, they will cease to be produced. New Zealand, New South Wales, and Australia, are all conveniently situated for the whale fishery; and it appears to us that if the whale fishery is to be hereafter carried on with success and profit, it must be from establishments for the purpose, in those colonies, and in the islands of the Pacific. One great impediment to the continuance of the southern whale fishery is the heavy outlay of capital: and private individuals will hesitate before they invest, probably, all they possess in one great risk. Whether a company could safely enter upon a project which would employ a great number of ships, improve our naval architecture, and under a judiciously regulated system, elevate the moral character of seamen, and extend the scientific acquirements, and the requisite qualification for commanders, or shipmasters, is a question to be solved only by those who have the most practical knowledge of the subject.

STATEMENT of the Southern Whale Fishery carried on from Great Britain since 1800; exhibiting the Total Number of Ships annually absent from Great Britain on Whaling Expeditions; the Total Number of Ships that annually returned to Great Britain; the Annual Imports of Sperm and Common Oil, with the Prices of each; the Average Tonnage of the Ships at Sea; and the Average Number of Men to each Ship.

YEARS.	Ships at Sea.	Ships returned.	Sperm Oil Imported.		Common Oil Imported.		Price of Sperm Oil per Tun.	Price of Common Oil per Tun.	Total Value of Imports	Average Tonnage of Ships.	Average Number of Men to a Ship.
	No.	No.	tuns.		tuns.		£	£	£	tons.	No.
1800	64	26	1351		2836		84	36	179,650		
1801	78	25	555		3538		101	48	188,140		
1802	90	36	1106		5948		96	35	260,972		
1803	92	32	1770		4496		96	42	298,960		
1804	99	37	1952		4210		93	38	286,976	242	28
1805	86	32	2413		3099		90	36	273,945		
1806	66	38	2338		3739		54	31	260,804		
1807	43	20	1351		1473		93	29	140,730		
1808	55	20	1681		2140		111	41	229,093		
1809	53	15	1824		805		120	48	214,600		
1810	45	16	1410		765		121	50	180,180		
1811	59	27	3404		966		120	44	376,142		
1812	62	12	1899		633		105	50	206,496		
1813	41	23	2598		2131		96	60	309,586		
1814	48	29	2695		1977		79	48	256,950		
1815	56	15	1181		1897		79	43	146,238	300	30
1816	54	31	3505		2928		64	33	267,749		
1817	76	24	1969		3009		75	30	218,255		
1818	91	33	3398		4267		90	43	408,462		
1819	112	40	3678		4885		102	39	473,835		
1820	137	39	2717		5061		85	30	319,432		
1821	123	58	3606		4570		72	23	303,190		
1822	118	41	6011		1970		65	26	356,934		
			British.	Colonial.	British.	Colonial.				340	32
1823	114	57	6891	296	1723	668	54	25	383,626		
1824	96	42	5928	150	742	618	48	26	273,049		
1825	83	32	4331	65	1104	412	57	36	2[illegible]6,488		
1826	78	38	5695	388	454	289	55	34	359,827		
1827	80	29	4476	334	665	474	70	27	367,453		
1828	83	20	3216	116	136	338	79	25	275,078		
1829	92	26	4485	818	102	478	74	27	408,082		
1830	104	25	4157	498	419	904	72	43	392,049		
1831	108	27	5939	1576	192	1462	75	43	634,747	360	34
1832	106	30	5576	1589	402	1785	61	28	498,301		
1833	110	19	3451	2608	220	2245	62	25	437,283		
1834	99	27	4021	2710	149	2394	65	23	496,004		
1835	89	33	5631	2260	311	3137	75	28	688,369		
1836	82	26	4285	2716	99	4189	80	32	697,008		
1837	86	18	3118	2661	381	4223	84	35	646,576	559	
1838	84	21	3801	2134	20	7904	84	25	721,840	57	
1839	77	22	4250	1322	170	6315	95	25	691,480	42	
1840	72	16	2249	1719	724	6270	104	25	5[illegible]7,502		
1841	67	20	3310	1964	101	5433	98	31	588,406		
1842	59	16	2027	875	....	3317	80	40	354,580		
1843											
1844											

RETURN of Six Years, showing the three largest and the three smallest Importations of Thirty Years, in the Early Period of the Northern Fishery.

YEARS.	Ships Employed.	Average Quantity of Oil Imported for each Ship.
	number.	tuns.
1680	148	117
1688	214	19
1696	100	48
1701	207	130
1705	157	137
1710	137	6

RETURN of Eight Years, showing the four largest and the four smallest Importations of the Twenty Years, ending 1840, in the Northern Fishery.

YEARS.	Ships Employed.	Average Quantity of Oil Imported for each Ship.
	number.	tuns.
1822	121	71
1823	117	146
1828	93	150
1830	91	24
1832	81	155
1836	59	13
1838	39	103
1840	31	15

SHIPS and Seamen employed in the British Whale Fishery in the respective Years 1821 and 1841.

1821			1841		
FISHERIES.	No. of Ships.	No. of Men.	FISHERIES.	No. of Ships.	No. of Men.
Northern or Greenland	158	7,900	Northern or Greenland	16	800
Spermaceti whale	95	3,040	Spermaceti whale	68	2176
Common oil (whale and sea elephant)	33	1,056	Common oil (whale and sea elephant)	1	32
Fur, seal skin	36	792	Fur, seal skin		
Total	322	12,788	Total	85	3008

The foregoing table shows a falling off in twenty years of 237 ships, and 9780 men, employed in the British fisheries, being equal to $\frac{73}{100}$, which is asserted to be attributable to the withdrawal of bounties from *British* fisheries, and the abatement of duties on vegetable oils, the produce of *Foreign* Countries, the increased importation of the latter being shown in the following table.

VEGETABLE Oils imported into the United Kingdom in the respective Years 1821, 1841, 1842, 1843, and 1844.

DESCRIPTION OF OIL.	1821		1841		1842		1843		1844	
	Quantity imported	Duty per tun.	Quantity imported.	Duty per tun.	Quantity imported.	Duty per tun.	Quantity imported.	Duty per tun.	Quantity imported.	Duty per tun.
	tuns.	£. s. d.	tuns.	£. s. d.	tuns.	£. s. d.	tuns.	£. s. d.	tuns.	£. s. d.
Olive oil	1,900	15 13 0	5,315	4 4 0	14,095		12,139		15,066	
Cocoa Nut	..	2 10 0	1,204	1 5 0						
Palm oil	3,200	2 10 0	14,215	1 5 0						
Rape seed oil	800	12 0 0	6,610	0 12 0						
Linseed oil	10,500	17 0 0	20,325	0 17 0						
Total	16,400		47,729							

Increase 41,729 tuns.

TABLE of the respective Importations into the United Kingdom of British South Sea and Greenland Oil, as compared with the Importations of British Colonial Oil, in the Years 1821 and 1841.

SOUTH SEA AND GREENLAND.	1821	1841	COLONIAL.	1821	1841
	tuns.	tuns.		tuns.	tuns.
Greenland oil	16,500	500	Cod and seal oil	7500	10,000
Spermaceti oil	3,606	3,310	Spermaceti oil	....	1,964
Common oil	4,750	101	Common oil	....	5,433
Total	24,676	3,911	Total	7500	17,397
Decrease	....	20,765	Increase	....	9,897

By the above table it will be seen that while the produce of the South Sea and Greenland whale fisheries has, between 1821 and 1841, fallen off 20,765 tons, the increase of the British Colonial fisheries has been only 9897 tons; and these fisheries seem, by the importation of 1838 with the following years, to be on the decline.

BRITISH COLONIAL OILS, IMPORTED.	1838	1839	1840	1841	1842	1843	1844
	tuns.	tuns.	tuns.	tuns.	tuns.	tuns.	tuns.
Cod and seal oils	9,800						
Spermaceti whale	2,434						
Common oil	7,904						
Total	20,138						

Average price of spermaceti ..... £ 84 | Average price of common oil ..... £ 35

AVERAGE Duration of Voyages in the Spermaceti Whale Fishery.

YEARS.	Duration.		YEARS.	Duration.	
	years.	months.		years.	months.
From 1800 to 1810	2	3	From 1825 to 1835	3	0
„ 1810 to 1820	2	6	„ 1835 to 1842	3	3
„ 1820 to 1825	2	9			

ACCOUNT of the Number of Ships annually fitted out in Great Britain for the Northern Whale Fishery, from 1789 to 1824, when the Bounties ceased, from the Custom's Returns.

YEARS.	Ships.	Tons.	Men.	YEARS.	Ships.	Tons.	Men.	Bounties paid.		
	No.	No.	No.		No.	No.	No.	£	s.	d.
1789	161	46,599		1807 to 1813	There are no documents in the customs department, by which the accounts of these years can be supplied.					
1790	116	33,232	4482							
1791	116	33,906	4520							
1792	93	26,983	4667							
1793	82	23,487	3210	1814	143	36,576	4708	43,799	11	0
1794	60	16,386	2250	1815	147	43,320	5783	41,487	14	0
1795	44	11,748	1601	1816	146	41,767	5542	42,746	13	0
1796	51	13,833	1910	1817	150	43,548	5768	43,461	6	0
1797	60	16,371	2265	1818	157	45,040	5903	45,806	1	0
1798	66	18,754	2633	1819	159	45,093	6291	43,051	8	0
1799	67	19,360	2683	1820	159	45,092	6137	44,740	18	0
1800	61	17,729	2459	1821	158	44,864	6074	42,164	0	0
1801	64	18,568	2544	1822	121	38,182	5234	32,347	4	0
1802	79	23,539	3129	1823	127	37,628	4984	32,980	2	0
1803	95	28,608	3806	1824	111	35,194	4867	29,131	15	0
1804	92	28,034	3597							
1805	91	27,570	3636							
1806	91	27,697	3715							

There are no accounts existing, that we know of, from which we can ascertain the bounties paid from 1789 to 1813 inclusive: as those in the customs were destroyed by fire. The bounties paid, according to M'Pherson, from 1750 to 1788 amounted to 1,577,935*l.* sterling; and Mr. M'Culloch estimates that more than 1,000,000*l.* has been paid after that period. So that more than 2,500,000*l.* sterling have been paid by the nation for bounties to the whale fishery.

The northern whale fishery, though for a long period, a severe and perilous nursery for hardy and daring seamen, appears to have been always a speculation and most uncertain pursuit. Its gradual decline, and the probability of its total extinction are shown in the following tables. All pursuits will cease to be followed when they become unprofitable,—when repeated losses are the result. We may lament over the extinction of fleets sailing annually on certain expeditions, which, from long continuance, we, very naturally, considered, as for all time to be allied to the past, the present, and the future maritime history of our country. The fleets of the East India Company,—a glorious and majestic naval force, have vanished. The trade with India has not diminished. Our merchant princes, send thither their individual fleets, which rival those of the Company. We would rejoice at the continuance and the extensive increase of the British South Sea whale fishery as a bold maritime enterprise. Can this be carried into effect for the general benefit of the nation? This is a question which we cannot undertake to answer.

STATEMENT of the Northern Whale Fisheries of Great Britain, from 1815 to 1842, both inclusive.

YEARS.	Number of Ships from Ports in England.							Number of Ships from Ports in Scotland.										Ships sailed.						
	Hull.	London.	Lynn.	Grimsby.	Whitby.	Newcastle.	Berwick.	Liverpool.	Leith.	Kircaldy.	Burntisland.	Bonness.	Dundee.	Montrose.	Aberdeen.	Peterhead.	Banff.	Kirkwall.	Greenock.	To Greenland.	To Davis' Straits.	Total ships sailed.	Ships lost.	Number of Whales caught.	Tuns of Oil imported. (Old measure.)	Tons of Bone imported.
1815	58	19	1	1	9	6	2	2	10	1	..	..	8	4	14	8	2	1	1	98	49	147	1	733	10,682	513
1816	55	19	1	1	11	6	2	2	10	1	..	..	8	4	14	8	2	1	1	101	45	146	..	1330	13,590	631
1817	58	19	1	1	11	6	2	2	19	1	..	..	8	4	14	10	1	1	2	97	53	150	5	828	10,871	539
1818	64	18	1	1	12	5	2	1	10	2	..	..	8	4	14	12	1	1	1	94	63	157	2	1268	14,482	606
1819	65	16	1	1	13	5	2	2	10	3	..	..	8	4	14	13	..	1	1	96	63	159	12	988	11,401	516
1820	62	17	1	1	11	5	2	3	8	3	..	..	9	5	15	15	..	1	1	102	57	159	3	1595	18,745	901
1821	61	14	1	1	11	6	2	2	8	4	..	..	10	5	15	16	..	1	1	80	78	158	14	1405	16,853	855
1822	49	16	..	..	10	4	2	3	5	4	..	..	10	5	14	16	..	1	1	61	60	121	8	630	8,663	422
1823	40	5	..	..	10	3	2	2	6	4	..	..	10	4	14	15	..	1	1	55	62	117	3	2018	17,074	921
1824	36	4	..	..	10	3	2	..	6	4	..	..	10	4	14	16	..	1	1	32	79	111	1	761	9,688	533
1825	36	4	..	..	9	3	2	..	7	4	..	..	10	4	13	16	..	1	1	21	89	110	5	500	6,585	320
1826	32	3	..	..	5	3	1	..	6	4	..	..	9	4	12	15	..	..	1	5	90	95	5	512	7,092	388
1827	30	2	..	..	3	3	1	..	6	4	..	..	9	4	12	12	..	..	1	15	72	87	1	1102	13,215	753
1828	32	2	..	..	5	3	1	..	6	4	..	..	9	4	11	15	..	..	1	13	81	93	3	1197	13,969	802
1829	33	2	..	..	3	3	1	..	7	4	..	..	9	4	11	12	..	..	..	1	88	89	4	871	10,666	607
1830	33	2	..	..	2	3	1	..	7	6	..	..	9	4	10	13	..	..	1	..	91	91	19	161	2,215	119
1831	32	6	..	..	1	4	1	..	6	6	2	..	9	3	5	12	..	..	..	7	80	87	3	451	4,946	260
1832	30	3	..	..	1	4	1	..	6	5	2	..	9	3	6	11	..	..	..	19	62	81	6	1563	12,510	676
1833	27	2	..	..	2	4	1	..	5	5	2	..	9	3	6	11	..	..	..	3	74	77	1	1695	14,508	802
1834	27	3	..	..	2	3	1	..	5	5	2	..	8	3	6	11	..	..	..	7	69	76	3	872	8,234	441
1835	23	1	..	..	2	3	1	..	5	7	2	..	9	2	5	11	..	..	..	1	70	71	6	167	2,623	
1836	14	1	..	..	2	3	1	..	4	5	2	1	8	2	4	11	..	..	..	3	56	59	2	70	707	
1837	12	..	..	..	2	3	1	..	3	5	1	1	9	2	3	10	..	..	..	15	37	52	2	122	1,356	65
1838	6	..	..	..	..	3	..	..	3	4	1	1	7	2	2	10	..	..	..	31	8	39	1	466	4,345	236
1839	6	..	..	..	..	3	..	..	3	4	1	1	7	2	2	12	..	..	..	29	12	41	..	115	1,441	79
1840	4	..	..	..	..	3	..	..	1	4	..	1	5	..	1	12	..	..	..	11	20	31	2	22	412	14
1841	2	..	..	..	..	2	..	..	..	2	..	..	2	..	..	11	..	..	..	11	8	19	..	52	647	22
1842	2	..	..	..	..	1	..	..	..	2	..	..	3	..	..	10	..	..	..	14	4	18	..	54	668	

Impl. measure.

Mr. Charles Enderby, who, and his predecessors, have been extensively engaged in the whale fishery, and to whom we have to acknowledge our obligation for many of the elements of the foregoing tables, states in the last communication which he has favoured us with, that the number of ships engaged in the northern and southern whale fisheries, during the years 1843 and 1844, were as follows, viz.:—

YEARS.	NORTHERN FISHERY. Ships.	YEARS.	SOUTHERN FISHERY. Ships at Sea.
	number.		number.
1843	24	1843 Christmas	50
1844	32	1844	47
1845	34*	1845 30th of April	44

* The supposed number likely to be equipped.

He considers that fifteen ships will, probably, return to England from the southern fishery this year; of this number, it is not probable that more than five will be refitted.

Twenty-one ships are engaged in the southern fisheries from the Australian colonies. Six ships from St. John's, New Brunswick; and one ship from Halifax, Nova Scotia.

From the United States of America, 1st of April, 1845, 691 ships.

CHAPTER XI.

MANUFACTURES OF THE UNITED STATES.

INDUSTRY, exhibiting the unsubdued spirit of perseverance, while enduring the greatest privations in opposition to, and in overcoming all the difficulties peculiar to, an unknown wilderness and uncivilised aborigines, has, from the first settlement of the New England colonies, characterised the Anglo-Saxons; who fled to America, in order to enjoy civil liberty, and the freedom of worshipping the Creator, according to their conscientious belief, in the truth, purity, and simplicity of primitive Christianity.

The Anglo-Saxons who first emigrated were nearly all poor families. Their means of subsistence depended upon subduing the forest, cultivating the soil, killing wild animals and wild fowl, and upon catching the fish which frequented the shores and rivers. Horned cattle and other live stock were gradually introduced from Europe. But, while in England, persecution continued against those unfortunate persons, emigrants arrived in America faster, and the population increased faster than cattle. Afterwards the latter multiplied rapidly, and it is curious, that as the price of cattle fell from 25*l.* a head, as stated by the Honourable Edward Everett, in an address delivered before the American Institute at New York:—"The effect of which," he observed, "was distressing, but it put the sagacious colonists upon new resources. The account of this, contained in the early historian of the colony, is strongly characterised by the simplicity of elder times." After describing the check put to emigration, he goes on as follows:—"Now the country of New England was to seek of a way to provide themselves with clothing, which they could not obtain by selling cattle, as before; which now were fallen from that huge price forementioned, first to 14*l.* sterling and 10*l.* sterling a head, and presently after, at best within the year, to 5*l.* sterling a piece; nor was there at that rate, a ready vent for them neither. Thus the flood which brought in much wealth to many persons, the contrary ebb carried all away out of their reach. To help them in this their exigent, besides the industry that the present necessity put particular persons upon, for the necessary supply of themselves and their families, *the general court made order for the manufacture of woollen and linen cloth,* which, with God's blessing upon man's endeavour, in a little time stopped this gap in part, and soon after another door was opened by special Providence. For when one hand was shut by way of supply from England, another was opened, by way of traffic, first to the West Indies and Wine islands, whereby among other goods, much *cotton wool* was brought into the country from the Indies, which the inhabitants learning to spin, and breeding of sheep and sowing of hemp and flax, they soon found out a way to supply themselves of [cotton] linen, and woollen cloth."

This early account of the commencement of manufactures in the Anglo-American colonies was followed in nearly all the others, and there is scarcely a

farmer in the northern, central, and western states, and in the British North American colonies, in whose farm-houses the common articles of wearing apparel are not made, chiefly of linen, wool, and cotton.

The following extract from an article in the *Merchants' Magazine* is interestingly characteristic of the industrious energy of the early settlers, and their progress in America:—

"The Anglo-American colonists were, for the most part, poor men, without high rank or title, who were obliged to hew out their own way. Some, it is well known, were induced to immigrate from religious motives, and others from motives of gain, but in all we see traits which are not to be mistaken—the iron firmness and downright vigour of the Anglo-Saxon. They came to a country in which a throne had never stood, without any invincible prejudices in favour of prescriptive principles and forms. They planted themselves in forests fresh in the magnificence of nature, and burdened with the resources of national wealth; and it was this very Anglo-Saxon spirit which enabled them to contend successfully, first with France, and then with England, in two long and bloody contests, and to come out victors, securing to themselves the possession of the soil. It was the spirit of the Anglo-Saxon which afterwards embodied itself in the constitution of the United States, through which they have quadrupled their effective power. It is this which has given increased momentum to the productive industry of the country, which places the great bulk of the people on a broad platform of equal rights, and has made them the source of law, in war soldiers, in peace submissive citizens, pressing motives upon their minds, the strongest which can actuate ambitious men—a fair and open field—to secure the greatest good. It burdens the people with no taxes for the support of an ecclesiastical establishment from whose faith they dissent. It gives no money of the treasury to the maintenance of a gigantic civil list, to the purchase of gems which are to blaze before titled rank only, and no part of the soil is granted out to pets as a reward for imaginary services. Throwing aside all those incumbrances which might obstruct free industry, it says, in effect, to the people, 'Come, draw your nutriment from the ample bosom of your mother earth, and develop the resources of your country, for your country is your commonwealth.'"

The commerce which was carried on, in America, for nearly a century, both by the French and English, was confined to the exchange of European articles for the furs of wild animals, and to the fisheries on the coast. The policy of Great Britain was afterwards perseveringly directed against the manufacturing industry of the colonists. As early as 1731, the jealousy which existed on this subject induced the House of Commons to report with respect to "any laws made, manufactures set up, or trade carried on, in the colonies, detrimental to the trade, navigation, and manufactures of Great Britain;" and, in consequence of an *alarming* discovery in respect to the manufacturing of hats, it was ordained that no hats or felts should be exported from the colonies, or "loaded on a horse, cart, or other carriage, for transportation from one plantation to another." In 1750, another law was passed, equally degrading. It prohibited the "erection or continuance of any mill or other engine for slitting or rolling iron, or any plating forge to work with a tilt hammer, or any furnace for making steel, in the colonies, under penalty of 200*l.*"

In 1699, an act of the English Parliament declared, that "no wool, woollen yarn, or woollen manufactures of their American plantations should be shipped there, or even laden, in order to be transported from thence to any place whatever." In 1719, the House of Commons enacted, "that erecting any manufactories in the colonies tended to lessen their dependence upon Great Britain." Accounts were received by the mother country about the same time—

"That the colonists were not only carrying on trade, but also setting up manufactures detrimental to Great Britain; and, in consequence of these reports, an order was issued by the House of Commons requiring the Board of Trade to report with respect to *laws made, manufactures set up, or trade carried on detrimental to the trade, navigation, or manufactures of Great Britain.*" The

report made by the Board of Trade in 1732, which although probably not accurate, contains the best account of the condition of American manufactures at that period. This report stated that a law had been passed in the colony of Massachusetts bay to encourage the manufacture of paper, which act tended to diminish the profits made by the British importer of that article; that in New England, New York, Connecticut, Rhode Island, and Pennsylvania, woollen and linen cloth were manufactured to some extent for domestic use, and that the product of those colonies being chiefly cattle and grain, with a quantity of sheep, the wool would be lost were it not used for that purpose. It was also reported, that flax and hemp were produced in the colonies to a considerable extent, which were manufactured into a coarse sort of cloth, as well as bags, traces, and halters for their horses, that were more serviceable than those that were imported from abroad; yet, from the high price of labour here, the manufacture of linen could not be carried on at less than twenty per cent, and that of woollens than at fifty per cent less than the costs of the English fabrics. The returns from the English governor of New Hampshire alleged that there were no manufactures in that province, excepting a little linen made by its emigrants from Ireland, but that the principal trade was in lumber and fish. Massachusetts, at that time, also manufactured a coarse cloth from their flax and wool, but the merchants could import the foreign fabrics at a cheaper rate than they could purchase those which were made at home. A few hat-makers worked at their trades in the towns of that state, but none of their articles were exported. The leather of this province was also wrought by the people; and although iron was worked to some extent, it was deemed inferior to that which was imported from Great Britain, this being considered much the best, as it was wholly used in shipping. The same report stated, that all the iron works within its bounds did not make one-twentieth part of the amount required for its consumption. Nor did New York at that time exhibit the degree of manufacturing enterprise which was deemed detrimental to Great Britain—provisions, furs, whalebone, pitch, oil, and tar, constituting the principal portion of its trade. That of New Jersey was no more formidable in this respect, as its traffic consisted of necessary articles shipped from Pennsylvania and New York. To these articles may be added, a little linen and cotton cloth, brown holland, 'for women's wear,' a paper-mill, that manufactured to the amount of 200*l.* yearly, in the province of Massachusetts bay, besides six furnaces and nineteen forges for making iron, that had been constructed in New England. In Rhode Island there were no manufactures returned; and the province of Connecticut produced timber and boards, all sorts of English grain, hemp, flax, sheep, black cattle, and swine, goats, horses, and tobacco. The manufactures in this colony were inconsiderable, the greater portion of the people being engaged in tillage, while others were employed in the various handicrafts, such as tanning and shoemaking, in building, joining, tailors' and smiths' work. At this period the colony of New York was enabled to pay for the foreign fabrics imported from Great Britain, by being permitted to exchange their provisions, and those of New Jersey, as also horses and lumber, with the foreign colonies, for money, rum, molasses, cocoa, indigo, cotton, and wool. Horses and lumber were exported from Connecticut in return for sugar, molasses, salt, and ardent spirits. In Pennsylvania, brigatines and small sloops were built, which they sold to the West Indies, and 'the surveyor-general of his majesty's woods' states, that in the province of New England many ships were built for the French and Spaniards in exchange for rum, molasses, wines, and silks, which 'they truck there by contrivance.'"—*Report of Board of Trade.*

Such was the condition of American manufactures in 1732; and the policy which was persevered in towards the plantations, by recommendation of the Board of Trade, was, "to give these colonies proper encouragement for turning their industry to such manufactures and products as might be of service to Great Britain, and more particularly to the production of all kinds of naval stores."

Acts were, accordingly, passed by the British parliament, in order to prevent the progress of colonial manufactures; and, from the information which had been received, *that hats were made to a considerable extent in these colonies, it was provided, by statute passed in* 1732, that no hats should be exported; the same act limiting the number of apprentices who were to be engaged in this business, and prohibiting the exportation of hats from one British plantation to another, as well as the manufacture of hats, excepting by those who had served an apprenticeship of seven years, and forbidding any black or negro from making hats at all. The manufacturer of iron was also regarded with equal jealousy; and, although the colonies were permitted, by a law that was enacted in 1750, to im-

port pig and bar iron into Great Britain free of duty, its object was to monopolise its *manufacture*. All factories in the colonies were deemed "a *common nuisance*, and were required to be abated within thirty days after the evidence of their existence should be adduced, under a penalty of 500*l*." These acts were justly deemed by the colonists usurpations of their right: "for why," said they, "ought not the manufacturers of this country have been permitted the same privileges as the same classes in England?"

"Among the most just causes of complaints in the British colonies against the British government were the restrictions which discouraged manufactures. To prevent a whole people from following any branch of industry is assuredly a measure which human nature cannot bear with tame submission: nor can the severity of the regulation be denied, even on the ground that the articles prohibited could be imported cheaper from England. The injury felt by the prohibition was not at the time of much consequence; but the regulation was in itself considered an insult to the understanding of the colonists far more intolerable than previous oppression."*

During the war of the revolution, the Americans continued and increased their manufactures, of *home-made woven cloth:* that is, woollen cloths, linens, &c., spun, woven, dyed, or bleached, on the premises of the farmers, and of the other inhabitants. This has from an early period been, and has continued to be, the case in all the North American settlements; in which the colonists have also, as far as possible, made their axes, common tools, agricultural instruments, and various articles necessary for their use.

From the peace of 1783 to 1791, some attempts were made to establish, on a larger scale, new manufactures, but generally without success.

Mr. Pitkin, who deserves great praise for his labours, but whose mind was not sufficiently clear, nor his judgment so expansive or sound, as to understand the delusive fallacy of the protective system, observes—

"One of the objects which claimed the attention of the first Congress, under the new form of government, was the encouragement and protection of the manufacturing, as well as the commercial interests of the country. In laying duties on imports in July, 1789, Congress had reference, as the preamble of the act, imposing them, declares, to 'the encouragement and protection of manufactures.' This was, also, openly avowed, on the floor of the House of Representatives, in the debates on the first tariff, established by the general government.

"The first secretary of the treasury (Hamilton), whose powerful mind seemed intuitively, fully to comprehend every subject, to which it bent its force, was the great advocate of American manufactures.

"In his celebrated report on this subject, presented to the House of Representatives, in January, 1791, every argument was urged, and we may truly add, exhausted, in favour of the policy and expediency of protecting and encouraging this branch of domestic economy."

The fallacious system of protective duties was immediately after introduced.—(See Commercial Legislation of the United States hereafter.)

"Some branches of domestic manufacture had, at that time, made such progress, as in a great measure to supply the home market. Among these the secretary mentions those of skins and leather, iron, wood, flax and hemp, bricks, coarse tiles and potters' ware, ardent spirits and malt liquors, writing and printing paper, sheathing and wrapping paper, press paper and paper hangings, hats, women's stuff and silk shoes, refined sugar, oils of animals and seeds, soap, spermaceti and tallow candles, copper and brass wares, particularly for distilleries, sugar refiners, and brewers, andirons and other utensils for household use, philosophical apparatus, tin wares for most purposes of ordinary use, carriages of all kinds, snuff, chewing, and smoking tobacco, lamp black, and other painter's colours, and gunpowder. These articles were made in manufactories, by the way of regular trades. In addition to these, great quantities of cloths of wool, cotton, and flax, or mixtures of them, were made in families, in every part of the country; and to such extent, as

* Macgregor's British America, 2nd ed., vol. i., p. 17, *et seq.*

the secretary says, in some districts, as to supply two-thirds, three-fourths, and even four-fifths of the clothing of the inhabitants."*

It appears that in 1791, when Mr. Hamilton drew up his report, establishments for the manufacture of cotton and wool had commenced in Rhode Island, Massachusetts, and Connecticut; and a company with 500,000 capital, had been formed, for a cotton establishment at Patterson, in New Jersey, and afterwards commenced business at that place. The first cotton factory in the United States, was established at Providence, by Almy and Brown, and Mr. Samuel Slater, a cotton manufacturer from England.—(See Cotton Manufactures hereafter.)

A cotton manufactory was established at Beverley, in Massachusetts, in 1789 or 1790, by a number of residents in that town, who were aided by the legislature of Massachusetts. Washington appeared, on delivering his message to Congress, in a suit of cloth manufactured in this factory presented to him by its owners. The articles then made in these establishments, were principally corduroys, fustians, and jeans. About the same time, a woollen factory was established at Hartford, in Connecticut.—*Pitkin's Statistics.*

Returns were, in 1810, prepared by order of the federal government of the manufactures of the union.

The returns from Pennsylvania, Connecticut, Massachusetts, New York, and Virginia were considered the most perfect, though in many respects defective. From these returns, an estimate, or digest, of the value of the manufactures of the United States at that period, 1810, was made by Mr. Tench Coxe, selected for that purpose by the secretary of the treasury, and was as follows:—

	dollars.		dollars.
1. Goods manufactured by the loom, from cotton, wool, hemp, flax, and silk, including stockings	39,497,057	11. Manufactures from grain, fruit, and case liquors, distilled and fermented	16,528,206
2. Other goods spun from the fine materials above enumerated	2,052,120	12. Dry manufactures from grain, exclusive of flour, meal, &c.	75,767
3. Instruments and machinery manufactured, estimated at 186,000 dollars, carding, fulling, and floor-cloth staining by machinery, estimated at 5,957,816 dollars	6,144,446	13. Manufactures of wood	5,554,708
4. Hats of wool, fur, &c. and from mixtures thereof	4,328,744	14. ,, of essences of oils	179,150
5. Manufactures of iron	14,364,526	15. Refined sugar	1,415,724
6. ,, of gold, silver, set-work, mixed metals, &c.	2,483 912	16. Manufactures of paper, paste boards, cards, &c.	1,939,285
7. ,, of lead	325,500	17. ,, of glass	1,047,004
8. Soap, tallow, candles and wax, spermaceti, and whale oil	1,766,292	18. ,, of marble, stone, and slate	462,115
6. Manufactures of hides and skins	17,935,477	19. Earthern manufactures	259,720
10. ,, from seeds	858,589	20. Tobacco ,,	1.260,378
		21. Drugs, dye-stuffs, and dyeing	500,382
		22. Cables and cordage	4,243,168
		23. Manufactures of hair	129,731
		24. Various and miscellaneous manufactures	4,347,611
		Total	127,694,602

The spinning, and dyeing, and weaving of cotton and wool were then principally confined to the houses of the farmers and other inhabitants. In which way Mr. Gallatin considered that about two-thirds of the clothing (including

* The *Lowell Courier* contains a letter from Mr. Louis M. Norton, of Goshen, Connecticut, to Mr. Samuel Lawrance, of Boston, which gives the history of one of the first, if not quite the first, systematic effort to manufacture woollens upon an extended scale. "This occurred in 1813—14, and looks strangely in comparison with things in 1843. Three men, of whom Mr. Norton was one, put together a capital of 6000 dollars, and established a factory in Goshen, which cost over 3000 dollars. Wool cost 1 dollar 50 cents per lb., and badly made broadcloths brought from 8 dollars 40 cents to 12 dollars per yard. One invoice of 178½ yards brought a total of 1769 dollars 33 cents. Another invoice of 255 yards brought 2551 dollars 15 cents, or more than 10 dollars a yard. Such cloths, if they would sell at all now, would bring about one dollar a yard. But, as it was, the war came to an end—a deluge of English cloths overwhelmed the little Yankee factory, and the partners settled up with the loss of the capital, and three times as much more. Such is an outline of the first essay, or one of the first, at making broadcloths in this country, and the losses were hardly an apology for the hundreds of thousands which have been lost since; through all of which, however, the Yankees have gone on undaunted, until, in many articles, they are now able to defy the skill of the old nations. In those days, merino sheep were the most beautiful animals which walked the earth, and their price was from 1000 to 1500 dollars. He was a great man who owned a sheep, and not a small man who could say that he owned a quarter of one."

hosiery), of the house and table linen worn, and used, by the inhabitants of the United States were made.

The number of cotton mills in 1809 was eighty-seven ; sixty-two of which (forty-eight water and fourteen horse mills) were in operation, and turned 31,000 spindles. The other twenty-five were so far advanced as to be in operation in the course of the year 1810.

Mr. Gallatin estimated the amount of capital employed in the mills at 4,800,000 dollars, the quantity of cotton used 3,600,000 lbs., the yarn spun at 2,880,000 lbs., valued at 3,240,000 dollars, the men employed 500, and the women and boys 3500.

By the return of the marshals, the number of cotton factories was 168, with 90,000 spindles ; but from many of the states no returns were made of the quantity of cotton used, the yarn spun, or the cloth made. Massachusetts had fifty-four, most of them small, having, in the whole, only 19,448 spindles, and spinning 838,348 lbs. of cotton, valued at 931,916 dollars. Rhode Island had twenty-six factories, with 21,030 spindles; and Connecticut fourteen, with 11,883 spindles.—*Pitkin*, p. 472.

According to the returns of the marshals for 1810, the quantity of cloth made of wool, cotton, and flax, and their mixtures, in each state, with the estimated value, and the number of looms, also, in each state, were as follow :—

STATES.	Yards.	Value.	Looms.	STATES.	Yards.	Value.	Looms.
	number.	dollars.	number.		number.	dollars.	number.
Maine	2,645,755	1,067,702	16,057	Brought forward	40,681,176	21,208,627	158,877
Massachusetts	4,048,209	2,060,576	22,564	Virginia	9,855,996	4,405,171	42,476
New Hampshire	4,301,085	1,760,417	20,980	North Carolina	7,392,927	2,591,817	42,677
Rhode Island	2,562,482	1,055,474	4,565	South Carolina	3,267,141	1,678,887	14,938
Connecticut	4,086,898	2,139,826	16,132	Georgia	4,062,879	2,081,309	13,190
Vermont	3,390,659	1,669,095	14,801	Kentucky	4,685,375	2,057,081	24,459
New York	9,044,752	5,005,887	33,068	East Tennessee	1,218,000*	624,194	6,963
New Jersey	1,920,327	1,168,232	4,745	West Tennessee	2,052,844	1,051,115	10,353
Pennsylvania	6,400,674	4,134,768	17,577	Ohio	1,943,433	999,548	10,956
Delaware	378,757	245,111	2,000	District of Columbia.	71,000	35,500	188
Maryland	1,801,578	901,539	6,388				
Carried forward	40,681,176	21,208,627	158,877	Total	75,230,772	36,793,249	325,077

* By estimate, the value only being returned.

Mr. Pitkin considers that the foregoing quantities and values were short of the truth, as many families were, probably, unable to give very accurate accounts ; and many more, jealous, that the object was taxation, either refused to give any account whatever, or certainly not to the full amount. The marshal of Rhode Island informed the secretary, "that much patience and forbearance was required by his assistants, from the prejudices of the people, who, in many instances, refused to give any account of their manufactured articles ; and, perhaps, not any article to the full amount or value, from an opinion, that the returns were demanded by government, with a view of taxing their industry." In consequence of this, the marshal was of opinion, that the articles manufactured might be justly estimated, from twenty to twenty-five per cent above the amount returned; from which Mr. Pitkin concluded that the value of manufactures of wool, cotton, and flax, in 1810, exceeded 40,000,000 dollars.

The war between the United States and Great Britain, which followed, compelled the Americans to manufacture for themselves: particularly woollen and cotton goods; and many millions of capital were invested in the establishment of woollen and cotton factories.—(See Cotton and Woollen Manufactures hereafter.)

The principal object of the convention, which met at New York, in October, 1831, was, to collect information with respect to particular manufactures; and for this purpose, committees were appointed, composed of persons selected from different parts of the United States.

The attention of these committees was directed to the manufactures of cotton, wool, iron, and steel, salt, hats, cabinet wares, glass, sugar, and molasses, and to the subject of chemistry, as connected with manufactures and the mechanical arts. From these reports and from various official and other documents, the following account of the manufactures of the United States are drawn up.

CHAPTER XII.

RISE AND PROGRESS OF THE COTTON MANUFACTURES OF THE UNITED STATES.

THE efforts of the citizens of the United States to manufacture cotton woven goods, made little progress until some years after the war of the revolution: though, during that war, woven articles had been manufactured for domestic wear.

It was long found impossible, even under the system of protective duties, to compete with the cottons produced by the aid of machinery in England. The genius of Arkwright enabled the latter, in defiance of high taxation and that bane of manufactures, as well as of agriculture, the corn laws, to spin and manufacture cottons for most countries, including the United States. Nor, would the latter have succeeded to the extent to which they have done, in the New England and other states, if England had never imposed high taxes on bread and other food, to make both dear; and if no duty had ever been levied in the United Kingdom, on cotton wool and other raw materials.

We have stated in our description of the several states, the localities, the number, and the value of the products of the cotton, as well as the other manufactures of the United States. Under the head of the Manufactures of Massachusetts, and especially of Lowell, we have given copious details. The following extracts from a pamphlet, written in 1841, by the manager of the Saco cotton mills, in Maine, are worthy of attention; especially as showing how genius and capital is transferred from the United Kingdom to the United States.

"It is to be remembered that Sir Richard Arkwright took his first patent for an entirely new method of spinning cotton yarn for warps in 1769, at which period his first mill was put in operation at Nottingham, in England, and his second mill, which was much larger, was erected at Crom-

ford, Derbyshire, in 1771. After which, his mode of spinning by water-frames extended rapidly all over the kingdom; so that during the period when the most persevering exertions were being made by various enterprising individuals, in different parts of the United States, to improve and perfect this most important manufacture, England was enjoying all the benefit of Arkwright's patents, by means of which cotton yarn was produced at much less expense and of a superior quality to any that had ever been made by machinery before that period: and, at the same time, the British government were using every means in their power to prevent models or drawings of these machines from being carried out of the country. Every effort to erect or import this machinery into the United States had hitherto proved abortive. Much interest had been excited in Philadelphia, New York, Rhode Island, and Massachusetts, but they found it impossible to compete with the superior machinery of England.

"Such was the state of the cotton manufacture in the United States in 1790: every endeavour to introduce a proper system of spinning had been fruitless; and nothing but the introduction of the water-frame spinning, which had superseded the jennies in England, could have laid a foundation for the successful prosecution of the business in America, and that was happily accomplished by one who was personally and practically acquainted with the business in all its details. The individual here referred to was Mr. Samuel Slater, who has justly been called the *Father of the Cotton Manufacture of America.*

"Mr. Slater was born in the town of Belper, Derbyshire, England, on the 9th of June, 1768; and when about fourteen years of age, he was bound apprentice, at Milford, near Belper, to Jedediah Strutt, Esq. (the inventor of the Derby ribbed stocking frame, and for several years a partner with Sir Richard Arkwright, in the cotton-spinning business). At that time, Mr. Strutt was erecting a large factory at Milford, where Slater continued to serve him for some time in the capacity of clerk; but, during the last four or five years of his apprenticeship, his time was solely devoted to the factory, as general overseer, both as respected the making of the machinery, and in the manufacturing department. After having completed the full term of his engagement, viz, six and a half years, he continued for some time longer with Mr. Strutt for the purpose of superintending some new works that were then erecting; his design in doing so was to perfect his knowledge of the business in every department, as previous to this time his thoughts had been directed to America by various rumours which had reached Derbyshire, of the anxiety of the governments of the different states in that country to introduce and encourage manufactures. A newspaper account of a liberal bounty of 100*l.* having been granted to a person who succeeded in constructing a very imperfect carding machine for making rolls for jennies, and the knowledge that a society to promote manufactures had been authorised by the same legislature, finally determined him to try his fortune in the western hemisphere.

"He embarked at London for New York, on the 13th of September, 1789, and landed at the latter on the 17th of November, after a passage of sixty days. He was, immediately after his arrival, introduced to the New York Manufacturing Company; but, finding that the state of their works did not suit his views, he left that place in the January following for Providence, Rhode Island, and there made arrangements with Messrs. Almy and Brown to commence preparations for spinning cotton entirely upon his own plan. On the 18th of the same month, the venerable Moses Brown took him out to Pawtucket, *where he commenced making the machinery, principally with his own hands;* and on the 20th of December, 1790, he started three cards, drawing and roving, together with seventy-two spindles entirely upon the Arkwright principle, being the first of the kind ever operated in this country. These were worked by the water-wheel of an old fulling-mill in a clothier's building, in which place they continued spinning about twenty months, at the expiration of which time several thousand pounds of yarn were on hand, notwithstanding every exertion was used to weave it up and sell it.

"Early in 1793, Almy, Brown, and Slater, built a small mill in the village of Pawtucket, in which they put in operation seventy-two spindles, with the necessary preparation, and to these they gradually and slowly added more and more, as the prospects became more encouraging. After a short time, besides building another factory, they considerably enlarged the first.

"Such, then, were the circumstances under which the Arkwright mode of spinning was introduced into this country, and such was the individual to whom belongs the entirement of its introduction.

"Mr. Slater's business was so prosperous, that about the year 1806, he invited his brother, Mr. John Slater, to come to this country, who, in all probability, brought with him a knowledge of all the most recent improvement made by the English spinners. The now flourishing village of Slatersville, in Smithfield, was then projected, in which John Slater embarked as a partner, and in June of the same year, removed to Smithfield as superintendent of the concern. In the spring of 1807, the works were sufficiently advanced for spinning, and up to the present time, they have been under the management of that gentleman, in an uninterrupted state of improvement. This fine estate was owned, in equal shares, by four partners, but now wholly belongs to John Slater and the heirs of his brother.

"Cotton-spinning, according to the preceding statements, commenced in the then obscure village of Pawtucket in 1790, at which time only seventy-two spindles were put in operation.

"Previous to 1815, the whole weaving in the United States was done by hand-looms, in many of which considerable improvements had been made, and great quantities of cloth were manufactured for home consumption. About 1814, a Mr. Gilmour landed in Boston from Glasgow, with models or patterns of the power-loom and dressing-machine, whom Mr. John Slater invited to Smithfield, and made known to him his wishes to construct these important machines; but not being able to prevail on the whole of the partners to engage in the business, Mr. Gilmour remained some time in Smithfield, employed as a mechanic, where he introduced the hydrostatic press, which proved to be of great advantage in pressing cloth, &c.

"Judge Lyman, of Providence, had been endeavouring to construct a power-loom, but failed in the attempt. On hearing of Mr. Gilmour, he, with some other gentlemen, entered into a contract with him to build a power-loom and dressing-machine, from the patterns he had brought from Great Britain, which he did, to the great satisfaction of his patrons, from whom he received a compensation of 1500 dollars. These machines were soon after introduced into Pawtucket, where David Wilkinson commenced making them for sale. Gilmour was a man of great mechanical genius, but neglected to turn his talents and opportunities to the advantage of his family, and consequently, on his death, they were left in poor circumstances.

"The hand-looms were soon superseded by the others, the introduction of which greatly aided in extending the business in this country, and has enabled the American manufacturers to compete with Great Britain, in South America, India, and some other foreign markets."

The report on cottons, made by the committee of the convention, presents a detailed view of the manufacture of that article in various establishments, in the twelve states of Virginia, Maryland, Maine, Vermont, New Hampshire, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Pennsylvania, and Delaware. It appears, that in these twelve states, there were in operation, in 1834, cotton factories to the number of 795, viz.—

Having a capital (in fixtures principally) of		dlrs. 40,614,984
Number spindles in operation was		1,246,503
Number of yards of cloth made		230,461,900
Pounds of yarn sold		10,642,000
Pounds of cotton used*		77,757,316
Males employed	18,530	
Females employed	38,927	
Children under twelve years	4,691	
		62,148
The annual value		dlrs. 26 000,000
And the annual amount of wages		do. 10,294,944

And in these factories there was used pounds of starch	1,641,253
Barrels of flour for sizing	17,245
Cords of wood	46,519
Tons of coal	24,420
Bushels of charcoal	9,205
Gallons of oil	300,338
Value of other articles	dlrs. 599,223
That the spindles building were	172,024
Hand-looms	4,760
And the total of dependents were	117,626

In addition to this, the committee, in the same report, estimate the amount of capital employed in shops—

For making machinery, at	dlrs. 2,400,000
The annual value of machinery made, at	do. 3,500,000
And the annual wages	do. 1,248,000
The capital in bleacheries was estimated at	do. 900,000
The annual product, at	do. 1,036,760
The annual wages, at	do. 209,814
The capital employed in printing cottons was estimated at	do. 1,000,000

Annual value	dlrs. 1,500,000
Annual wages, at	do. 402,965
And number of yards printed, at	25,000,000
Making the annual value of all these establishments	dlrs. 32,036,760
And the annual amount of wages	do. 12,155,723

This report including only twelve states, and it remarks that—

"In the southern and western states, no less than thirty establishments have been reported to the committee; but having no accurate returns from these states, they have preferred to omit them altogether. Some reluctance has also been found among the manufacturers in giving all the details required of them. A great proportion of them have mistaken the question respecting the capital which they employ, and returned only that which was invested in fixtures. The committee have not thought it proper to alter the amount so returned; but they will take the opportunity of saying, that so general has been this error, that they have no doubt that one-fourth to one-third, might with propriety be added under this head to the total amount." Cotton factories were at that time in operation in Ohio and Kentucky, and other states.

The foregoing account does not include the cotton manufactured in families, either from the yarn purchased from the factories, or spun in families by machinery made for that purpose.

* Making 214,882 bales, of the average weight of $361\frac{86}{100}$ lbs.

DETAILED Statement from the Report of the Commissioners, of the Number of Cotton Establishments in the Twelve following States, and the Products, in 1831.

STATEMENT.	Virginia.	Maryland.	Maine.	Vermont.	New Hampshire.	Massachusetts.	Connecticut.	Rhode Island.	New York.	New Jersey.	Pennsylvania.	Delaware.	Total.	Machine shops.	Bleacheries.	Printeries.	GRAND TOTAL.
Capital .....dollars	290,000	2,144,000	765,000	295,500	5,300,000	12,891,000	2,825,000	6,262,340	3,671,500	2,027,644	3,758,500	384,500	40,614,984	2,400,000	900,000	1,000,000	44,914,984
Number of mills.....	7	23	8	17	40	250	94	116	112	51	67	10	795	..	..	..	795
— of spindles.....	9,844	47,222	6,500	12,392	113,776	339,777	115,528	235,753	157,316	62,979	120,810	24,806	1,246,508	..	..	..	1,246,503
— of looms.....	.91	1,002	164	352	3,530	8,981	2,609	5,773	3,653	815	6,301	235	33,506	..	..	..	33,506
Pounds of yarn, sold....	869,000	1,104,000	..	101,000	..	807,366	487,900	..	1,867,790	3,212,184	2,192,865	..	10,642,000	..	..	..	10,642,000
Yards of cloth, ditto....	675,000	7,649,000	1,750,000	2,238,400	29,060,500	79,231,000	20,055,500	37,121,681	21,010,920	5,133,776	21,332,467	5,203,746	230,461,990	..	..	..	230,461,990
Pounds of cloth, ditto...	168,000	2,224,000	525,000	574,500	7,255,060	21,301,062	5,612,000	9,271,481	5,297,713	1,877,418	4,207,192	1,201,500	59,604,926	..	..	..	59,604,926
Males employed.....	143	824	54	102	875	2,665	1,399	1,731	1,374	2,151	6,545	697	18,539	3,200	612	950	23,301
— wages per week.dolls.	2—73	3—87	5—50	5—00	6—25	7—00	4—50	5—25	6—00	6—00	6—00	5—00	..	7—50	6—00	7—00	
Females employed.....	275	1,793	205	363	4,090	10,678	2,477	3,297	3,652	3,070	8,351	676	38,927	..	126	125	39,178
— wages per week.dolls.	1—58	1—91	2—33	1—84	2—60	2—25	2—20	2—20	1—90	1—90	2—00	2—00	..	..	2—88	2—52	
Children under twelve years	..	..	..	19	60	..	439	3,472	484	217	..	..	4,691	..	..	430	5,121
— wages per week.dolls.	..	..	..	1—40	2—00	..	1—50	1—50	1—40	1—40	..	..	..	..	..	1—82	
Pounds of cotton, used..	1,152,000	3,008,000	588,500	760,000	7,845,000	24,871,981	6,777,209	10,414,578	7,961,670	5,832,204	7,111,174	1,435,000	77,757,316	..	..	..	77,757,316
Pounds of starch, ditto..	5,500	..	15,000	3,200	164,000	907,480	187,135	324,908	34,030	..	..	..	1,641,253	..	429,625	..	2,070,878
Barrels of flour for sizing	50	874	70	302	1,900	2,351	516	1,334	2,409	975	5,714	750	17,245	..	..	1,300	18,545
Cords of wood.....	200	6,148	400	903	7,200	9,476	7,193	1,440	7,038	671	5,000	750	46,519	..	..	30,000	76,519
Tons of coal.....	1,000	65	..	..	1,500	2,621	247	1,410	488	1,007	15,314	768	24,420	..	19,250	2,250	45,920
Bushels of charcoal.....	..	400	..	..	..	4,635	3,350	..	..	820	..	..	9,205	..	..	..	9,205
Gallons of oil.....	2,070	12,875	2,700	3,020	40,000	68,428	25,217	61,457	35,923	13,348	29,300	6,000	300,338	..	..	2,800	303,138
Value of other articles dollars	2,900	31,045	3,200	5,720	103,000	180,677	30,065	77,433	60,335	18,208	74,640	12,000	599,223	1,960,212	276,265	930,585	3,766,285
Spindles building	..	..	20,000	9,200	30,000	69,880	18,036	..	13,908	11,000	..	..	172,024	..	..	..	172,024
Hand-weavers.....	..	..	..	..	..	..	..	..	..	1,060	3,700	..	4,760	..	..	..	4,760
Total dependants.....	270	4,208	389	1,511	8,000	25,211	7,266	17,567	12,951	12,750	25,000	2,500	117,626	9,600	1,403	2,860	131,489
Annual value ....dollars	..	..	..	..	..	..	..	..	..	..	..	..	26,000,000	3,500,000	1,036,760	1,500,000	32,036,760
Aggregate wages....do.	..	..	..	..	..	..	..	..	..	..	..	..	10,294,944	1,248,000	209,814	402,965	12,155,723

Remarks.—Delaware includes 162,000 dollars, and Pennsylvania 300,000 dollars, for the capital employing the hand-looms. The cotton consumed, 77,757,316 lbs., is 214,882 bales, of the average weight of 361 86-100 lbs.

It is observed by the manager of the Saco mills, who, we are told, emigrated from the United Kingdom, that the cotton factories of America are chiefly situated in three districts—viz.: first in the eastern, which comprehends Maine, New Hampshire, Vermont, and the eastern part of Massachusetts;—second, the middle district, which includes the western part of Massachusetts, Rhode Island, and Connecticut;—third, that which comprehends New York, New Jersey, Pennsylvania, and a few other places. Lowell, which is the most important in the United States, Waltham, Taunton, Fall River, Springfield, and Three Rivers, are in Massachusetts; Dover, Great Falls, Newmarket, and Nashua, are in New Hampshire; and Saco in Maine. These establishments are possessed by joint-stock companies.

The factories at Providence and its vicinity, including Pawtucket, Smithfield, Lonsdale, Coventry, Cumberland, Cranston, Warwick, Scituate, Johnston, together with Newport, comprehend about eighty mills. Greenville, Cabotsville, Williamantic, Norwich, Jewitt's city, and a few others are situated in Connecticut.

Some of these factories in the middle district belong to corporations, but the greater number are the property of private firms or individuals; the machinery is generally old, from these factories having been the first established.

Patterson, in New Jersey, as to the number of factories, is next in importance to Lowell; Matteawan (New York), Manayunk, near Philadelphia, Baltimore, &c. &c., have all cotton factories, and are established, both in respect to machinery and management, as nearly as circumstances allow, after the models of Manchester and Glasgow. In Rhode Island, also, the machinery is almost the same as that used in New York.

The machine manufactories are chiefly at Lowell, Providence, Pawtucket, Patterson, and Matteawan (New York).

The following extracts from that pamphlet descriptive of those mills are interesting:—

"The cotton mills are nearly the same in the different districts. None that I am aware of exceed five stories in height, except two at Dover, which are six stories on one side and five on the other; the general height of the mills in this country is three or four stories with an attic. But the mills recently built at Lowell are five stories high, with a plain roof; from which it seems probable, that though the double roof has been the plan generally adopted, it is likely to be abandoned, as it is certainly the most expensive, nor does it give so much room for machinery as the five stories and a plain roof.

"The general height of cotton mills in Scotland is six stories, with a plain roof. Those in England are from six to eight stories high; Stirling and Becktow's mill, Lower Mosley-street, Manchester, is nine stories high.

"There are a few mills in this country driven by high-pressure steam-engines. There are four in Newport, and one in Providence, Rhode Island; and three in Newburyport, Massachusetts. The coals used, whether anthracite or bituminous, cost from seven to eight dollars per ton. In general, the mills throughout the United States are moved by water; indeed, the water power resources of this country are incalculable, and many years must elapse ere they can be fully brought into use. In arranging the mills, the water-wheels are necessarily put under cover, so as to be kept in an atmosphere considerably above the freezing-point in winter; otherwise the severity of the frost, which frequently descends to nearly thirty degrees below zero, would prevent them from operating a great part of the year.

"The cost of the buildings, machinery, &c., is a great deal higher in America than in Britain, as well as the general rate of wages, particularly in the carding department.

"After comparing the advantages and disadvantages of each, it appears *that the British manufacturer can produce his goods at least nineteen per cent cheaper than the American.*

"The British have, no doubt, attained to great perfection in the art of manufacturing cotton goods; but whether they will be able to maintain that high pre-eminence to which they have arrived, or have to yield to the increasing improvements of foreign nations, are questions of difficult solution. Their most powerful rivals are, doubtless, the Americans. [No, the unprotected Swiss cotton.] The manufacturers of no other country can purchase their cotton so cheap, and it is presumed no country possesses such extensive water privileges; only a small portion of which has yet been occupied. If we add to these, the intelligence and enterprising spirit of the people, it will at once be evident to every unprejudiced mind, that the American manufacturers are the most formidable competitors with which the British have to contend in foreign neutral markets. This can only prove true when lands become scarce and dear, and the wages of labour low in America."

Moral Character and Health of those employed in the Factories.—A writer on American manufactures, in a recent number of *Hunt's Magazine* observes, that "The people in this country (Massachusetts) are peculiarly jealous of all those measures of policy whose tendency is in any way to debase the more active classes; and it is well known that they watch with lynx-eyed vigilance all those interests which abroad have induced in any measure such a result. It is also well known that it is in the power of the majority at all times to discountenance measures which lead to the consequences that we have described. The principles of our holy religion are too deeply implanted in the soil to further that course of policy which might lead either to vice or ignorance; and it is well known that in no other part of the globe are moral principles more widely diffused than in that particular section of the republic where the manufacturing system the most extensively prevails. The husbands, the fathers, and the brothers of those who constitute the active agents of this system, are themselves voters, and some of them even the legislators of the country. We have, moreover, so much faith in the conscientious integrity of the factory owners themselves—many of them true-hearted men as we know them to be—as to believe that they would never be willing to foster any course of legislation which should have a tendency, in the remotest degree, to endanger the intelligence or the morals of their fellow citizens, and equal confidence in the people of the country, who we believe will never countenance any form of national abuse. Nor do we believe that the condition of the factory operatives of the United States is such as to warrant any fears respecting their present state. In the interior of New England, we all know, that many of them are employed near their own homes, and within the range of the oversight of their friends; *and so far as morals are concerned, it is believed that the factory establishments afford as much purity in this respect as is found in other branches of occupation.* As regards the health of the active agents of the cotton establishments, evidence has been from time to time adduced upon that subject even here; and it would seem that the advantages of the operatives in this respect are as great as are furnished by most other kinds of active employment. *We learn from a work which has been recently issued, that the health of six females out of ten is better than before being employed in the mills, and that of the males, one-half derive the same advantage.* Nor is factory labour pursued here as in England—a continuous business for life. The young men and women of the country, in those places where the factory system prevails, employ their industry in these establishments, not as a main object of pursuit, but as a stepping-stone to a future settlement, or to other occupations. When they have, by dint of labour, procured for themselves a small sum, it not unfrequently happens that they marry and engage in other pursuits, or emigrate to the broad and rich fields of the west, where the soil, like a kind mother, opens its arms to receive them, and where they settle down permanent freeholders, perhaps the future legislators of the country.

"*Hours of Labour.*—As regards the hours of labour—taking Lowell as a test—it appears, that work is commenced in the morning, from the 1st of September to the 1st of May, at daylight, or as soon as the operatives can see, and is discontinued during these eight months at half-past seven in the evening. From May to the first of September, five o'clock in the morning is the time for the commencement of the work, and it is stopped in the evening at seven o'clock. Half-past twelve is the dinner hour during the year, forty-five minutes being allowed for that purpose during the summer months, and thirty during the other eight. The following table from an experienced manufacturer, Mr. Montgomery, gives the average hours of labour during the year.

Average hours of work per day throughout the year

MONTHS.	Hours.	Min.	MONTHS.	Hours.	Min.
January	11	24	July	12	45
February	12	—	August	12	45
March	11	52	September	12	23
April	13	31	October	12	10
May	12	45	November	11	56
June	12	45	December	11	24

"This statement may, perhaps, apply to most of the manufacturing establishments in the

eastern portion of the country, although the hours may vary somewhat in the middle and southern districts. The *four holidays, fast, independence day, thanksgiving,* and *Christmas,* besides the sabbath, of course, are devoted to rest, religious duties, and amusement. It may be mentioned, also, that the average wages of females at Lowell is two dollars a week, besides their board, and that of the men is about eighty cents per day, besides their board."*

EXPORTS OF DOMESTIC MANUFACTURES OF COTTON FROM THE UNITED STATES.

The following statement, showing the annual amount of the exports of domestic manufactures of cotton to each of the different countries to which they were chiefly exported from the United States in each year, from 1826 to 1842, have been compiled from the annual reports of the secretary of the treasury, on commerce and navigation;—

Mexico has been a regular, and, for several years, a large customer, as well for coloured as for white goods. Of the former, in 1826, she took 20,464 dollars; in 1835, 291,780 dollars; since then there has been a falling off in the amount, so that, in 1841, it was only 52,079 dollars. Of white goods she received, in 1826, 309,807 dollars; in 1835, 1,054,608 dollars; which has since gradually declined to 61,583 dollars, in 1841, owing, probably, to the perturbed state of that country:—

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826	20,464	309,807	1835	291,780	1,054,608
1827	18,397	311,492	1836	2,818	789,831
1828	21,897	63,106	1837	223,015	94,920
1829	48,704	116,627	1838	99,100	371,023
1830	32,832	465,331	1839	100,617	170,523
1831	79,737	342,837	1840	86,883	155,220
1832	29,200	165,701	1841	52,079	61,583
1833	235,481	578,057	1842	30,276	84,119
1834	91,249	417,502	1843	79,333	113,694

Central America has regularly received from us since 1826, but to a comparatively small extent:—

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826	1,254	22,061	1835	2,724	18,134
1827	738	41,887	1836	20,459	21,321
1828	4,328	17,070	1837	5,931	51,178
1829	6,046	23,616	1838	7,788	48,938
1830	540	35,468	1839	1,414	36,170
1831	200	14,849	1840	13,677	68,093
1832	3,151	27,240	1841	5,539	46,314
1833	14,490	103,323	1842	859	17,661
1834	....	28,123	1843	2,683	21,192

Texas, considering the unsettled state of the country since its independence, has formed a

* "The average time of working in the mills per day, is about twelve hours and a quarter. The female operatives remain in the employ of the companies, on an average, a fraction over three years. Their average ages probably range from fifteen to twenty-four. Very few are under fifteen, and not many over twenty-four. The expense of a female employed in the mills, exclusive of board, need not exceed forty dollars per annum, even when she dresses elegantly on sabbaths and holidays, and well every day. She may therefore save, in three years, 186 dollars, enough to purchase a small farm in the western country, or to decently furnish a young mechanic's or farmer's house in New England. It is a very important fact, that most of the girls employed in the mills take good care of their earnings. The cashier of the savings' bank informs me, that of 386,000 dollars deposited in that institution, 250,000 dollars belong to the operatives, mostly females, employed in the factories. Some young females come here from the surrounding country, work a few years, and employ their earnings to aid their fathers to pay small debts; some to procure the means of completing a genteel education at some one of our numerous New England academies. The majority, however, save their money to furnish the houses of their future husbands. It is supposed that their chances of marrying are increased, rather than diminished, by their residence and employment in the city. Not a few are betrothed before they enter the mills; and while the young men, to whom they were to be wedded, are labouring here or elsewhere for the means to purchase a farm and build a house, they labour for the means to furnish it, and in most cases successfully too."—Note to article in *Hunt's Magazine.*

considerable outlet for American manufactures, and, when established, will no doubt afford a permanent and extensive market. The first exports appear to have been made in 1837 :—

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1837	9,593	50,051	1841	54,393	43,030
1838	30,711	29,553	1842	17,412	18,901
1839	95,857	138,603	1843	17,217	9,782
1840	86,300	67,488			

Honduras has taken, nearly every year, both white and coloured goods, and the export is increasing :—

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1827	450	476	1837	1742	5,292
1828	....	250	1838	....	13,754
1829	....	955	1839	607	25,061
1832	5454	1,400	1840	1246	25,044
1833	1699	9,221	1841	....	33,173
1834	....	2,742	1842	....	7,590
1835	944	11,102	1843	....	21,207
1836	507	3,270			

Chili has uniformly been the largest customer, especially for white goods, receiving at the same time, to some extent, coloured goods also:—

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826	....	37,403	1835	5,828	249,310
1827	1,894	271,033	1836	123,771	273,359
1828	15,747	503,989	1837	57,865	660,717
1829	52,090	341,695	1838	4,006	634,201
1830	5,847	90,077	1839	20,989	914,604
1831	4,456	306,336	1840	30,687	827,931
1832	275	278,146	1841	12,870	470,419
1833	10,913	346,651	1842	13,011	728,980
1834	7,029	316,548	1843	2,000	444,084

Brazil furnishes the next largest market for both white and coloured goods :—

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826	1,559	215,287	1835	20,827	246,089
1827	2,736	63,880	1836	12,161	187,967
1828	2,544	109,853	1837	86,769	217,095
1829	5,904	172,231	1838	32,887	499,847
1830	554	54,234	1839	61,017	231,242
1831	1,388	62,541	1840	79,533	391,170
1832	13,244	166,023	1841	164,031	424,701
1833	16,545	207,151	1842	145,193	222,572
1834	16,365	206,824	1843	130,179	208,142

The Cisalpine Republic commenced receiving American manufactures in 1837 to a small extent :—

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1837	1,172	344	1841	6,548	12,752
1838	3,154	16,190	1842	20,700	17,826
1839	10,866	11,294	1843	1,433	6,267
1840	6,494	26,165			

Buenos Ayres, till 1828, and during the remainder of the period, the Argentine Republic received cotton goods regularly from the United States :—

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars	dollars.		dollars.	dollars.
1826	2,486	42,591	1835	....	101,488
1827	370	5,531	1836	13,184	83,423
1828	136	17,967	1837	2,803	50,657
1829	4,081	143,570	1838	5,496	98,596
1830	1,265	43,509	1839	2,105	45,139
1831	30	32,922	1840	864	92,405
1832	38,116	127,857	1841	21,622	131,348
1833	12,419	138,466	1842	11,137	46,230
1834	4,824	288,357	1843	2,027	39,853

PERU, from 1820 to 1832, was a regular customer, excepting in 1831. No further exports appear to have been made till 1837 and 1838, since which time they have ceased.

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826	11,700	29,706	1830	....	2,481
1827	257	62,324	1832	....	2,223
1828	5,674	40,290	1837	32,466	15,104
1829	1,612	41,556	1838*	....	97,713

COLOMBIA has been a small but regular customer from 1826 to 1838, when Venezuela and New Grenada took her place:—

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826	3230	14,411	1833	1,852	33,343
1827	2598	14,284	1834	15,914	41,422
1828	1803	5,138	1835	9,426	44,209
1829	358	4,555	1836	12,217	50,035
1830	295	11,693	1837	27,739	70,418
1831	980	14,623	1838*	11,543	43,715
1832	3057	20,378			

* Included under general term of South America, after this year.

VENEZUELA, in 1839, received of coloured goods, 2003 dollars; 1840, 12,569 dollars; 1841, 3988 dollars; and of white goods, in 1838, 16,945 dollars; 1839, 49,549 dollars; 1840, 80,621 dollars; 1841, 26,083 dollars.

NEW GRENADA, in 1839, received all white goods, 2858 dollars; 1840, 3527 dollars; 1841, 1794 dollars.

SOUTH AMERICA, generally.—Under this head, in addition to the foregoing, there were exported in 1827, 2339 dollars; in 1829, 967 dollars; in 1834, 90 dollars; in 1839, 12,276 dollars; in 1840, 58,810 dollars; and in 1841, 37,760 dollars, all white goods; and in 1840, 766 dollars, and in 1841, 21,051 dollars, of coloured goods; in 1842, 27,960 dollars, white goods, and 44,729 dollars, coloured; in 1843, 1859 dollars, white, and 38,376 dollars, coloured goods.

CHINA does not now, for the first time, receive American cotton manufactures, having, since 1826, been a customer to a considerable amount, viz.:—

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826	154	14,776	1835	2,552	170,175
1827	....	9,388	1836	15,351	70,394
1828	....	14,981	1837	11,997	199,255
1829	....	25,913	1838	11,280	507,560
1830	....	52,080	1839	6,360	255,975
1831	....	49,256	1840	....	361,995
1832	....	87,480	1841	....	173,755
1833	64,881	127,813	1842	....	337,470
1834	....	146,881	1843	31,806	971,202

TURKEY, the LEVANT, and EGYPT.—With the exception of 417 dollars in 1828, and 172 dollars in 1829, have received all in white cottons.

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826	....	29,058	1835	....	14,909
1827	....	46,321	1836	....	51,210
1828	....	3,880	1837	....	21,720
1829	....	4,004	1838	....	111,947
1830	....	29,117	1839	....	48,996
1831	....	11,599	1840	....	63,749
1832	....	32,961	1841	....	81,780
1833	....	70,902	1842	57,273	3,405
1834	....	30,433	1843	85,389	175

The NORTH-WEST COAST of AMERICA received—

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826	300	9,951	1832	....	11,226
1827	67	14,364	1833	....	8,239
1828	1025	17,488	1834	1130	12,269
1829	....	1,075	1835	....	4,809
1830	396	7,188	1836	6104	5,900
1831	....	5,113	1840	24	59

The export of cottons to the Islands of the South Seas, commenced in 1826, and have continued a regular market, viz. :—

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826	433	3859	1836	....	24,764
1828	1180	9403	1837	....	8,848
1829	1824	2064	1838	4,660	11,590
1830	1194	600	1839	5,359	37,739
1831	....	371	1840	6,371	49,174
1833	4677	7455	1841*	45,373	60,128
1834	96	3911	1842	8,225	14,314
1835	....	4185	1843	5,862	8,465

* Sandwich Islands included in, and after this year, under South Seas and Pacific Ocean.

Sandwich Islands.—

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1837	....	15,227	1840	49,174	6,371
1838	11,590	4,060	1841		
1839	37,739	5,350			

In the report of 1841, these two are united—45,373 dollars' worth of coloured, and 60,128 dollars' worth of white goods.

Australia, in 1838, received 910 dollars' worth of cotton goods; in 1840, 3590 dollars; in 1841, none; in 4 2, none; and in 1843, 160 dollars white,

Manilla and Philippine Islands have been regular customers since 1828; taking altogether of white goods, excepting 362 dollars' worth of coloured in 1829.

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1828	....	534	1836	....	5,030
1829	....	190	1838	....	79,531
1830	....	25,024	1839	....	95,416
1831	....	8,571	1840	....	80,271
1832	....	2,680	1841	....	33,050
1834	....	2,662	1842	....	179,056
1835	....	35,471	1843	275	24,988

Asia generally.—Besides the preceding, there have been regular exports to other parts of Asia, under this general head.

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826	....	1,277	1835	1,170	33,668
1827	....	3,100	1836	....	9,316
1828	....	583	1837	....	58,931
1829	....	5,233	1838	376	82,427
1830	....	10,846	1839	58,013	67,126
1831	....	7,316	1840	21,231	80,597
1832	....	18,334	1841	2,029	183,577
1833	278	12,678	1842	22,447	171,509
1834	166	9,723	1843	2,656	213,370

Dutch East Indies.—The export commenced in 1828. From that year to 1833, none but white goods; for five subsequent years, a portion of coloured; since then, all white.

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1828	....	2,577	1836	....	134,914
1829	....	5,777	1837	1911	240,699
1830	....	4,110	1838	4000	129,350
1831	....	3,500	1839	....	65,618
1832	....	6,396	1840	....	90,241
1833	5339	26,285	1841	....	82,789
1834	2072	52,896	1842	....	39,196
1835	283	124,602	1843	....	46,290

Dutch West Indies, have likewise been small customers for several years, viz.: —

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826	....	1504	1836	1050	262
1827	939	....	1837	2978	6,091
1828	176	706	1838	....	6,704
1831	171	....	1839	....	5,989
1832	....	854	1840	960	16,637
1833	15	1422	1841	2000	3,373
1834	428	772	1842	920	12,627
1835	433	842	1843	....	7,425

Holland, in 1832, received 900 dollars, in 1837, 5027 dollars' worth of white goods, and in 1843 252 dollars' worth of white goods.

Hanse Towns, in 1826, took 315 dollars' worth of white goods; in 1832, seventy-two dollars; in 1834, 820 dollars; in 1839, twenty dollars; in 1840, 2150 dollars; in 1841, 1412 dollars; and in 1837, 288 dollars' worth of coloured goods; in 1842, fifty dollars of white; and in 1843, 885 dollars' worth of white goods.

Belgium, in 1840, received 341 dollars, in 1841, 10,894 dollars' worth of cotton goods, but in 1842 and 1843 none.

French West Indies have constantly received a small amount, chiefly white goods.

YEARS.	White.	YEARS.	White.	YEARS.	White.	YEARS.	White.
	dollars.		dollars.		dollars.		dollars.
1826	657	1830	418	1834	818	1838	5558
1827	1004	1831	436	1835	2504	1839	4693
1828	320	1832	505	1836	6345	1840	5193
1829	1807	1833	1968	1837	3395	1841	3536

and in 1826, twenty dollars' worth of coloured goods; 1827, forty-seven dollars; 1833, 472 dollars; 1834, 144 dollars; 1840, 158 dollars; 1841, sixty-eight dollars; 1842, coloured, 123 dollars; white, 7454 dollars; and in 1843, 479 dollars coloured, and 2243 dollars white goods.

France, on the Atlantic, received, in 1832, 100 dollars' worth, and in 1838, 310 dollars' worth of white goods. Her African settlements took, in 1830, 266 dollars' worth; and her ports on the Mediterranean, in 1830, received 1292 dollars' worth; in 1833, 450 dollars' worth; in 1835, 931 dollars' worth; in 1836, 1837, 1838, 1839, 1840, and 1841, none; in 1842, 2398 dollars' worth; and in 1843, none.

Russia received, in 1830, fifty-two dollars' worth, and in 1839, 12,131 dollars' worth of white goods.

England, and the dependencies of Great Britain.—To England, the amount is very small, and probably was only designed to exhibit samples of different American manufactures. In 1826, only 664 dollars' worth; in 1829, 450 dollars' worth of white goods. In 1828, the first coloured goods were sent, amounting only to 273 dollars; in 1830, 1852 dollars; in 1832, 2289 dollars; in 1833, 1861 dollars; in 1834, 4566 dollars, all white goods. In 1835, 573 dollars' worth of coloured goods; in 1836, 2233 dollars' worth of white, and 8580 dollars' worth of coloured goods; and in 1837, 11,899 dollars' worth of coloured goods, which appears to be the last export up to 1841. Several of her colonies have been regular customers, to some extent.

British East Indies.—In 1827, the export commenced, and has been continued ever since, increasing, till, instead of deriving, as formerly, from this quarter, our principal supply of white goods, we received not a piece from thence in 1840 and 1841; but in each of those years furnished them with over 150,000 dollars' worth of our own manufacture.

YEARS.	White.	YEARS.	White.	YEARS.	White.	YEARS.	White.
	dollars.		dollars.		dollars.		dollars.
1827	1,200	1832	26,073	1837	52,017	1841	157,560
1828	1,957	1833	36,013	1838	134,848	1842	120,561
1829	9,533	1834	89,454	1839	42,862	1843	115,202
1830	16,358	1835	27,300	1840	153,484		
1831	29,016	1836	102,746				

In 1832, eighty-seven dollars' worth of coloured goods were exported to the East Indies; in 1838, 5914 dollars' worth; in 1839, 442 dollars' worth; in 1842, 9905 dollars' worth; and in 1843, 708 dollars' worth.

St. Helena.—In 1833, 2426 dollars' worth of coloured, and 1846 dollars' worth of white goods, were exported to this island; and in 1834, 1407 dollars' worth of coloured, and 7108 dollars' worth of white goods; none since.

The Cape of Good Hope received from us, in 1826, 584 dollars' worth of white goods; in

1833, 865 dollars' worth; in 1835, 2,015 dollars' worth; in 1836, 1,023 dollars' worth; and in 1838, 552 dollars' worth. Here the exportation ceased.

GIBRALTAR.—There have annually, since 1826, been clearances of our manufactures for this port, chiefly white goods.

YEARS.	White.	YEARS.	White.	YEARS.	White.	YEARS.	White.
	dollars.		dollars.		dollars.		dollars.
1826	6,095	1831	7,414	1836	19,709	1840	
1827	22,127	1832	962	1837	3,392	1841	1,763
1828	22,736	1833	1,846	1838	9,986	1842	700
1829	2,914	1834	3,638	1839	6,071	1843	
1830	40,936	1835	4,550				

In 1828, 446 dollars' worth of coloured goods were exported; in 1830, 280 dollars' worth; in 1834, 2,153 dollars' worth; and in 1839, 933 dollars' worth.

MALTA.—Prior to 1834, Italy was included with Malta. In that year Italy received from the United States 2,041 dollars' worth of white goods; in 1835, 10,475 dollars' worth; in 1837, 11,695 dollars' worth; in 1838, 5120 dollars' worth; in 1839, 13,407 dollars' worth; and in the same year, 383 dollars' worth of coloured goods. Since then no exports of cotton goods have been made to Malta.

BRITISH WEST INDIES.—In 1826, eleven dollars' worth of coloured, and 1122 dollars' worth of white goods, were exported to the British West Indies from the United States. From that year, to 1831, there was no further export. Since then, it has amounted annually to more or less.

YEARS.	Coloured.	White.	YEARS.	Coloured	White.
	dollars.	dollars.		dollars.	dollars.
1831	....	292	1837	731	13,144
1832	....	433	1838	132	1,664
1833	....	2,662	1839	581	6,083
1834	469	10,248	1840	1375	3,338
1835	1252	12,341	1841	1530	4,374
1836	2237	9,689			

THE BRITISH AMERICAN COLONIES have been regular customers for American cottons to a small amount, viz.:—

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826	736	3,089	1835	75	12,678
1827	1524	4,762	1836	305	1,451
1828	593	4,800	1837	620	2,444
1829	800	1,452	1838	48	5,274
1830	323	1,189	1839	13	1,885
1831	83	2,693	1840	....	7,428
1832	....	7,719	1841	....	3,453
1833	354	20,935	1842	963	1,478
1834	2067	12,372	1843	1756	3,501

BRITISH GUIANA received, from the United States in 1833, 337 dollars' worth of coloured goods; in 1838, 4,121 dollars' worth; and in 1841, 9,533 dollars' worth; since 1841 none have been received.

SPAIN, on the Mediterranean, received, in 1840, from the United States, 7,013 dollars' worth of white goods; and

THE SPANISH WEST INDIES imported cottons from the United States, viz.:—

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826	....	126	1835	1127	
1827	....	1175	1836	995	119
1828	....	259	1837	1561	2673
1829	....	497	1838	360	458
1830	270	640	1839	....	778
1831	185	595	1840	1013	2849
1832	....	96	1841	....	
1833	1723	360	1842	....	519
1834	....	403	1843	....	1183

ITALY and MALTA received from the United States, cotton goods, viz.:—

YEARS.	White.	YEARS.	White.	YEARS.	White.	YEARS.	White.
	dollars.		dollars.		dollars.		dollars.
1826	5102	1828	2941	1830	24,514	1832	7366
1827	1401	1829	1485	1831	660		

In 1838, Italy alone received from the United States only forty-four dollars' worth of white

goods; in 1840, 1,342 dollars' worth; in 1841, 10,274 dollars' worth; in 1842, 1,648 dollars' worth; and in 1843, 1,440 dollars' worth.

To Greece, in 1838, 1,579 dollars' worth of white goods.

To Trieste, and other Ports on the Adriatic—

YEARS.	White.	YEARS.	White.	YEARS.	White.	YEARS.	White.
	dollars.		dollars.		dollars.		dollars.
1826	4,095	1834	416	1839	1484	1842	1758
1827	20,465	1835	1000	1840	1350	1843	2703
1829	10,980	1837	200	1841			

all white goods. In 1837, 289 dollars' worth of coloured goods; and in 1839, 138 dollars' worth.

Sicily in 1841, received from the United States 500 dollars' worth of white goods; and in 1842, 905 dollars' worth of coloured goods.

Africa (generally) has afforded, since 1826, a considerable market; which, as the American settlements there increase, will continue to extend the consumption of our manufactures.

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1825	3,609	1,759	1835	18,284	27,475
1827	3,975	3,450	1836	17,005	18,827
1828	4,007	11,390	1837	12,900	43,594
1829	6,369	9,249	1838	9,148	69,568
1830	4,350	4,619	1839	22,974	68,790
1831	4,345	6,171	1840	22,903	53,478
1832	8,455	19,015	1841	33,097	84,266
1833	18,004	15,665	1842	38,370	44,749
1834	13,607	13,927	1843	25,747	38,881

Portugal has received from the United States a small quantity, viz;—in 1826, 833 dollars' worth of white goods; in 1837, 2,244 dollars' worth; in 1838, 740 dollars' worth; and in 1835, 548 dollars' worth of coloured; since 1838 no exports to Portugal.

The Azores, in 1826, received 2,636 dollars' worth of coloured, and 200 dollars' worth of white; and since 1831 have continued to take a small amount.

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1831	....	825	1838	495	1728
1832	124	704	1839	....	823
1833	....	1329	1840	3617	1358
1834	....	3172	1841	....	1584
1835	....	1460	1842	117	2129
1836	....	1196	1843		
1837	335	1483			

Madeira has also afforded a regular but small market for American cottons, from 1826 to 1838, since then none have been received.

YEARS.	Coloured	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826	....	2504	1833	1661	4476
1827	....	417	1834	399	295
1828	....	90	1835	213	2471
1829	711	5187	1836	50	548
1830	....	310	1837	....	2465
1831	21	88	1838	....	499

Teneriffe, in 1826, received 502 dollars' worth of white American goods; in 1827, 500 dollars' worth; in 1829, 5,650 dollars' worth; in 1830, 1,107 dollars' worth; in 1831, 1959 dollars' worth; in 1832, 516 dollars' worth: and in 1827, twenty-one dollars' worth of coloured goods; in 1831, 480 dollars' worth.

The Cape de Verd Islands have imported American cottons, viz.:—

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826	....	9,693	1835	514	24,539
1827	1760	23,304	1836	697	16,664
1828	2236	7,216	1837	3,739	81,647
1829	1743	20,410	1838	13,219	52,911
1830	1381	17,318	1839	2,175	35,410
1831	2140	13,647	1840	4,457	16,234
1832	894	9,023	1841	8,487	16,179
1833	4785	16,655	1842	12,733	6,808
1834	422	12,550	1843		1,655

HAYTI has imported cotton goods regularly from the United States during the following years, viz. :—

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826	6292	9,374	1835	7,805	20,876
1827	2441	4,023	1836	5,931	21,984
1828	2282	5,396	1837	10,468	15,302
1829	3423	4,894	1838	4,373	24,078
1830	4618	9,267	1839	14,829	47,034
1831	1398	15,363	1840	8,519	39,702
1832	1288	15,660	1841	6,100	34,111
1833	8348	9,304	1842	8,822	26,776
1834	4459	10,945	1843	10,250	28,798

CUBA.—Both coloured and white American goods have found a tolerable market in Cuba, from the first export in 1826.

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826	9,336	23,395	1835	24,218	66,140
1827	6,082	13,509	1836	9,009	23,317
1829	2,737	15,126	1837	17,566	43,416
1830	8,112	13,868	1838	3,356	115,629
1831	4,155	7,021	1839	3,383	51,337
1832	1,970	4,564	1840	8,957	53,557
1833	894	7,448	1841	4,884	42,554
1833	10,810	9,783	1842	2,830	8,433
1834	20,467	32,983	1843	3,490	10,699

DANISH WEST INDIES have been regular customers for American cottons, viz. :—

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826	7171	17,301	1835	4791	13,520
1827	749	7,238	1836	4194	10,465
1828	4510	6,439	1837	2568	24,946
1829	1745	2,477	1838	736	13,267
1830	18	4,100	1839	1032	16,338
1831	195	3,702	1840	3261	32,346
1832	623	5,476	1841	4751	35,478
1833	3230	6,354	1842	4356	31,387
1834	2359	17,969	1843	6998	24,123

SWEDISH WEST INDIES, since 1828, have taken more or less.

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1828	....	534	1838	102	734
1829	768	486	1839	452	1087
1830	....	1020	1840	619	471
1831	....	300	1841	....	76
1832	....	150	1842	....	155
1835	192	1094	1843	405	1401
1836	....	443			

The WEST INDIES generally, not before mentioned, have imported small quantities.

The preceding statements, prepared with care from the treasury documents, will be found useful, as pointing out the various markets to which American cotton goods have been exported.

VALUE of Imports of certain Cotton Manufactures into the United States from England, from 1821 to 1844.

YEARS.	Printed and Coloured.	White.	Twist, Yarn and Thread.	YEARS.	Printed and Coloured.	White.	Twist, Yarn, and Thread.
	dollars.	dollars.	dollars.		dollars.	dollars.	dollars.
1821	3,788,018	2,096,554	139,402	1833	4,306,703	1,003,621	285,907
1822	4,045,185	2,195,303	162,259	1834	5,303,447	1,528,457	337,889
1823	4,146,233	2,131,339	93,143	1835	8,835,657	2,435,003	470,829
1824	4,933,474	2,021,715	123,531	1836	9,702,271	2,192,863	494,815
1825	6,561,599	2,517,532	149,621	1837	5,392,748	1,073,300	366,948
1826	4,087,432	1,466,664	125,426	1838	3.126,789	825,253	210,549
1827	4,568,332	2,147,721	241,389	1839	7,329,528	1,852,413	754,252
1828	5,107,359	1,838,491	299 393	1840	3,075,623	756,871	372,320
1829	3,860,112	1,634,819	127,603	1841	6,138,563	1,453,681	712,173
1830	3 553,509	1,868,723	141,212	1842	5,308,620	1,153,144	451,693
1831	7,701,104	3,358,696	322,726	1843	1,546,739	355,333	24,751
1832	4,971,514	1,701,633	249,255	1844			

COTTON Goods printed in the United States, Number of Factories, Yards, and Value, in 1842.

STATES.	Factories.	Yards per annum.	Average Value.	Total Value.
	number.	number.	cents.	dollars.
New Hampshire	2	5,546,667	13	721,066
Massachusetts	10	38,162,667	....	4,831,146
Rhode Island	9	26,624,000	....	3,461,220
New York	7	12,202,667	9	1,098,240
New Jersey	2	6,101,334	....	549,120
Pennsylvania	4	8,874,667	....	798,720
Maryland	2	2,600,000	8	208,000
Total	36	100,112,002		11,667,512

IMPORTS into the United States of Cotton Goods from British East Indies, from 1821 to 1841, inclusive.

YEARS.	Printed and Coloured	White.	YEARS.	Printed and Coloured	White.
	dollars.	dollars.		dollars.	dollars.
1821	87,416	75,033	1833	43,404	2,580
1822	189,661	268,747	1834	39,911	3,837
1823	331,831	229,141	1835	85,329	5,511
1824	6,141	19,688	1836	122,212	27,108
1825	135,156	46,167	1837	54,455	9,068
1826	270,361	129,741	1838	9,073	328
1827	34,587	1,492	1839	23,115	12
1828	49,829	55,970	1840	63,177	
1829	36,793	8,360	1841	877	
1830	18,678	48,435	1842		
1831	36,912	12,991	1843		
1832	31,791	12,125	1844		

IMPORTS into the United States of Cotton Goods from France on the Atlantic, from 1821 to 1844.*

YEARS.	Printed and Coloured	White.	YEARS.	Printed and Coloured	White.
	dollars.	dollars.		dollars.	dollars.
1821	17,394	22,035	1833	539,759	126,384
1822	103,171	41,696	1834	834,715	142,000
1823	96,283	35,125	1835	1,145,368	198,673
1824	369,180	18,557	1836	1,789,706	410,276
1825	107,480	46,766	1837	1,191,350	433,521
1826	62,917	37,936	1838	713,475	116,110
1827	195,381	26,211	1839	1,177,150	252,866
1828	198,488	16,648	1840	589,591	134,189
1829	227,336	157,520	1841	1,166,610	102,045
1830	352,789	178,784	1842	737,778	122,628
1831	975,010	426,155	1843	171,393	37,187
1832	653,470	408,880	1844		

EXPORT of plain and printed calicoes from England during the years 1830 to 1844, inclusive, to the British West Indies, to Foreign West Indies and to the United States.

YEARS.	BRITISH WEST INDIES.		FOREIGN WEST INDIES.		UNITED STATES.	
	Yards plain.	Yards printed.	Yards plain.	Yards printed.	Yards plain.	Yards printed.
	number.	number.	number.	number.	number.	number.
1830	3,579,500	5,353,300	3,867,500	5,495,800	12,937,300	34,505,700
1831	6,223,100	4,021,100	5,173,300	6,141,500	21,094,300	27,961,600
1832	5,213,700	7,214,700	10,556,000	9,463,900	13,599,300	12,435,600
1833	8,460,600	7,168,700	9,273,600	11,223,500	15,852,200	12,290,600
1834	7,895,000	9,419 500	5,923,300	10,987,400	12,406,900	19,713,300
1835	12,626,600	13,797,200	6,712,300	8,533,800	23,875,100	43,080,300
1836	12,672,700	13,363,600	20,981,700	10,205,500	17,065,000	32,028,300
1837	11,408,700	11,230,700	5,131,100	7,933 900	5,554,100	13,992,600
1838	14,616,800	13,377,200	8,281,300	10,205,000	11,389,200	22,262,200
1839	15,740,400	21,155,900	6,876,200	12,844,300	11,194,900	22,439,800
1840	17,032,200	22,081,000	7,080,700	10,428,500	7,439,500	17,775,600
1841	16,572,967	14,638,187	8,671,370	17,067,219	11,728,772	28,472,224
1842	17,370,742	20,334,902	6,552,836	14,043,902	4,407,231	8,448,648
1843	21,002,725	27,311,030	6,600,219	12,234,404	7,985,596	13,132,858
1844						

The supply of coloured cottons from France, appears from the foregoing table not to be diminished—of white goods there is a partial reduction.

* *Mousselines de Laines.*—"On the 1st of February, 1840, a new pattern of mousselines de laines arrived from France at New York, and was offered by the importer at fourteen cents per yard by the case. The agent of a Rhode Island calico-printing establishment forwarded a piece of the new style of goods to Providence the day after their arrival, and in sixteen days he had the same style of goods, and of equal fabric, in New York, selling at ten cents per yard. The manufacturer had but twelve days to engrave the new pattern on a copper cylinder, from which the engraving was raised on a steel cylinder, then hardened and made ready for impression; the compound of ingredients for colour discovered by chemical experiments; the cloth printed, dried, and cased for market."—*Hunt's Magazine.*

TABLE showing the Value of Domestic Manufactures of Cotton Exported from the United States, from 1826 to 1844.

YEARS.	PIECE GOODS.			Twist yarn and thread.	All other manufactures of cotton.	Total value of cotton manufactures exported.	Total value of exports of American manufactures of all materials.
	Printed and coloured.	White.	Nankeens.				
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1826.....	68,884	821 620	8,903	11,135	227,574	1,138,125	6,100,985
1827.....	45,120	951,001	14,750	11,165	137,368	1,159,414	6,680,225
1828.....	76,012	887,628	5,149	12,570	28,873	1,010,232	6,241,391
1829.....	145,024	981,370	1,878	3,849	127,336	1,259,457	6,025,206
1830.....	61,800	964,196	1,093	24,744	266,350	1,318,183	6,258,131
1831.....	96,931	917,932	2,397	17,221	61,832	1,126,313	7,147,364
1832.....	104 870	1,052,891	341	12,618	58 854	1,229,574	6,461,774
1833.....	421,721	1,802,116	2,054	104,335	202,291	2,532,517	6,923,922
1834.....	188,619	1,750,136	1,061	88,376	51,802	2,085,944	6,648,393
1835.....	397,412	2,3 .5,202	400	97,808	7,859	2,858,681	8,023,674
1836.....	256,625	1,950,795	637	32,765	14,912	2,255,734	6,453,266
1837.....	549,801	2,043,115	1,815	61,702	175,040	2,831,473	8,425,559
1838.....	252,044	3,250,130	6,017	168,021	82,543	3,758,755	8,875,358
1839.....	412,661	2,525,301	1,492	17,465	18,114	2,975,033	10,233,440
1840.....	398,977	2.925,257	1,200	31,445	192,728	3,549,607	12,108,535
1841.....	450,503	2,324,839	....	43,503	303,701	3,122,546	12,699,506
1842.	385,040	2,302,815	....	37,325	250,361	2,975,541	9,581,458
1843.....	358,415	2,575,049	....	57,312	223,174	1,323,550	6,925,656
1844.....							

STATEMENT exhibiting the Value of Manufactures of Cotton Imported into the United States from 1821 to 1844, inclusive.

YEARS.	Dyed and coloured.	White.	Hosiery, gloves, mits, and bindings.	Twist, yarn, and thread.	Nankeens from China.	Articles not specified.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1821.....	4,336,407	2,511,405	198,783	151.138	361,978	....	7,589,711
1822.....	5,856,763	2,951,627	433,309	181.843	823,365	....	10,246,907
1823.....	4,899,499	2,636,813	314,606	103.259	600,700	....	8,554,877
1824.....	5,776,210	2,354,540	387.514	140,069	188,633	48,791	8,895,757
1825.....	7,709,830	3,326,208	545.915	201.549	350,243	375,771	12,509,516
1826.....	5,056,725	2,260,0 4	404,870	175.143	304,980	146,292	8,348,034
1827.....	5,316,546	2,584,994	439.773	263,772	256,221	454,847	9,316,153
1828.....	6,133,844	2,451,316	640.360	344 040	388,231	1,038,479	10,996,270
1829.....	4,404,078	2,242,805	586,997	173,120	542,179	412,838	8,362,017
1830.....	4,356,675	2,487,804	387,454	172,785	228,233	220,375	7,862,326
1831.....	10.046,500	4,285,175	887.957	393.414	114,076	363,102	16,090,224
1832.....	6,355,475	2,258,672	1,035,513	316,122	120,029	313,242	10,399,653
1833.....	5,181.647	1,181,512	623.369	343,059	37,001	293,861	7,660,406
1834.....	6,668,823	1,766,482	749,356	379,703	47,337	533,390	10,145,181
1835.....	10,610,722	2,738,493	906,369	544,473	9,021	558,507	15,367,585
1836.....	12,192,980	2,766,787	1,358,608	555,290	28,348	974,074	17,876,087
1837.....	7,087,270	1,611,398	1,267,267	404 603	35,990	744,313	11,150,841
1838.....	4,217,551	980,142	767,856	222,114	27,049	384,618	6,599,330
1839.....	9,216,000	2,154,931	1,879,783	779,004	3,772	874,591	14,908,181
1840.....	3,893,694	917,101	792,078	387,095	1,102	513,414	6,504,484
1841.....	7,434,727	1,573,505	980.639	863,130	217	904,818	11.757,036
1842.....	6,168,544	1,285,894	1,027,621	457,917	53	638,486	9,578,515
1843*	1,739,318	393,105	307,243	26,227	....	492,903	2,958,896
1844.....							

* All the statements of imports and exports for 1843 are for the nine months ending the 30th June. All previous statements are for the year ending 30th September. For subsequent years, according to Act of Congress, the statements are to be for the years ending 30th June.

WOOLLEN MANUFACTURES.

The manufactures of woollen cloths have certainly not succeeded so extensively, nor so advantageously as those of cotton. But if we take into account the common woollen cloths, generally in America called *home spuns*, these fabrics

have been, and continue to be, of great importance in nearly all the agricultural districts, except in those of the southern slave states. The wool of all the sheep in the United States being spun, dyed, and woven, milled and worn in the country, is sufficient proof of the fact that it supersedes so much for wear of other fabrics. The high duties, however, increase the price to the weaver of all woollen fabrics, so long as there is not a surplus of domestic woollens over the general consumption of the country.

The number of sheep in the United States, in 1831, was estimated at 20,000,000. In 1825, there were, in the state of New York, from actual returns, 3,499,549. The quantity of wool, taking an average of three years, was estimated by a committee, in 1831, at 50,000,000 lbs. per annum, and the quantity imported, to be spun and woven in factories and families, amounted, in 1831, to 5,622,962 lbs. Mr. Pitkin observes that,

"Although the returns in relation to the manufactures of the United States, made to the secretary of the treasury, in 1832, in pursuance of an order of the House of Representatives, were generally deficient; yet they show, that, in some of the states, the manufacture of wool, cotton, and iron had been carried to a great extent, in fixed establishments. In Massachusetts, the value of woollens, in these establishments, exceeded 6,500,000 dollars. In the county of Worcester alone, in that state, the manufacture of wool amounted to 2,499,500 dollars, and the value of agricultural products consumed by the labourers in the woollen establishments, in that county, according to returns of the manufacturers, was 1,776,000 dollars.

"In estimating the value of woollens made in this country, it should be borne in mind, that, notwithstanding the numerous fixed establishments for the manufacture of this article lately erected, household, or family manufactures of wool, and mixtures of wool and cotton, are still carried on to a great extent.

"In the year 1810, the whole number of fulling mills in the United States, as returned by the marshals, was 1682, and the carding machines 1630; and, in 1825, in the state of New York alone, the number of the former was 1222, and of the latter, 1580; and it will be remembered, that the number of looms in this country, in 1810, was 324,998, principally in families.

	dollars.
In 1825, the number of yards of fulled cloth made in families, in the state of New York, as official returns show, was 2,918,233, valued at	2,918,233
The number of yards of flannels, and other woollens, not fulled, was 3,468,001, valued at twenty cents per yard	693,600
Making.....	3,611,833

The value of the same kinds of cloth, made in families in that state, at the present time (January, 1835) must be, at least, 4,500,000 dollars; and there can be little doubt, that the household manufactures of wool, in New England, must equal, if not exceed, those of New York. The agent appointed by the secretary of the treasury, to ascertain the manufactures in New Hampshire, states, in his return, that in 125 towns, whose population was 148,647, one-half of the clothing of the inhabitants was made in families; the value of the whole being estimated at 2,380,048 dollars. The greatest part of the cloth made in these towns must have been woollen.

"The agent for New Hampshire, however, and those employed by him, attended to these subjects of inquiry, much more than the agents in the other states; and his answer will tend to elucidate the question now under consideration. He stated, in his return, 'that in the counties of Rockingham, Stafford, Grafton, and Coos, containing 125 towns, and 148,647 inhabitants, the expense of each individual, annually, for cloths of all descriptions for *wearing apparel*, is sixteen dollars, making the expense to the whole population, of 2,380,000 dollars. Allowing,' he adds, 'seven persons to a family, there would be 21,250 families, the average expense to each of which, for bedding, carpeting, table linen, &c., is nineteen dollars, equal to 403,712 dollars; so that 2,783,860 dollars are *yearly* expended for cloths, for wearing apparel, bedding, carpeting, &c. Something more than one-half of these cloths are manufactured in families.' The expense of clothing each individual in the counties of New Hampshire, above referred to, was sixteen dollars; and as this clothing must have consisted principally of woollens and cottons, we think the sum of ten

dollars for each person in the United States, for this kind of clothing, cannot be deemed an over-estimate.

"The manufacture of carpets has lately increased in this country very rapidly. In December, 1834, there were in operation, in the United States, at least, 511 carpet looms, in from eighteen to twenty factories; of which eighteen were for Brussels, twenty-one for what are called treble ingrained, 424 for other ingrained, forty-four for Venetian, and four for damask Venetian; and that the number of yards of carpeting, produced yearly from these looms, was as follows:—

	yards.
Brussels	21,600
Three ply	31,500
Other ingrained	954,000
Venetian	132,000
Damask Venetian	8,400
Making	1,147,500

The average value of carpeting may be estimated at one dollar per yard."

Such, according to Mr. Pitkin, was the state of the woollen manufactures in the year 1834; and he states that there were in other states a great quantity of common carpeting made in the houses of families.

In 1840, the number of sheep in the United States, are given in the marshal's returns—(see Table of Live Stock)—at 19,311,374. The annual quantity of wool at 35,802,114 lbs. If these returns be true, the estimate given in the report for 1831 (viz., 20,000,000 sheep), must have been either greatly exaggerated or there has been but little increase since that period; which is not likely, unless the increased demand for mutton for food has been equal to the annual increase of the number of sheep. The estimate of the quantity of wool, in 1831 (viz., 50,000,000 lbs.), must have also been greatly overrated. Other statements estimate the number of sheep in the United States as much greater than the official returns. Some authorities as high as 35,000,000.

"Hosiery," says Mr. Ellsworth, "is now made in the United States with astonishing rapidity, by the aid of the power weaving loom, an American invention, which has not yet been introduced into England. While, there, it is a full day's work to knit by hand two pairs of drawers, a girl, here, at two dollars fifty cents per week, will make, by the power-loom, twenty pairs in the same time. A piece, twenty-eight inches in width, and one inch long, can be knit in one minute, thus reducing the expense of manufacturing this article one-tenth of the former method by the hand-looms. The importance of this improvement may be estimated from the fact, that the quantity of hosiery used in the United States is valued at 2,500,000 dollars; and the stockings, woven shirts, and drawers, made in this country, at 500,000 dollars."—*Report for* 1843

The *exports* of woollen manufactures from the United States are not of sufficient importance to be enumerated.

For the number of woollen factories, fulling mills, persons employed, value of fabrics, and capital invested, see tabular statements hereafter.

STATEMENT exhibiting the Value of all Manufactures of Wool Imported into the United States annually, from 1821 to 1843.

YEARS.	Cloths and Merino Shawls, &c.	Blankets.	Hosiery, Gloves, Mits, &c.	Worsted Stuffs.	Woollen & Worsted Yarn.	Carpeting.	Flannels and Baizes.	All other manufactures of Wool.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1821	5,038,255	434,256	198,783	1,766,443	....	....	....	....	7,437,737
1822	8,491,935	991,147	433,309	2,269,513	....	....	....	....	12,185,904
1823	5,844,068	694,896	314,605	1,504,469	....	....	....	....	8,268,038
1824	5,202,009	526,023	317,778	2,158,680	....	37,834	....	144,273	8,386,597
1825	5,264,562	891,197	369,747	2,277,486	....	515,391	1,065,609	1,008,272	11,392,264
1826	4,546,714	527,784	189,993	1,143,166	....	545,148	586,823	892,346	8,431,974
1827	4,285,413	703,477	376,927	1,382,875	....	511,186	587,250	895,573	8,742,701
1828	4,315,714	624,239	365,330	1,446,146	....	581,946	667,722	678,399	8,679,505
1829	3,335,994	455,467	230,986	1,600,622	....	323,254	383,208	551,958	6,881,489
1830	2,854,339	594,044	133,453	1,397,545	....	201,649	266,060	319,306	5,766,396
1831	6,121,442	1,180,478	325,856	3,392,037	....	421,099	695,666	490,651	12,627,229
1832	5,101,841	602,796	260,563	2,615,124	....	557,775	503,193	351,132	9,932,424
1833	6,133,443	1,165,260	463,348	4,281,309	102,719	319,592	286,299	510,539	13,262,509
1834	4,364,340	1,068,065	383,977	5,055,121	166,517	396,868	240,603	203,787	11,879,328
1835	7,018,334	1,865,344	652,680	6,549,278	262,515	603,084	399,785	453,404	17,834,424
1836	8,945,509	2,397,822	700,530	6,666,312	212,706	964,655	475,712	713,757	21,080,003
1837	3,015,783	959,814	177,092	3,350,266	172,462	623,101	111,249	90,525	8,500,292
1838	5,348,928	946,546	356,965	3,933,455	136,689	315,353	159,979	315,005	11,512,920
1839	7,361,373	1,356,086	1,030,096	7,025,898	368,958	612,607	291,373	522,554	18,575,945
1840	4,823,138	570,417	506,452	2,387,338	104,738	338,501	118,715	221,885	9,071,184
1841	5,042,045	691,895	471,877	3,712,206	158,224	345,488	184,911	395,293	11,001,930
1842	4,180,875	566,233	375,297	2,366,122	217,611	242,309	90,280	330,989	8,375,725
1843	198,064	201,454	61,073	456,051	60,961	18,240	37,469	75,292	2,222,294
1844									

MANUFACTURES OF SILK.

The only information that we possess, on which we place any dependence, on the subject of silk manufactures in the United States, are Mr. Ellsworth's reports. He observes:—

"That the manufacture of silk has been carried to great perfection. A large establishment in Baltimore manufactures immense quantities of silk and worsted vestings, employing some fifteen or twenty Jacquard looms, and working up large quantities of domestic silk; and yet they dare not let it be known that their goods are manufactured in this country. But there are other manufactories in various parts of the country, which furnish sewing silk, fringe tassels, gimp, satin, velvet, and other silks. The uniform testimony of those employed in these establishments (some of whom have followed the business for twenty or twenty-five years in England), is, that they never saw finer, or as fine silk, as the American, when carefully prepared. It is said to give a stronger thread than foreign silk, and, by many manufacturers, is altogether preferred. The experiment of making paper from mulberry leaves, which is said to have been successful in France, is to be fully tried in this country the present year. It is said that a discovery has been made, that pongee silk is produced from the fibrous bark of the mulberry, and that it has never passed through the silkworm. It is also said, on the same authority, that 'there is nearly 100 per cent difference in the use of foliage in raising cocoons. That to produce one cwt. of cocoons, from twenty to twenty-two cwt. of foliage of grafted trees, propagated by grafting buds, cuttings, or layers, is necessary; while from twelve to thirteen cwt. of leaves from seedlings will accomplish the same result.'

"The *profit and feasibleness* of the raising and manufacture of silk are also fully established. One person, who produced raw silk, says, that his net profit was equal to sixty dollars per acre. At a large establishment in Massachusetts, the profits are estimated at thirty-seven and a half per cent. To show the kind of manufacture, and the amount of capital invested, and nature of expenses, we insert the following account with reference to a fine manufactory in Ohio:—'My factory is in full and successful operation, producing more goods than at any time previous. Our operations, as per factory books, and account stock, taken August 8th, for the past sixteen months, are as follows, in a condensed form, viz.:—

	dollars.
Cash value of factory buildings	1,340
Ditto, ditto, machinery, engine, and permanent fixtures	4,060
1,067 bushels of cocoons purchased	3,600
280 lbs. reeled silk purchased	1,400
Carried forward	10,400

	dollars.
Brought forward	10,400
Contingent expenses, &c.	604
Wages paid factory hands, &c.	3,152
Dyeing, dyes, &c.	607
Wages paid weavers	1,610
8000 bushels of coal, at five cents	400
Total	16,773
In buildings	1,340
In machinery, &c.	4,060
Manufactured 3731 yards of velvets, vestings, dress, and other silks, &c.	6,324
1006 cravats and handkerchiefs	1,396
850 pairs of gloves and stockings	875
70 pairs of shirts and drawers	325
10 lbs. of sewings	100
Contingent credits	1,000
Cocoons, reeled and other prepared silk, warps in looms and other stock, coal, &c., per invoice	3,180
Total	18,600

TABLE, exhibiting the value of Importations of Silk Manufactures into the United States, from Foreign Countries, and Exports of the same, from 1821 to 1841, inclusive.

YEARS.	Imports.	Exports.	YEARS.	Imports.	Exports.
	dollars.	dollars.		dollars.	dollars.
1821	4,486,924	1,057,233	1833	9,300,856	1,266,416
1822	6,480,928	1,016,262	1834	2,626 997	896.801
1823	6,713,771	1,512,449	1835	16,597,983	765,501
1824	7,203,284	1,816,325	1836	22,889,684	760,822
1825	10,271,527	2,905,442	1837	15,133,064	1,207,812
1826	7,104,837	3,234,720	1838	9,842,276	666,529
1827	6,545,245	1,690,126	1839	21,678,086	750,916
1828	7,608,614	1,223,184	1840	9,761,223	1,212,721
1829	7,048,628	920,958	1841	15,511,009	580,756
1830	5,774,010	952,079			
1831	10,804,393	1,041,610	Total	210,541,051	26,827,285
1832	7,147,712	1,288,323			

	dollars.
Total imports for 21 years	210,541,051
„ exports „	26,827,285
Consumption for 21 years	183,713,766
Annual average for 21 years	8,748,274
And, including the consumption of foreign silks for 1842 and 1843, amounts, for 24 years, to	2 0,000,000

RAW SILK.

IMPORTS and Exports of Foreign Raw Silk (included for the above) for Five Years.

YEARS.	Imports.	Exports.	YEARS.	Imports.	Exports.
	dollars.	dollars.		dollars.	dollars.
1837	211,694	118,434	1841	254,102	227,113
1838	29,938	79,251			
1839	39,258	4,682	Total	769,227	629,719
1840	234,235	200,239			

In 1839, the importations of silk from various countries amounted to nearly 23,000,000 dollars, viz:—

	dollars.
Silks from India and China, piece goods	1,738,509
„ „ „ sewings	50,650
„ sewings from other places	78,884
„ raw	39,258
„ from other places than India—veils, shawls, &c., &c	345,490
„ other manufactures, from other places than India	18,685,295
Manufactures of silk and worsted, 2,319,884 dollars (allowing one-half the value to be of silk)	1,159,942
Total	22,838,028

The importations of silk are one-fourth more than of any other article.

	dollars.
The amount of cotton manufactures imported was	14,692,397
Of iron	12,051,668
Of cloths and cassimeres	7,025,898
Other woollen manufacture	3,507,161
One-half the value of silks and worsteds	1,159,942
Total woollen goods	18,831,907

(For further details, see tabular statements of the manufactures of the United States.)

MANUFACTURE OF FLAX AND HEMP.

In the early history of the colonies, Douglas, in his Summary, informs us, that the people from the north of Ireland, in 1750 to 1759, had greatly improved the fabrics of linen, and all manner of spinning, and for a long period linens made in families of the flax grown in the country, was generally worn by the agricultural population.

In 1810, the quantity of linen cloth made in families, as returned by the marshals, was 23,503,590 yards, then valued at 8,261,361 dollars; in some of the states, however, that made from flax was not distinguished. In New York, the quantity made from flax, was 5,372,645 yards, valued at 2,014,741 dollars, or about forty cents per yard; and in Virginia, was 5,155,798 yards, valued at 1,718,599 dollars, or thirty-three and one-third cents per yard. Since that period, we have no data, by which to determine either the relative increase or decrease of the linen manufacture, nearly the whole of which is still carried on in families. In proportion to the population, it has, no doubt, decreased. In 1824, the quantity of linen and cotton cloths made in families, in the state of New York, was 8,079,992 yards, then valued at 1,211,998 dollars, or fifteen cents a yard. The returns did not show the quantity made from flax, but it was probably one-half.—*Pitkin.*

The manufacture of cotton bagging has increased, with the increase of cotton, and has become an article of no small importance to the cotton planter. It has, in the same ratio of increase, supplanted bags made of hemp and flax.

In 1833-4, according to Mr. Pitkin, there were about 1,100,000 bales of cotton raised in the United States, requiring about five yards of bagging for each bale, making 5,500,000 yards necessary for the annual consumption. The average quantity of this article imported, in the years 1832 and 1833, was 1,112,000 yards, leaving for consumption of domestic production, say 4,400,000 yards, which, at twenty cents per yard, is 880,000 dollars; and the whole value of the domestic manufacture of flax and hemp, in the United States, he is of opinion ought not, at that time, to be estimated higher than between 5,000,000 and 6,000,000 dollars.

By a joint resolution of Congress, agents are to be appointed, to reside in Kentucky and Missouri, for the purpose of purchasing water-rotted hemp; and the said agents are restricted, by the resolution, in their operations, so far as regards price and quality, that *the article is not to cost government any more than the same quality may be bought for in seaport towns.* "The quantity," says *Lyford's Commercial Journal,* "will probably depend upon the wants of government, expressed in

the form of requisitions at irregular periods, in the shape of proposals to supply the demand required at named points."

The ability of the western states to furnish hemp, may be inferred from the fact that, in 1840, according to the report of the marshals appointed to take the census, Kentucky returned 9992 tons of hemp and flax, and Missouri 18,010 tons. The manufactures in the former, from flax, are put down in valuation at 7519 dollars; and of cordage, at 1,292,276 dollars. In the latter, there are no manufactures from flax, but of cordage, to the amount of 98,490 dollars—total value of cordage (which, we presume, means principally bale rope), 1,390,760 dollars. A small portion, only, of flax could have been included in the return of Kentucky, from the proportion the manufactures appear to bear towards that of hemp.

It appears that there were grown, in Kentucky, in 1842, 14,000 tons, equal to 28,000,000 lbs. of hemp. From this amount, it is estimated there was manufactured, in 1843, 6,500,000 yards of bagging, and 7,000,000 lbs. of bale rope. Of the bagging, 2,000,000 yards were made by steam factories, and the remaining 4,500,000 yards by hand looms, there being about 300 of the latter in the state, each of which to be woven 15,000 yards. The counties which produced hemp, are—

COUNTIES.	Tons.	COUNTIES.	Tons.
Jefferson	500	Fayette	3000
Shelby	1000	Mason	2500
Woodford	2000	Jessamine	1500
Franklin	500	Mercer and Boyle	500
Scott	1000	All others	2000

The 300 looms are distributed—Woodford county, sixty; Fayette county, eighty; Franklin county, thirty; Scott county, thirty; Jessamine county, thirty; Mason county, twenty; all other counties, fifty.

The St. Louis Chamber of Commerce reports that hemp is fast becoming a leading article of trade in that city. "There are already two large manufactories of bagging and bale rope here, and several rope-walks, and there are a number of establishments in various parts of the state. The quantity of hemp manufactured and exported, in 1842 amounted to 1460 tons, and the quantity grown in this state was 1500 or 1600 tons, of which 380 tons were shipped to Kentucky, twenty tons to New Orleans, and the balance manufactured in this state." *Cables* and *cordage* are extensively manufactured for the use of shipping and river craft.—(See tabular statement of manufactures.)

STATEMENT exhibiting the Value and Manufactures of Hemp and Cordage; embracing Sail Duck, Sheeting, Brown and White, Ticklenburgs, Osnaburgs, and Burlaps, Cotton Bagging, cloth, &c., annually, from 1821 to 1844.

YEARS.	Hemp and Cordage.	Sail Duck.	Sheeting, Brown and White.	Ticklenburgs, Osnaburgs, and Burlaps.	Cotton Bagging.	Other Manufactures.	TOTAL VALUE.*
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1821	618,356	894,276	226,174	....	....	....	1,120,450
1822	1,202,085	1,524,486	332,842	....	....	....	1,857,328
1823	796,731	1,024,180	572,826	....	....	....	1,497,006
1824	590,035	990,017	673,735	37,338	18,491	60,618	1,780,199
1825	484,826	677,151	405,739	381,063	637,023	33,403	2,134,384
1826	636,356	856,474	470,705	411,667	274,973	48,909	2,062,728
1827	698,355	766,310	336,124	353,826	366,913	60,293	1,883,466
1828	1,191,441	678,483	352,483	604,674	408,626	43,052	2,087,318
1829	762,239	362,333	247,865	531,709	274,073	52,505	1,468,485
1830	279,743	317,347	250,237	563,665	69,126	133,103	1,333,478
1831	335,572	470,030	351,499	514,645	18 966	122,009	1,477,149
1832	967,253	766,191	326 027	366,320	87,906	84,114	1,640,618
1833	624,054	860,323	327,518	648,891	158,681	40,022	2,036,035
1834	669,307	720,780	400,000	300,000	237,260	21,955	1,679,995
1835	616,341	828,826	426,942	337,011	924,036	39,032	2,555,847
1836	904,103	662,652	555,141	392,194	1,701,451	54,459	3,365,897
1837	530,080	540,421	541,771	384,716	429,251	55 467	1,951,626
1838	597,565	683,070	325,345	362,725	173,325	47,292	1,591,757
1839	716,999	760,199	535,789	483,269	220,023	97,436	2,096,716
1840	786,115	615,723	261,173	329,054	310,211	71,994	1,588,155
1841	742,970	904,493	325,167	539,772	723,678	73,271	2,566,381
1842	353,888	516,880	110,782	187,006	421,824	37,042	1,273,534
1843	262,279	236,965	83,503	58,699	105,493	41,842	526,483
1844							

N.B.—Sail duck and sheeting not stated separately until 1824.
* Not including hemp and cordage.

STATEMENT exhibiting the Value of Linens, and other Manufactures of Flax, Imported into the United States annually, from 1821 to 1844.

YEARS.	Linens.	Other manufactures of Flax	TOTAL VALUE.	YEARS.	Linens.	Other manufactures of Flax	TOTAL VALUE.
	dollars.	dollars.	dollars.		dollars.	dollars.	dollars.
1821	2,564,159	....	2,564 159	1833	2,611,840	520,717	3,132,557
1822	4,132,747	....	4,132,747	1834	5,088,480	396,909	5,485,389
1823	3,803,007	....	3,803,007	1835	6,056,141	415,880	6,472,021
1824	3,873,616	....	3,873,616	1836	8,803,956	503,537	9,307,493
1825	3,675,689	212,098	3,887,787	1837	5,077,379	467 382	5,544,761
1826	2,757,080	229,946	2,987,026	1838	3,583,340	388,758	3,972,098
1827	2,366,115	230,671	2,656,786	1839	6,939,986	763,079	7 703,065
1828	2,514,688	724,851	3,239,539	1840	4,292,782	321,684	4,614,466
1829	2,581,901	260,530	2,842,431	1841	6,320,419	526,388	6,846,807
1830	2,527,778	483,502	3,011,280	1842	3,153,805	505,379	3,659,184
1831	3,163,956	626,155	3,790.111	1843	1,202,772	282,149	1,484,921
1832	3,428,559	644,605	4,073,164	1844			

LEATHER AND LEATHER MANUFACTURES.

This branch is of great extent and importance, especially in the states of New England, New York, and Pennsylvania. Mr. Pitkin, in his statistics, brought down to 1834, says:—

"The business of making shoes, boots, saddlery, harness, and trunks, is carried on in almost every village and town throughout the United States. The inhabitants of some towns are almost exclusively employed in making shoes alone. In the town of Lynn, in Massachusetts, the number of shoes made in 1832, was 1,675,781, valued at 942,191 dollars; giving employment to 1741 males, and 1775 females. Many of the fishermen at Marblehead, not finding a market for their fish, have lately turned shoemakers.

"The manufacture of leather is carried on to a great extent in the states of New York and Pennsylvania. From fifty-three tanneries, in the former state, there was sent to the city of New York, in 1831, sole leather to the value of 1,578,900 dollars; when to this was added, the sole leather of other tanneries, and also the upper leather, calf skins, goat and sheep skins, from the other principal tanneries, the value was estimated at 3,458,650 dollars."

"The improvement," says Mr. Ellsworth, "in the manufacture and making up this article, has also greatly reduced the price of shoes. By further inventions to render leather water-proof, likewise, much has been done to protect the health, and promote economy. 'Those who have not turned their attention to this subject, may be surprised to learn that leather, made water-proof in the best manner, will last at least one-third longer than other kinds.' Allowing, therefore, three dollars per head for each person in the United States for shoes, the cost of the whole article in the country would be 50,000,000 dollars, one-third of which, sold, would be over 16,000,000 dollars."

In the New York manufactory of shoes by machinery, it is stated, that—

"The sole-leather is first pressed between wooden rollers, which makes it extremely firm and compact; much more so than hammering can do. It is then placed under a cutting machine, which, at one operation, cuts it into the proper shape. Meantime, another machine is busy making steel wire into screws of about three feet in length, all of which is done with surprising celerity. A fourth machine punches the soles with holes, inserts the screw, and cuts it off at the proper length. All that is then necessary, is to rivet the screws by a few blows with a hammer, on an anvil. The soles manufactured in this way are superior to the Napoleon, inasmuch as the rivets adhere better, and the leather is rendered more compact. They are produced with infinitely less labour, and can be afforded about fifty per cent cheaper."

On the subject of the leather manufactures, *Hunt's Merchants' Magazine*, for 1844, affords the following information:—

"It is within the last twenty years that the manufacture of leather, sole-leather more particularly, has risen to high character and importance in the state of New York.

"Previous to this period the tanning of leather had been carried on chiefly in Pennsylvania, New Jersey, Maryland, and Delaware, and in the eastern states, Connecticut, Massachusetts, and

Vermont, the former tanning *exclusively* with *oak bark*, and the latter *chiefly* with *hemlock*.* Indeed, it may be truly asserted that the New York market was supplied almost entirely with leather from these different sections of our country; and behold the change; the state of New York has become now the tanning region, the city of New York the great leather market of the union, and there are more foreign hides imported into the city of New York than in any other city in the world.

"The first effort of consequence made to establish large tanneries in this state was by an association of gentlemen, under act of incorporation, styled the 'New York Tannery.'

"The company located their tannery in the town of Hunter, Greene county, twenty miles west of the North river; and, after prosecuting the business for a period of five years *unsuccessfully*, were compelled, finally, to close up their affairs, sell their lands and buildings, and abandon to individual enterprise the task of rearing up and firmly establishing this business in the new region.

"The spur, however, had been given, the impulse felt, and long before the company had ceased its operations, many extensive tanneries, capable of competing successfully with those of other states, and rivalling the great incorporated pioneer, had started into existence. Indeed, when we recur to that early period in the history of tanning in this state, and then dwell on the present, we are struck with wonder at the rapid progress and stirring enterprise everywhere exhibited. In every hemlock forest, on every falling stream, and accompanying the interior settlements in every direction, may be seen tanneries of the largest structure, giving employment to the wood-cutter, the bark-peeler, the teamster, and the wheelwright; and under the consuming fires of their never-glutted 'leeches,' the forests of hemlock are rapidly giving place for the plough of the husbandman; villages and mills arising as by the bidding of an enchanter's wand, where before was the inaccessible waterfall; and macadamized roads and turnpikes, traversing mountains heretofore deemed impassable.

"In the region of the Catskill mountains, the great sole leather tanning district, and in an extent embraced within the limits of the counties of Greene, Delaware, Schoharie, Sullivan, and Ulster, there were, in the year 1820, but three tanneries of any considerable size, and the amount of leather manufactured in them of trifling importance—in the aggregate, perhaps, 40,000 sides; value, some 100,000 dollars. There are now in the same district, without enumerating many small ones, fifty-six tanneries of capacity sufficient to manufacture annually 328,000 hides, equal to 656,000 *sides*, or 9,840,000 lbs. of sole leather, and in value 1,672,800 dollars!!

"The tannery at Prattsville, in the state of New York, is described as to have existed and thriven by Colonel Pratt commencing the world with that sometimes useful companion, *Poverty*, and, after struggling through the early period of his life with the difficulties and embarrassments incidental to such a connexion, he resolved to seek his fortune 'farther west.' With this determination, he penetrated what at that period (1824) was deemed almost a wilderness, the interior of the Catskill mountains. A situation on the banks of the Schohariekill presenting to his mind great natural advantages he resolved to establish himself there. In the incredibly short space of *ninety days* (we have the fact from himself), he had his tannery erected, and ready to commence operations.

"He then procured a stock of hides† in the city of New York, which he transported over the mountains to his factory, by the most difficult and unbroken roads. In a new country, inconveniences and difficulties presented themselves in every shape—new machinery to be tried, altered, or thrown away, unskilful workmen and labourers to be trained and 'broken in,' bark to be peeled, and dragged from the mountains. In addition, the stock of leather, injured by negligence or want of skill on the part of his workmen, was returned to a low and glutted market, and forced off at ruinous prices. All these adverse circumstances were enough to discourage him, but did not; they only served to awaken still further his energies, and stimulate him to renewed exertions. He is now, after the lapse of sixteen years, the proprietor of the largest tannery in America, perhaps in the world, the *purchases and sales* for which have amounted during that period to the immense sum of *two millions and a half of dollars*, in the centre of a beautiful village numbering in population some thousand inhabitants, containing an academy erected at his own personal cost, and which he now offers to endow with 5000 dollars, conditioned that a like amount be raised by the inhabitants; two handsome churches which he aided liberally in building, and still continues

* "'It is observable that in this country, wherever the hemlock forests terminate in regions too warm for its production, there the oak forests commence;' consequently, the oak is used in the middle and southern states, almost exclusively, while in the latitudes north of the city of New York the same remark may be applied to hemlock."

† Colonel Pratt connected his tanning operations with the house of Gideon Lee and Co., in the city of New York, with whom he continued it for a period of fifteen years, until the senior members of that house retired from active business.

to help sustain; a carpet and India-rubber manufactory, employing fifty travelling agents; three grist-mills, seven saw-mills, five shingle machines, six stores, three hotels, four blacksmith shops, and a number of other mechanical trades and professions.

"It is estimated that the state of New York manufactures one-third of the whole quantity of leather tanned in the United States. There are about 450 tanneries, and the total value of leather annually is about 6,000,000 of dollars. The importation of sole leather into the United States has entirely ceased, and *although there exists a protective duty of twenty-nine per cent, it is entirely unnecessary;* indeed, were foreign markets thrown open to us, we hazard little in asserting that we could export *sole leather* to the European markets to advantage. English sheep (in the raw state chiefly), and French calf skins finished, are imported into the country in considerable quantities, and we believe profitably, but the value is trifling, compared with the great *staple*, sole leather.

"The hemlock tanneries are generally constructed of wood; all the tanning vats are under cover of the building, and are kept warm by means of stoves and heaters, in order that the operations may proceed as well during the cold, as warm seasons. The old plan, and the one pursued still in the oak tanning districts, is to lay away the leather and cover up the vats in the winter (thus being out of doors and exposed to the severity of the season), and open them again in the spring; in this way much time was lost, and the tanneries were unable to tan out but a single stock in the year. The size of the larger class of tanneries is from 150 to 400 feet in length, by thirty to fifty feet in width, containing from 100 to 300 vats—and two to eight large heaters, in which the bark is *steamed* or *boiled*, for the purpose of extracting the tanning; their capacities range from 3000 to 20,000 hides per annum. The Prattsville tannery is capable of tanning out within the year, 25,000 hides, or 50,000 sides of sole leather. They usually tan two stocks in the year; that is to say, the hides 'worked in' in the spring, are returned manufactured in the fall, and those 'worked in' in the fall, are returned in the spring. The tanneries are located always on some stream furnishing sufficient power to propel the machinery, and in the midst of the hemlock forests, where bark is of easy access and cheap. As the forests of hemlock become extinguished, the tanners retreat further into the interior. Among other causes which have contributed to place the state of New York in the high position she occupies as a tanning state, was the enactment of judicious inspection laws, which, while they served to guard the purchasers from imposition, also stimulated the tanners to put forth their best skill and exertions to excel. The states of Maryland and Massachusetts have both adopted, with slight modifications, the laws of the state of New York in that particular, and are now experiencing their beneficial effects.

"Within the past fifteen years, important improvements have been made in the art of tanning, and many erroneous notions exploded. The quality of sole leather has been improved in about the same ratio as the average gain in weight has been increased, which may safely be estimated on an average at twenty per cent; that is to say, hides under the old system of tanning, which yielded a gain of 130 lbs. of *leather* for every 100 lbs. of *raw hide*, will now, under the improved system, be made to yield 150 lbs. The idea that time is necessary to make the best leather, has been demonstrated to be true only to a limited extent; as good leather can be made, by the bestowment of active management and labour, in six or eight months as in six or eight years; indeed, as good hemlock sole leather as we ever saw was manufactured in eight months, and we understand that successful experiments have been recently made establishing the fact, that excellent leather can be manufactured in fifty days; and extensive arrangements are now being made to test the feasibility of the plan on a large scale."

I.—TABLE showing the Total Number of Sides of Sole Leather inspected in the City of New York, during the Years 1827 to 1843, inclusive.

YEARS.	Sides.	YEARS.	Sides.	YEARS.	Sides.	YEARS.	Sides.
	number.		number.		number.		number.
1827	265,553	1832	667,000	1837	890,962	1841	
1828	284,978	1833	882,609	1838	750,675	1842	
1829	264,878	1834	828,175	1839	772,255	1843	
1830	326,298	1835	784,165	1840			
1831	440,000	1836	925,014				

II.—Table of Imports and Exports of Hides, Foreign and Domestic, at the Port of New York, from 1824 to 1843, inclusive, with the Consumption for the same period.

YEARS.	Imports.	Exports.	Consumption.	YEARS.	Imports.	Exports.	Consumption.
	number.	number.	number.		number.	number.	number.
1824	307,838	50,741	257,097	Brought forward	5,726,537	516,484	4,939,674
1825	410,066	50,509	359,557	1835	868,381	21,903	846,478
1826	275,238	31,317	243,921	1836	942,890	109,273	833,617
1827	259,975	51,545	218,430	1837	623,925	99,356	524,569
1828	268,744	48,396	220,375	1838	543,300	25,695	517,605
1829	308,987	52,023	256,964	1839	561,105	24,186	536,919
1830	475,640	26,305	449,335	1840	....	31,325	
1831	853,685	8,017	764,282	1841	....	4 245	
1832	975,094	169,493	805,601	1842	635,631	31,286	604,345
1833	892,198	58,282	833,916	1843	653,431	53,663	599,768
1834	700,052	169,856	530,196				
				Total	10,555,200	917,406	9,402,975
Carried forward.	5,726,537	516,484	4,939,674				

III.—Comparative Table of Foreign Hides, Imports and Exports, at Liverpool, and New York.

	hides.
Imported into Liverpool, 1824 to 1839, inclusive, 16 years	7,859,952
Exported from ditto, same period	2,067,775
Consumption at ditto, ditto	5,792,177
Imported into New York, ditto	9,267,118
Exported from ditto, ditto	986,870
Consumption at ditto, ditto	8,198,862

New York imported during the above period, 1,407,166 hides *more*, and exported 1,080,905 *less*, and consumed 2,406,685 more than the city of Liverpool. London imports and consumes less than Liverpool; and we know of no other city, New York excepted, that imports so largely as these two cities.

IV.—Green Slaughter-Hides, inspected in New York, from 1832 to 1843, inclusive.

YEARS.	Hides.	YEARS.	Hides.	YEARS.	Hides.	YEARS.	Hides.
	number.		number.		number.		number.
1832	39,975	1835	51,299	1838	40,877	1841	
1833	43,862	1836	54,531	1839	37,948	1842	
1834	43,935	1837	44,495	1840		1843	

Import of Hides at New York, during the Years 1840 to 1843 inclusive.

PLACES.	Hides.	PLACES.	Hides.
	number.		number.
Africa	21,407	Brought forward	400,901
Angostura	56,241	Montevideo	61,292
Bahia	5,873	Manilla	11,000
Buenos Ayres	132,337	Maracaibo	5,221
,, (horse)	1,000	New Orleans	23,790
Calcutta	36,700	Pernambuco	8,383
Carthagena	33,561	Para	5,519
Carolinas	3,003	Rio Grande	33,438
Chili	13,315	,, (horse)	225
Central America	35,690	St. Domingo	1,271
Curaçoa	9,036	West Indies	1,525
Florida	3,278	Unknown	3,796
Georgia	1,211	To dealers	79,270
Honduras	1,349		
Laguira	14,706	Total 1842	635,631
Mobile	2,528	Same time 1841	633,269
Mexico	29,666	,, 1840	520,251
		,, 1843	653,431
Carried forward	400,901		

Value of Hides and Skins Imported into, and Exported from, the United States, during the following Years.

YEARS.	IMPORTED.	EXPORTED.	
		FOREIGN.	DOMESTIC.
	dollars.	dollars.	dollars.
1832	4,680,128	112,316	52,111
1833	3,588,809	572,413	58,179
1842	4,061,816	598,487	64,722
1843*	2,619,815	453,860	7,528

* Nine months, ending 30th June only.

VALUE of Leather and Manufactures thereof Imported into, and Exported from, the United States, during the following Years.

YEARS.	IMPORTED.		EXPORTED.		
	Leather, including Saddlery, &c.	Boots and Shoes.	Leather.	Saddlery.	Boots and Shoes.
	dollars.	number.	lbs.	dollars.	dollars.
1832.....	709,069	20,598	318,590	29,572	277,388
1833.....	1,017,805	32,498	275,453	33,031	213,510
1842.....	1,023,785	22,292	....	25,986	168,295
1843*.....	130,567	16,457	....	17,653	115,355

* Nine months, ending 30th June only.

Hats.—Mr. Pitkin says, " The American manufacturer has long since supplied the domestic market with hats, and a surplus for exportation. In 1831, the value of hats made in this country was estimated at 10,500,000 dollars, exclusive of caps of various sorts; and the number of men and boys employed directly in this branch of domestic industry was estimated at 15,000, and of females, 3000; and the amount paid for their labour was calculated to be 4,200,000 dollars.

" The manufacture of caps, of various kinds, is carried on also to a great extent; an establishment of this description in Albany has employed, in this business, from 600 to 700 persons, and has paid wages to the amount of 100,000 dollars a year. And we beg leave here to refer to a branch of domestic industry, carried on principally in Massachusetts, in making braid, or straw-bonnets, and palm-leaf hats. The value of these articles, made in 1832, as appears by the returns made to the secretary of the treasury, was from 800,000 dollars to 900,000 dollars."

For the value made in 1840, see tabular statements hereafter.

Sugar Refineries.—In 1831, the number of sugar refineries in the United States was thirty-eight. For the present number and products, see tabular statements.

MANUFACTURES OF IRON AND OTHER METALS.

Under the head of " Metals of the United States," we have given details of the iron manufactures; and we are enabled to add some further information from various sources. It is remarkable that iron and iron wares were made in the United States, at a period when but little iron was made, except in Sussex, in England. Douglas, in his " Summary of the British Settlements," Vol. I., page 540, says: " Iron is a considerable article in our (New England) manufacture. It consists of three branches: 1, smelting-furnaces, reducing the ore into pigs, having coal (charcoal) enough, and appearances of rock ore. In Attleborough were erected, at a great charge, three furnaces, but the ore proving bad and scarce, this projection miscarried as to pigs, but were of use in casting of small cannon for ships and letters of marque, and in casting cannon-balls and bombs for the (final) reduction of Louisburg" in 1745 (100 years ago). 2. Refineries, which manufactured pigs imported from New York, Pennsylvania, and Maryland furnaces, into bar-iron. 3. Bloomeries, which, from bog or swamp ore, without any furnace, only by a forge hearth, reduce it into a bloom, or semi-liquified lump, to be beat into bars, but much inferior to those from pigs or refineries. 4. Swamp-ore furnaces; from ore smelted, they cast hollow ware, which we can afford cheaper than from England or from Holland."

Speaking of Pennsylvania, he says they export considerable quantity of their

iron in pigs, bars, and pots; and at Virginia and Maryland, "towards the mountain, there are furnaces for running of iron ore into pigs and Holland cast ware, and forges to refine pig-iron into bars."

IRON and Steel, Imported into the United States annually, from 1821 to 1842.

YEARS.	IRON AND STEEL.								
	BAR IRON.		Pig-iron.	Old and scrap iron.	Steel.	TOTAL VALUE.	MANUFACTURED.		
	Manufactured by rolling.	Manufactured otherwise.					Paying duties ad valorem.	Paying specific duties.	TOTAL VALUE.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1821	1,213,041	....	....	....	131,291	1,344,332	1,030,129	238,400	1,808,529
1822	1,864,868	....	....	....	189,613	2,054,481	2,767,757	387,818	3,155,575
1823	1,891,635	....	....	....	224,595	2,116,230	2,568,842	398,279	2,967,121
1824	962,897	483 686	3,444	....	236,405	1,686,432	2,505,291	326,411	2,831,702
1825	224,497	1,562,146	36 513	....	291,515	2,114,671	3,312,758	393,658	3,706,416
1826	223,259	1,590,350	67,004	....	384,235	2,264,848	2,831,333	355,152	3,186,485
1827	347,792	1,323,749	46,881	....	310,197	2,028,619	3,525,433	448,154	3,973,587
1828	441,000	2,141,178	93,025	....	430,425	3,105,628	3,559,982	620,933	4,180,915
1829	119,326	1,884,049	28,811	....	289,831	2,322,017	3,100,630	330,278	3,430,908
1830	226,336	1,730,375	25,644	....	291,257	2,273,612	3,372,146	283,702	3,655,848
1831	544,664	1,260,166	160,681	....	399,635	2,365,146	4,358,921	468,912	4,827,833
1832	701,549	1,929,493	222,303	....	645,510	3,498,855	4,697,512	608,733	5,306,245
1833	1,002,750	1,837,473	217 668	24,035	523,116	3,605,042	3,361,582	773,855	4,135,437
1834	1,187,236	1,742,883	270,325	33,243	554,150	3,787,837	4,090,621	656,000	4,746,621
1835	1,050,152	1,641,359	289,779	11,609	576,988	3,569,887	4,827,461	524,155	5,351,616
1836	2,131,828	1,891,214	272,978	28,224	686,141	5,010,385	7,001,404	879,465	7,880,869
1837	2,573,367	2,017,346	422,929	18,391	804,817	5,836,850	5,488,311	1,038,382	6,526,693
1838	1,825,121	1,166,196	319,099	7,567	487,334	3,805,317	3,069,507	543,779	3,613,286
1839	3,181,180	2,054,094	285,300	10,161	771,804	6,302,539	5,585,063	922,447	6,507,510
1840	1,707,649	1,689,831	114,562	15,749	528,716	4,056,507	2,575,229	609,671	3,184,900
1841	2,172,278	1,614,619	223,228	10 537	609,201	4,629,863	3,428,140	827,820	4,255,960
1842	2,053,453	1,041,410	295,284	8,207	597,317	3,995,671	2,919,498	652,583	3,572,081

The extraordinary progress of the iron works of England and Scotland, during the present century, has created such abundance and cheapness, that high duties have been resorted to in the United States for protecting domestic iron works. This evil policy we will refer to hereafter. Except common articles of hardware, all others are produced at high prices. Among the various metallic fabrics, according to the reports of the Commissioners of Patents, we may enumerate—

Jewellery.—"In 1820, it might be said with almost literal truth, that nothing of the kind was manufactured in the United States. But now, much the larger part of all the more rich and solid articles are made in this country. There are very good and extensive assortments in the stores, where not a single specimen of foreign jewellery is to be found. Articles of English manufacture are entirely superseded by the superior skill and taste of our workmen; but there are some sorts of work done by the French jewellers which cannot be equalled here."

"*Pins.*—The progress made in the United States, in the manufacture of this article of universal use, within a few years, is truly astonishing. A manufactory, near Derby, Connecticut, has a contrivance for sticking pins in paper, which is quite marvellous. It takes, in England, sixty females to stick in one day, by sunlight, ninety packs, consisting of 302,460 pins. The same operation is performed here, in the same time, by one woman. Her sole occupation is to pour them, a gallon at a time, into a hopper, from whence they come out all neatly arranged upon their several papers. The mechanism, by which the labour of

fifty-nine persons is daily saved, yet remains a mystery to all but the inventor; and no person, but the single woman who attends to it, is, upon any pretext whatever, allowed to enter the room where it operates."

Nails were first made in the United States by machinery, which slit the rods, cut, and head them with astonishing rapidity. They are more brittle than wrought nails; but machine-made spikes are said to be equal, if not superior, to others. Screws, door-hinges, horse-shoes, all kinds of tools, locks, and fastenings for doors, lead pipes, and various metallic articles, cotton and wool cards, are made of the best quality. (See tabular statement hereafter.) Steam-engines and boilers, mainbrace, and other instruments, and anchors, and chain cables; articles of cast iron; agricultural instruments; and all the articles of metal made in England and France, are now made in the United States; but many of them at much higher prices to the inhabitants than they could be imported from Europe.

Hooks and eyes form another illustration of the progress of inventive industry. Thirty years ago, the price was one dollar fifty cents per gross; now, the same quantity may be purchased, from fifteen to twenty cents. "At one establishment in New Britain, Connecticut, 80,000 to 100,000 pairs per day are made and plated by a galvanic battery, on the cold silver process. The value of this article, consumed annually in the United States, is estimated at 750,000 dollars."

Horse-shoes furnish a similar proof of the bearing of the progress of inventions. An improved kind of horse-shoes, made at Troy, New York, for some time past, is now sold at the price of only five cents per pound, ready prepared, to be used in shoeing the animal. At a factory, recently erected, fifty tons of these are now turned out per day; and, it is believed, they can be made and sent to Europe, at as good a profit as is derived from American clocks, which have handsomely remunerated the exporter.

	dollars.
Brass, copper, tin, pewter and Britannia ware.—In 1833, the manufactures of copper imported (exclusive of copper bottoms), was..	33,244
Of brass (exclusive of sheet and rolled brass).....	370,764
Of tin.....	11,887
Of pewter.....	11,945
Total.....	427,840

In 1832, the value of the manufactures of copper, brass, tin, Britannia ware, including clasps made in Connecticut, was 430,050 dollars.

Buttons.—The value of domestic buttons, made in 1832, was estimated at 800,000 dollars; the value of those that were gilt, being 300,000 dollars, and others, 500,000 dollars. These were made in Waterbury and Meriden, in Connecticut, and in several towns in Massachusetts.

Combs, of ivory, horn, shell, and wood, were made in different parts of the United States, the same year, to the value, at least, of from 700,000 dollars to 800,000 dollars. In Massachusetts alone, in 1832, the value of combs of all kinds was about 450,000 dollars.

These articles, not only supply the home market, but constitute a part of

American domestic exports. The value of combs and buttons exported in 1832, was 124,305 dollars, and in 1833, 142,970 dollars.

Carriages.—The making of carriages and coaches, may very properly be classed among the important manufactures of the country. The annual value made, must be, in no small degree, conjectural.

Lead.—The lead mines in the United States, have been as productive as any in the world. Those on Fever river, and in Missouri, produced the following quantities, in each year, from 1823 to 1832.

YEARS.	Fever River.	Missouri.	TOTAL.	YEARS.	Fever River.	Missouri.	TOTAL.
	lbs.	lbs.	lbs.		lbs.	lbs.	lbs.
1823	335,130	....	335,130	Brought forward	18,420,712	3,877,852	22,299,654
1824	175,220	....	175,220	1829	13,343,150	1,198,160	14,541,730
1825	664,530	386,590	1,051,120	1830	8,323,998	8,060	8,332,058
1826	958,842	1,374,962	2,333,894	1831	6,381,901	67,180	6,449,080
1827	5,181,180	910,380	6,092,560	1832	4,281,876	....	4,281,876
1828	11,105,810	1,205,920	12,311,730				
Carried forward	18,420,712	3,877,852	22,299,654	Total	50,753,677	5,151,252	55,904,398

The great increase in the years 1828 and 1829, reduced the price so low, as to render the working of the mines unprofitable.

American manufactures of white and red lead, as well as shot, now nearly supply the domestic market. In 1821, the quantity of white and red lead imported was about 4,000,000 lbs., valued at 322,568 dollars; and the quantity in pigs, bars, and sheets, was 3,197,409 lbs., and the quantity of shot was 2,290,596 lbs., both valued at 204,710 dollars. But since 1830, the value of white and red lead has averaged about 30,000 dollars a year; and, in 1833, the value of pig, bar, and sheet lead, was 60,660 dollars, and of shot, only 8500 dollars.

The value of white and red lead made in the country, must rest, in some measure, on conjecture. In 1810, the value, as returned by the marshals, was 325,560 dollars, principally from the city and county of Philadelphia.

The amount, at the present time (1834), cannot be less than 1,000,000 dollars. In 1833, two establishments for the manufacture of these articles existed in Salem, Massachusetts, and made the following quantities, viz.:—

	lbs.
White lead	2,081,894
Red ditto	42,236
Sugar of ditto	20,586
And which was valued at 195,000 dollars.	

Soap and Candles.—The American manufacturer has long since more than supplied the home market with the articles of soap and candles. The annual value of these articles exported, including spermaceti candles, is about 1,000,000 dollars. The amount necessary for home consumption, cannot be less, it is believed, than from 9,000,000 to 12,000,000 dollars. Estimating the number of families in the United States, at 2,330,000, and allowing four and a half dollars to each family for these articles, the value will be about 10,500,000 dollars.

The quantity of spermaceti candles, made in the United States, in 1831, was about 2,730,000 lbs., worth 709,800 dollars; and the annual value of this kind of candles exported, is about 250,000 dollars, leaving for home consumption to the amount of 460,000 dollars.

Paper.—Paper was made in New England, and probably in other parts of North America, a little more than a century ago.

In September, 1728, an act was passed, by the assembly of the province of Massachusetts bay, for the encouragement of the manufacture of this article. This act was granted to Daniel Henchman and others, the right of making paper, on condition, that, within the first fifteen months, they would make 140 reams of brown paper, and sixty reams of printing paper. This small beginning is referred to, in the report of the Board of Trade before mentioned, made in 1731; in which, speaking of the manufactures of Massachusetts, the board say, "By a paper mill, set up three years ago, they make to the value of 200*l.* sterling."

The manufacture of paper, particularly of the coarser kind, no doubt, increased, and was carried on, to a considerable extent, before the revolution. It was mentioned by Hamilton, in 1791, as one of the manufactures, which, in no inconsiderable degree, supplied the domestic market; and Coxe, in his view of the United States, published not long after the date of this report, states, that there were then forty-eight paper mills in operation in Pennsylvania.

In 1810, the value of paper made in the country, was about 2,000,000 dollars; and there can be little doubt, that it has trebled in value since that period, and must be now from 5,000,000 to 6,000,000 dollars. The value of paper made in Connecticut, in 1832, was 546,000 dollars.

The general government has, from its commencement, imposed a protecting duty on imported paper, and admitted the raw material, of which it is made, duty free. The value of rags imported, in 1832, was 466,387 dollars, and in 1833, 411,785 dollars, principally from Italy and Trieste.

Cabinet Ware.—The value of cabinet ware was estimated, in 1831, at 10,000,000 dollars; employing 15,000 men, who received for their labour about 4,700,000 dollars. The value of household furniture, exported in 1832, was 169,038 dollars; and, in 1833, was 200,635 dollars. (For 1840, see tabular statements.)

Connecticut Clock Commerce.—It is estimated that the citizens of Connecticut manufacture clocks to the amount of 1,000,000 dollars per annum. A correspondent of the *Rochester Democrat* residing at Hartford, says:—

"For the last three years we have been gradually pushing our *notes of time* into foreign countries; and such has been our success, that within a few hours' ride of this city, 1000 clocks are finished daily; and it is a fair estimate to put down 500,000 clocks as being manufactured in this state last year. This year the number will be still increased, as John Buli is so slow in his movements that there is no hope of reform until he has plenty of Yankee monitors. These we are now sending him by every ship that clears from our seaports. In 1841, a few clocks were exported there as an experiment. They were seized by the custom-house in Liverpool, on the ground that they were undervalued. The

invoice price is one dollar and fifty cents, and the duties twenty per cent. They, however, were soon released, the owner having accompanied them and satisfied the authorities that they could be made at a profit, even thus low. Mr. Sperry, of the firm of Sperry and Shaw, was the gentleman who took out the article. He lost no time, after getting possession of his clocks, in finding an auction house. They were made of brass works, cut by machinery out of brass plates, and a neat mahogany case enclosed the time-piece. They were a fair eight-day clock, but wholly unknown in England. The first invoice sold for 4*l.* sterling to 5*l.* sterling, or about twenty dollars each. Since that time every packet carries out an invoice of the article, and 40,000 clocks have been sold there by this one firm, Sperry and Shaw. Others are now in the business, and the north of Europe has become our customers. India, too, is looked to as a mart for these wares, several lots have been forwarded to the ports of China."

Glass.—The report of the committee of the New York Convention, informs us, that the manufacture of flint glass, is now almost equal to the domestic consumption; "that, for the manufacture of this article, there were, in 1831, twenty-one furnaces, containing 140 pots, and located at the following places:—

At Boston and its vicinity . . .	6	furnaces,	with	38 pots.
„ Providence, Rhode Island . .	2	„	„	12 „
„ New York and its vicinity . .	3	„	„	22 „
„ Philadelphia	1	„	„	6 „
„ Baltimore	2	„	„	12 „
„ Pittsburg	4	„	„	32 „
„ Wellsburg	2	„	„	12 „
„ Wheeling	1	„	„	6 „

"That the value of flint glass made in these establishments, was about 1,300,000 dollars; and that two of these, having four furnaces, with twenty-eight pots, situated in the vicinity of Boston, made annually, to the amount of 400,000 dollars, having a capital of 450,000 dollars, and paying, in yearly wages, 140,000 dollars.

"American flint glass is of an excellent quality, rivalling, in solidity and elegance, that of foreign countries. The first manufactory of flint glass in the United States, was established at Pittsburg, in 1812, and here the manufacture of this article has since greatly extended; and we have rarely felt more pleasure or surprise than in witnessing the making of this article, in a place which, but a few years before, was in the midst of a wilderness. In 1832, domestic glass, principally flint glass, was exported to the amount of 106,855 dollars.

"Nor, during the period under review, have the Americans been less successful in the manufacture of window glass, and glass bottles of different kinds. The New England crown glass manufactory, situated in Boston, having a capital of 150,000 dollars, makes glass of this description, to the value of 100,000 dollars a year. In addition to this, the committee advise us of, at least, twenty-three manufactories of cylinder window glass then in this country, ten in Pennsylvania (four being at Pittsburg and four at Brownville), two at Wheeling in Virginia, two in Maryland, two in New York, two in Ohio, one in Massachusetts, one in New Hampshire, one in Vermont, one in Connecticut, and one in the district of Columbia. These had a capital of 690,000 dollars, employed 800 men, whose wages were 230,000 dollars, and made annually 172,500 boxes of glass, or 8,625,000 feet, valued at 851,000 dollars.

"The most extensive manufactory of green bottles, demijohns, apothecaries' ware, and shop furniture, is that of Dyott, near Philadelphia; employing from 253 to 300 men and boys, and melting about 1200 tons per annum. Near Boston is a manufactory of glass bottles, having a capital of 50,000 dollars, making annually 6000 gross, and employing sixty-five men and boys."

By the report of this committee, the whole value of glass made in the United States, was as follows:—

	dollars.
Flint glass	1,300,000
Crown window glass	150,000
Cylinder window glass	851,000
Glass bottles, phials, apothecaries' ware, demijohns, carboys, &c.	200,000
	2,501,000
Employing 1800 men, whose wages amount to	600,000

From additional information obtained, subsequent to the date of the report, it was supposed that the value of the domestic manufacture of glass, was 3,000,000 dollars. In December, 1834, the number of glass works in Pittsburg had increased to ten.

In the manufacture of glass, as well as in its subsequent working, important improvements have been made. "The colouring of glass, and the production of works in painted glass, have advanced to a high state of perfection. The popular error of considering the ancient art of glass painting to be completely lost, has been exploded. The truth is, that this art at the present day exhibits a higher condition of improvement than at any former period, although the contrary opinion generally prevails. It has been found by careful experiment, that, when the metals themselves, instead of their oxides, have been fused with glass, it presents that dull, untransparent appearance, which is remarkably characteristic of ancient stained glass, and, by repeated analytical and synthetical trials, the composition of ancient glass has been fully determined. The investigation of this subject has proceeded so far, that nearly all the colours used by the artist of the middle ages for painting on glass have been determined with accuracy.

"A most interesting application of glass has been made within two or three years, in the formation of ornamental damasks, by weaving glass threads with silk. They are richer in appearance, and cost less, than the gold or silver damasks. Such improvements have been made in the process of annealing the glass, that the threads are rendered almost as pliable as silk itself.

"In the manufacture of glass a plan has recently been adopted by which it is freed from air bubbles—a consideration of great consequence in the preparation of glass for optical purposes. A vacuum is created over the melted glass, causing the air bubbles to expand and rise more readily to the surface.

"Among the trophies of the art of glass making, may be instanced here the enormous sheet of plate glass lately cast by the Thames Plate Glass Company. Its dimensions are fourteen feet eight inches in length, and eight and a half feet in width. An ingenious process for making concave glass mirrors was not long since introduced, though it involves practical objections to its common use. A large thin, and uniform glass mirror was firmly cemented to an iron rim, and, by means of an air-pump, a vacuum was created under the plate of glass, and the pressure of the atmosphere produced a concavity of the glass in proportion to the exhaustion beneath. The curve of the mirror obtained in this way cannot be very deep, and forms what is termed the catenary curve."

Glass works at Sandwich, Massachusetts.—The yards and buildings of this establishment cover six acres of ground. It employs 225 workmen, who, with their families, occupy sixty dwelling-houses. The raw materials used, per annum, are, glass, 600 tons; red lead, 700,000 lbs.; pearlash, 450,000 lbs.; saltpetre, 70,000 lbs. They consume 1100 cords of pine wood, 700 cords of oak wood, and 100,000 bushels of bituminous coal. Seventy tons of hay and straw are used for packing the glass. The amount of glass-ware manufactured, is 300,000 dollars per annum; said to be superior to any other manufactured in America, and equal to any in Europe. By the application of heated air from the steam-engine, to pans containing sea water, they manufacture about 3000 bushels of salt per annum; and all the ashes are leached, and the ley converted to potash. It is said that the saving by this economy, which is carried through every department, is sufficient to pay a handsome dividend on the stock.—(See Glass-works, &c. for 1840—tables.)

QUANTITY and Value of Manufactured Glass Imported into the United States, in each Year, from 1825 to 1840.

YEARS.	Glass-ware, paying duties ad valorem.	APOTHECARIES' PHIALS.		PERFUMERY PHIALS.		BLACK BOTTLES.		DEMIJOHNS.		WINDOW GLASS.	
		Gross.	Value.	Gross.	Value.	Gross	Value.	No.	Value.	100 Ft. Sq	Value.
			dollars.		dollars.		dollars.		dollars.		dollars.
1825	218,005	4636	7,075	....	....	13,086	64,658	37,883	15,437	5,506	59,9 6
1826	150,088	3451	9,219	....	....	23,546	115,100	63,553	25,547	7,982	71,348
1827	279,096	9838	22,903	....	....	27,839	140,743	53,251	20,720	5,071	71,752
1828	384,412	3995	10,640	....	....	22,092	104,767	56,295	19,573	4,352	56,577
1829	303,012	691	2,004	....	....	12,383	58,502	60,825	20,027	3,631	50,355
1830	255,749	1161	3,473	....	....	16,327	52,991	50,614	15,624	2,086	25,507
1831	345,797	402	1,260	....	....	17,893	81,877	58,157	17,851	4,605	59,576
1832	505,285	1375	3,237	....	....	25,954	119,835	58,410	17,013	4,904	63,241
1633	333,882	846	3,655	88	725	26,046	118,820	54,997	15,390	8,539	78,151
1834	376,245	429	2,304	57	639	23,254	117,428	70,776	20,783	7,416	73,332
1835	438,118	598	1,555	98	122	24,014	118,225	70,001	21,307	21,275	136,968
1836	608,107	238	1,296	95	1906	48,205	200,074	73,945	24,298	27,149	188 750
1837	532,982	244	1,074	124	1196	48,051	271,181	79,468	23,981	15,324	111 327
1838	310,726	250	1,158	68	599	27,489	148 379	49,354	14,911	6,271	55,227
1839	659,474	365	1,650	270	2073	35,073	178,765	50,016	14,609	24,464	105,751
1840	360,847	276	925	77	1571	25,548	118,268	85,508	25,072	13,525	56,746
1841	345,826	194	1,524	117	1779	15,377	79,179	50,495	14,978	19,367	142,743
1842	380,526	149	825	272	1413	15,773	74,800	53,687	15,413	22,993	85,532
1843*.....	61,591	244	822	18	41	3,063	14,226	2,130	646	418,743†	20,551
1844*.....											

* During 1843 and 1844, the following quantities of glass were also entered under the denomination of *cut* and *plain*, paying specific rates of duty. Prior to 1843, these were all included under *Glassware* at *ad valorem* duties.
In 1843....Cut glass, 18,102 lbs.; value, 6590 dollars.—Plain glass, 50,168 lbs.; value, 6319 dollars.
„ 1844 „ „

† Per square foot.

Distilled spirits.—In 1810, the quantity distilled was about 25,000,000 of gallons, 5,000,000 from molasses, and the remainder from grain or fruit; and the whole was then valued at 14,988,776 dollars, being more than one-tenth of all the manufactures of the United States, and between one-third and a half of the manufactures of wool, cotton, and flax, at that time.—(For Distilleries and Breweries in 1840, see tables.)

Chemical produce.—A report by a committee of the New York Convention, states, "that in 1831, there were not less than thirty chemical establishments in this country, having a capital of 1,158,000 dollars, and making various chemical articles, to the annual value of 1,000,000 dollars, and employing 900 hands. This kind of manufacture was secured principally by the tariff of 1824. The committee state, that the general price of chemical articles, in the United States, was, at that time, one-half less than before their domestic manufacture, under the tariff of 1824; and, in some instances, the difference was much greater—that in 1820, the price of Epsom salts was from eleven to twelve cents per pound—in 1824 a duty of four cents was imposed on foreign salts of this description; and the price in 1831, was three and a half cents per pound."

"American chrome yellow was, for a short time, exported to Great Britain, not being embraced in the tariff of British duties.

"The British manufacturer of this article, however, soon procured a duty upon its importation, amounting to a prohibition. About 4,000,000 lbs. of copperas is now made in the United States; 3,000,000 lbs. in Vermont, 500,000 lbs. in Ohio, and 500,000 lbs. in other states. This article is sufficient for the supply of this country, and in 1832 was sold at two, and two and a half cents per pound.

"Among the articles made in these various chemical establishments, are calomel and other mercurial preparations, Glauber salts, Rochelle salts, tartar emetic, ammonia, sulphate of quinine, oil of vitriol, tartaric acid, aqua fortis, prussian blue, chrome yellow, chrome green, nitric acid, muriatic acid, barilla, oxalic acid, chloride of lime, chlorine of soda, refined saltpetre, refined borax, refined camphor, acetic acid, acetate of lead, nitrate of lead, prussiate of potash, bi-chromate of potash, &c.

"Most of the materials used in these establishments, are the produce of the United States; and nearly the whole of this branch of domestic industry, is a clear gain to the United States."—*Pitkin*, in 1835. (See tabular statements for 1840.)

Salt manufacture of the United States.—The annual report of the superintendent of salt springs and inspector of salt in the county of Onondaga, the salt region of New York, for 1843, prepared and published in pursuance of the requirement of a law of the state, furnishes much valuable information touching the manufacture and trade in this important article of consumption and commerce. Taking this report and a variety of other data as the basis, we proceed to lay before our

readers, in as condensed and comprehensive form as possible, some account of the progress of the salt trade and manufacture of the United States.

The quantity of salt manufactured in the United States in 1840 added to the quantity imported in that year, would make an aggregate of 14,302,337 bushels, which would give to each man, woman, and child in the union a proportion of near seven-eighths of a bushel of salt.* The following table† exhibits the aggregate amount of salt manufactured in 1839, in each state and territory of the United States. It shows how widely this mineral, so necessary for man, is diffused throughout the country.

STATEMENT of the aggregate Amount of Salt manufactured in the year 1839, in each State of the United States.

NAME OF STATE.	Quantity.	NAME OF STATE.	Quantity.
	bushels.		bushels.
Maine	50,000	Brought forward	5,595,136
New Hampshire	1,200	North Carolina	1,493
Massachusetts	376,596	South Carolina	2,250
Connecticut	1,500	Kentucky	219,695
New York	2,867,884	Ohio	297,350
New Jersey	500	Indiana	6,400
Pennsylvania	549,478	Illinois	20,000
Delaware	1,160	Missouri	13,150
Maryland	1,200	Arkansas	8,700
Virginia	1,745,618	Florida	12,000
Carried forward	5,595,136	Total	6,176,174

The amount of duty on salt, imported in 1840, and secured to be paid to the United States that year, was 917,362 dollars, less than four cents to each inhabitant. About four-fifths of the foreign salt imported into New York in 1841, was Turk's Island.

The following table exhibits the quantity of salt imported into the United States from foreign countries during a period of ten years, from 1832 to 1841, inclusive, and also the rate of duties, as follows:—

IMPORTS and Rate of Duties.

YEARS.	Quantity.	Rate of duty.		YEARS.	Quantity.	Rate of duty.	
	bushels.*	cents.	mills.		bushels.	cents.	mills.
1832	5,041,326	10	0	1837.	6,343,706	8	8
1833	6,822,672	10	0	1838.	7,103,147	8	2
1834	6,058,076	9	4	1839.	6,061,608	8	2
1835	5,375,364	9	4	1840.	8,183,203	7	6
1836	5,088,666	8	8	1841.	6,823,944	7	6

* The bushel is reckoned at fifty-six pounds, and the duty on the same quantity.

Municipal Gazette.

† Sixth census of the United States.

The following statement shows the amount of foreign salt imported into the United States in 1841, and the value thereof; also the country from whence exported:—

IMPORTED FROM	Quantity.	Value.	IMPORTED FROM	Quantity.	Value.
	bushels.	dollars.		bushels.	dollars.
Swedish West Indies	9,314	833	Brought forward	6,050,622	764,622
Danish West Indies	708	134	Portugal	596,302	44,158
Dutch West Indies	235,143	19,309	Madeira	18,696	1,479
England	3,381,980	525,130	Fayal and other Azores	3,877	385
Scotland	40	19	Cape de Verd Islands	16,144	1,080
Ireland	87,119	15,798	Italy	17,217	798
British West Indies	1,770,631	154,720	Sicily	68,670	2,304
British North American Colonies	52,200	13,591	Turkey	1,969	182
France on the Mediterranean	119,558	6,731	Mexico	14,739	2,766
French West Indies	3,443	376	Brazil	6,360	349
Spain on the Atlantic	325,473	23,218	Cisplatine Republic	9,620	963
Spain on the Mediterranean	64,513	4,763	Argentine Republic	20,224	2,407
Carried forward	6,050,122	764,622	Total	6,823,940	821,493

Of the above salt imported in 1841, a portion was exported during the same year. The following statement shows how much, and the value; also, to what country:—

EXPORTED TO	Quantity.	Value.	EXPORTED TO	Quantity.	Value.
	bushels.	dollars.		bushels.	dollars.
Dutch East Indies	608	197	Brought forward	50,908	19,523
British Honduras	754	263	Central Rep. of America	319	462
British American colonies	2,000	600	Brazil	8,582	1,606
Australia	150	50	Argentine Republic	8,175	1,601
Manilla and Philippine Islands	438	175	Asia generally	200	100
Cuba	25,623	10,249	South Seas, &c.	4,728	894
Texas	8,010	3,502	Total	72,912	23,466
Mexico	13,325	4,217	Entitled to drawback	59,111	18,105
Carried forward	50,908	19 253	Not entitled to drawback	13,801	5,361

During the same year (1841), the whole amount of domestic salt exported, was as follows:—

EXPORTED TO	Quantity.	Value.	EXPORTED TO	Quantity.	Value.
	bushels.	dollars.		bushels.	dollars.
Dutch East Indies	50	43	Brought forward	213,894	62,275
Dutch West Indies	317	111	Cuba	1,040	415
British American colonies	213,527	62,121	Texas	150	75
Carried forward	213,894	62 275	Total	215,084	62,765

The salt springs of New York, and her facilities for manufacturing salt and transporting it to market, are superior to any in the United States. These springs are located on the Erie and the Oswego canals, and in the vicinity of the Seneca and the Oneida lakes, the borders of which will furnish wood for fuel for a great number of years; and when this is exhausted, supplies of bituminous coal can be obtained at a low rate, from the mines at Blossburg, Pennsylvania. For a market, New York has the great lakes Ontario, Erie, Huron, and Michigan, with which it is connected by means of the Erie and the Oswego canals.

The salt springs around the Onondaga lake, were known to the aboriginal inhabitants, who communicated their knowledge to the white settlers. One of the latter, about forty-five years since, with an Indian guide in a canoe, descended

the Onondaga creek, and by the lake approached the spring on Mud creek. Salt water was obtained by lowering to the bottom, then four or five feet below the surface of the fresh water of the lake, an iron vessel, which, filling instantly with the heavier fluid, was drawn up. In this way, by boiling the brine, a small quantity of brownish coloured, and very impure salt, was obtained. With the settlement of the country, the vicinage was explored, and many other sources of brine discovered. Many wells were sunk, generally to the depth of eighteen feet. There was a great difference in the strength of the water which they afforded; varying with the seasons, and diminishing in drought nearly one-third. With the introduction of hydraulic machinery for pumping, in 1822, a more rapid influx of brine has been produced, with an increase of strength, from twenty to twenty-five per cent; standing at 13 deg. on the hydrometer of Beaumé, of which, the point of saturation is 22 deg. That degree has, with little change, been since maintained.

The springs are in the marsh extending round the head of the lake. This marsh was formerly two miles long, and half a mile broad, but has been diminished by an artificial reduction of the lake. The plain, on which are the lake, and the villages of Salina and Syracuse, is bounded on the south by hills of gentle ascent and moderate elevation. The soil of the plain consists of vegetable earths, imperfectly decomposed, marls, clays, loams, sand, and gravel.

The principal springs are at Salina and Geddes. From the former the water is obtained for the works at Salina, Liverpool, and Syracuse. The well has been excavated to the depth of twenty-two feet, by ten feet in diameter.

A difference of opinion prevails relative to the source of the brine. From the fact that the circumjacent rocks, when exposed to the humidity of a cellar, gave forth crystals of salt, Mr. Eaton inferred, that the brine was produced by their elementary materials. This opinion he supposed to be supported by the absence of gypsum in the saliferous rock here. But he appears to have erred in this, since we are assured by Mr. Forman, that "it is a matter of general notoriety, that lumps of gypsum are thrown up in digging salt springs and wells in the village; and in sinking a salt well at Montezuma, 116 feet deep, beautiful specimens of gypsum were found, nearly transparent." Dr. Lewis C. Beck, and others, also dissent from this opinion; and it would seem, from later publications, that Mr. Eaton has not full confidence in his hypothesis. The general opinion is, that *beds* of rock salt exist here, as at other salt springs; and it is sustained by the fact, that the geological character of the strata, through which the brine passes, resembles that of the strata overlaying the beds of rock salt, near Norwich and Cheshire, in England; and that of the strata in the vicinity of the salt mines at Cardona, in Spain; and in other localities in Europe. Whether such deposits of rock salt have an oceanic or volcanic origin, will, perhaps, ever remain a vexed question.

If there are mines of rock salt, they lie at great depth. Borings have been made at Onondaga, at several points; in one instance, to the depth of 250 feet, without finding fossil salt, and without passing through the saliferous rock, much of the difference being in cemented gravel. But the very important fact was elicited, that the strength of the brine increased with the depth of the well.*

The salt springs next in importance to those of New York, in the United States, are those at Kenawha, Virginia. According to the last census, the quantity of salt manufactured at these salines is 1,600,000 bushels. They have the advantage of the Onondaga springs in the article of fuel, there being an abundance of mineral coal contiguous to the springs, the cost of which, delivered at the salt works, does not exceed one dollar per ton; but their brine is much weaker, as may be seen by the table taken from the report of Dr. Beck, for 1837, which exhibits the relative strength of the different brines from which salt is manufactured in the United States, as follows:—

At Nantucket	350	gallons of sea-water	give a bushel of salt.
„ Boon's Lick (Missouri) . .	450	„ brine	„
„ Conemaugh (Pennsylvania) .	300	„	„
„ Shawneetown (Illinois) .	280	„	„
„ Jackson (Ohio) . . .	213	„	„
„ Lockharts (Mississippi) .	180	„	„
„ Shawneetown (2d saline) .	123	„	„
„ St. Catharine's (Up. Canada)	120	„	„
„ Zanesville (Ohio) . .	95	„	„
„ Kenawha (Virginia) . .	75	„	„
„ Grand River (Arkansas) .	80	„	„
„ Illinois River	80	„	„
„ Muskingum (Ohio) . .	50	„	„
„ Onondaga (New York) . .	41 to 45	„	„

Since the above table was published, stronger brine has been obtained at the Onondaga salines. There is an abundant supply, from thirty to thirty-three gallons of which yield a bushel of salt.

The strong brine springs near Abington are at Saltville, Washington county, Virginia. Washington county borders on East Tennessee and North Carolina. The springs are located between the Clinch mountain and Blue Ridge. While engaged in boring for these springs, in 1840, salt rock was discovered at the depth of 220 feet below the surface of the ground. This salt rock was penetrated by boring 166 feet without being passed through. It yields a large proportion of chloride of sodium. Specimens of the rock are deposited in the State Geological Cabinet, at Albany.

A correspondent of the superintendent of salt springs, in Onondaga, has recently furnished an analysis of this rock, and also of the brine of the springs, by Professor Hayben, geologist, &c., as follows, viz.:—

* Gordon's *Gazeteer of New York*, 1836.

ANALYSIS of Salt Rock.

Oxide of iron	0.470
Sulphate of lime	0.446
Chloride of calcium	trace
Chloride of sodium	99.084
	100.000

"One pint of brine yielded, in saline matter, 2432.25 grains, equal in a gallon to 19,458 grains, or 2.77 lbs. avoirdupois. Eighteen gallons of the brine produce a bushel of salt of fifty lbs."

Some improvements have also been made in the springs at Shawneetown, Illinois. They now furnish brine, 100 gallons of which yield a bushel of salt.

Within the past two years, a salt spring has also been discovered in a rock, boring 661 feet deep, upon Grand River, at Grand Rapids, Michigan, about forty miles from Lake Michigan. A copper tube, of three inches diameter, was inserted in the boring to the depth of 360 feet, for the purpose of excluding a weaker vein of water nearer the surface. The brine raised in this tube to the height of thirty-five feet above the surface of the ground, and flowed over at the rate of seven gallons per minute. It requires about seventy gallons of the brine to yield a bushel of salt. The manufacture of salt, upon a small scale, has been commenced at this place by the proprietors of the spring, Messrs. Lucius, Lyon, and Co.

The manufacture of salt at Onondaga springs has increased rapidly, producing, from the duty paid to the state, a very large revenue. The following statement exhibits the quantity of salt manufactured in each year, from 1826 to 1842, inclusive, and the amount of duties paid into the treasury of the state:—

YEARS.	Salt manufactured.	Amount of duties collected.	YEARS.	Salt manufactured.	Amount of duties collected.
	bushels.	dlrs. cts.		bushels.	dlrs. cts.
1826	827,508	103,438 50	Brought forward	12,647,452	1,454,407 37
1827	983,410	122,926 25	1835	2,209,867	132,592 02
1828	1,160,888	145,111 00	1836	1,912,858	114,771 48
1829	1,291,280	161,410 00	1837	2,161,287	129,677 22
1830	1,435,446	179,430 75	1838	2,575,032	154,501 92
1831	1,514,037	189,254 38	1839	2 864,718	171,883 08
1832	1,652,985	206,660 62	1840	2,622,305	157,338 30
1833	1,838,646	229,580 75	1841	3,340,769	200,446 14
1834	1,943,252	116,595 12	1842	2,291,903	137,514 18
Carried forward	12,647,452	1,454,407 37	Total	32,626,191	2,053,131 71

Previous to 1834, the rate of duty was one shilling per bushel, since which it has been six cents. This charge accounts for the diminished revenue in 1834 and 1835, upon the increased product.

By a statement contained in the report of the superintendent and inspector for 1838, we perceive that the *net* revenue from salt duties, from 1818 to 1824, inclusive, were as follows:—

YEARS.	Value.	YEARS.	Value.
	dlrs. cts.		dlrs. cts.
1818	36,536 62	Brought forward	224,396 84
1819	62,569 10	1822	58,834 74
1820	67,703 12	1823	75,807 89
1821	57,588 00	1824	93,553 92
Carried forward	224,396 84	Total	452.593 39

	dols. cts.
The whole amount of duties refunded in 1842, in conformity to a resolution of the Commissioners of the Canal Fund, allowing a drawback of duty on salt arriving at certain points specified in the said resolution, is . . .	14,553 83
Total amount of duties refunded in 1841	6,075 87
Increase in amount, paid in 1842, of drawback of duties	8,477 96

This last item shows that an increased amount of salt manufactured at the springs during the past year, has been disposed of at the more distant markets.

	dols. cts.
The total amount of expenditures for all purposes during the year 1841, are .	53,984 89
Total expenditures in 1842	42,619 96
Expenditures of 1842 less than those of 1841, by the sum of	11,364 93

QUANTITY and quality of Salt inspected in each Village, during 1842:—

In the village of Salina.—Coarse salt, 1288 bushels, twenty-two lbs.; fine salt, 845,022 bushels, two lbs.; dairy salt, 3961 bushels, forty-two lbs. Aggregate—850,272 bushels, ten lbs.

In the village of Syracuse.—Coarse salt, 149,724 bushels, eighteen lbs.; fine salt, 486,439 bushels, thirty-four lbs.; dairy salt, 18,828 bushels, twenty-two lbs. Aggregate—654,992 bushels, eighteen lbs.

In the village of Geddes.—Coarse salt, 12,009 bushels, forty-six lbs.; fine salt, 154,532 bushels, eighteen lbs.; dairy salt, 2433 bushels, two lbs. Aggregate—168,975 bushels, ten lbs.

In the village of Liverpool.—Fine salt, 615,194 bushels, forty-six lbs.; dairy salt, 2468 bushels, ten lbs. Aggregate—617,663 bushels.

TABLE showing the Number and Extent of the Manufactories employed in the manufacture of Coarse and Fine Salt, in the town of Salina, the 1st of January, 1842.

VILLAGES.	Manufactories.	Kettles.	Superficial feet of vats.	Gallons in kettles.
	number.	number.	number.	number.
Salina fine salt	78	2694	119,232	194,370
Syracuse ditto	36	1280	1,514,120	96 428
Geddes	18	624	126,238	45,551
Liverpool	51	2194	....	157,179

TABLE showing the Superficial Feet of Vats occupied, and also the Amount of Coarse Salt manufactured by the Coarse Salt Companies, during the Year 1842.

NAME OF COMPANY.	Superficial feet of vats.	Bushels manufactured.
	number.	number.
Onondaga Salt Company, Syracuse	618,000	54,643.00
Syracuse ditto, ditto	750,568	65,079.24
Henry Gifford and Co., Syracuse	139,392	16,825.20
S. C. Brewster, Geddes	30,622	5,203.54
Parmalee and Allen, Geddes	95,616	4,886.20
Cobb and Hooker, Salina	57,024	1,288.22
New York Salt Company, Salina	62,208	
Syracuse Steam Salt Company, Syracuse	6,160	13,176.00
Aggregate	1,759,590	161,101.28

TABLE showing the Amount of Salt inspected in Salina annually from 1826 to 1844, both inclusive, and the Annual Increase of the same.

YEARS.	Bushels.	Increase.	YEARS.	Bushels.	Increase.
	number.	number.		number.	number.
1826	827,508		1836	1,912,858	
1827	983,410	155,902	1837	2,161,287	248,429
1828	1,160,888	177,478	1838	2,575,032	413,745
1829	1,291,280	130,392	1839	2,864,718	289,686
1830	1,435,446	144,166	1840	2,622,305	
1831	1,514,037	78,591	1841	3,340,769	718,464
1832	1,652,985	138,948	1842	2,291,903	
1833	1,838,646	185,661	1843	3,127,500	835,597
1834	1,943,252	104,606	1844	4,003,554	876,054
1835	2,209,867	266,615			

The annual consumption of salt in the United States is about 14,000,000 bushels. In the year 1841, there were 6,179,174 bushels of salt imported into the United States, of which 1,522,333 bushels were entered at the port of New York; and during eleven months of 1842, ending 30th of November last, 1,661,495 bushels of foreign salt were entered at the same port.

The whole quantity of domestic salt exported in 1841 was only 215,084 bushels, of which quantity 213,527 bushels were sent to the British colonies of Canada, where it was subjected to a duty of ten cents per bushel of fifty-six lbs.; and, in the year 1842, American salt entering the Canada ports paid a duty of twelve cents per bushel.

PRICES and Duty on Salt, from 1795 to 1843, inclusive, per Bushel.

YEARS.	Price.	Duty.	YEARS.	Price.	Duty.	YEARS.	Price.	Duty.
	cents.	cents.		cents.	cents.		cents.	cents.
1795	77	12	1812	61	free	1828	48	20
1796	56	12	1813	66	"	1829	50	20
1797	47	12	1814	72	20	1830	44	15
1798	69	20	1815	79	20	1831	46	15
1799	61	20	1816	70	20	1832	51	10
1800	61	20	1817	56	20	1833	38	10
1801	75	20	1818	58	20	1834	32	9.5
1802	64	20	1819	64	20	1835	34	9.5
1803	56	20	1820	58	20	1836	36	8.9
1804	78	20	1821	52	20	1837	38	8.9
1805	72	20	1822	58	20	1838	37	7.4
1806	57	20	1823	54	20	1839	36	7.4
1807	64	20	1824	50	20	1840	34	6.1
1808	68	free	1825	50	20	1841	35	6.1
1809	50	"	1826	44	20	1842	28	5.4 *
1810	44	"	1827	47	20	1843	23	8
1811	57	"						

* From 1834 to 1843, the duty was declining under the operation of the Compromise Act. The amount of duty must depend upon the price. The above is only an estimate of the duty, though probably not far from the truth.

Various other manufactures have been established, and are now being established in this country; among these, we may enumerate looking-glasses, the printing and binding of books, umbrellas, brushes of all kinds, brass nails, stockings, gloves, wafers, webbing, lace and fringes, mathematical and musical instruments, silk, whips, pocket-books, ready-made clothing, earthenware, oil, powder, beer, ale and porter, wire, brick, types, glue, clocks, printing-presses, lamps, spectacles, coffee-mills, suspenders, wool and cotton cards, oil cloths,

bellows, printers' ink, India rubber, and many others, which have not come to our notice.

Manufactures of the South and West.—"It is probable that if the manufacturing business is found sufficiently profitable for a series of years in this country, the upper parts of the Mississippi Valley will, in no long time, be the chief seat of American manufactures. Already labour and capital, to a large amount, are employed in manufactures of various sorts in the west. In western Pennsylvania, the upper part of western Virginia, and in the eastern part of Ohio, manufactories of cotton, wool, silk, paper, wooden and stone ware, &c., &c., abound."

The Greensborough *Patriot* gives an account of eight manufactories, one, the Mount Hecla, in that town, and the others in the neighbourhood; viz., the High Falls and Alamance factories, in Orange; the Cedar Falls and Franklinsville factories, in Randolph; the Lexington, in Davidson; the Salem, in Stokes; and the Leaksville, in Rockingham. That called Mount Hecla was among the first put in operation in the southern country. The Lexington and Salem factories are worked by steam. The products of these mills, besides supplying an extensive country demand, are sent off in immense quantities to the northern and western markets.

In Fayetteville and the immediate vicinity, the *Observer* enumerates six factories; viz., Mallett's, Cross Creek, Phœnix, Rockfish, Beaver Creek, and Little River.

Besides these, there are, in other parts of the state, one at Salisbury; one at Rockingham; one at Lincolnton; one at Rocky Mount, Edgecombe; one at Cane Creek, Chatham; one at Concord, Cabarrus; one at Milton; one at Mocksville; one at Milledgeville, Montgomery county; one in Surrey county; and one other in Orange county; making twenty-five in all.

The capital invested in the twenty-five is estimated, by the *Observer*, at about 1,050,000 dollars; the number of spindles about 50,000; persons employed from 1200 to 1500, and number of bales of cotton consumed at not less than 15,000.

The foregoing statements are all prepared from the official returns to Congress; from Pitkin's statistics; from the reports of commerce; from Mr. Ellsworth's reports for 1840, 1841, 1842, 1843, and 1844; and from statistical articles in *Hunt's Merchants' Magazine.*

Tabular Statement of the Manufactures of the United States, in 1840.

STATES AND TERRITORIES.	MACHINERY.		HARDWARE, &c.		FIRE ARMS, &c.			PRECIOUS METALS.		VARIOUS METALS.		GRANITE, &c.	
	Value.	Men Employed.	Value of Cutlery, &c.	Men Employed.	Cannon.	Small Arms.	Men Employed.	Value.	Men Employed.	Value.	Men Employed.	Value.	Men Employed.
	dollars.	No.	dollars.	No.	No.	No.	No.	dollars.	No.	dollars.	No.	dollars.	No.
Maine	69,752	339	65,555	119	..	152	4	..	..	56,512	51	98,720	280
New Hampshire	106,814	191	124,460	197	..	425	7	8,040	11	136,334	224	21,918	55
Massachusetts	926,975	913	1,881,163	1109	50	22,652	397	92,045	61	1,773,758	1042	217,180	274
Rhode Island	437,100	534	138,720	164	..	..	..	283,500	179	147,550	138	36,202	43
Connecticut	319,680	335	1,114,725	1109	..	12,832	148	199,100	126	1,733,044	1095	50,866	55
Vermont	101,354	87	16,650	33	..	1,158	42	3,000	8	24,900	44	62,515	116
New York	2,895,517	3,631	1,566,974	962	112	8,308	203	1,106,203	708	2,456,792	1713	966,220	1447
New Jersey	735,050	932	83,575	123	..	2,010	71	159,302	7	405,955	130	10,000	16
Pennsylvania	1,998,152	1,973	786,982	770	5	21,571	168	2,679,075	745	1,260,170	635	443,610	536
Delaware	314,500	299	22,000	10	..	..	..	3,500	7	10,700	18	12,000	10
Maryland	348,165	723	15,670	36	..	80	3	13,300	21	312,900	216	152,750	247
Virginia	429,858	445	50,504	150	..	9,330	262	41,000	52	128,256	219	16,652	40
North Carolina	43,285	89	1,200	43	..	1,085	40	875	1	16,050	24	1,083	15
South Carolina	65,501	127	13,465	26	..	167	7	3,000	4				
Georgia	131,238	184	7,866	19	..	95	5	250	1	5,350	6	10,640	10
Alabama	131,825	96	13,875	41	4	428	20	1,050	7	25,700	17	7,311	17
Mississippi	242,225	274	..	..	..	90	7	6,425	3	36,900	20		
Louisiana	5,000	..	30,000	8									
Tennessee	257,704	266	57,170	142	..	564	34	28,460	11	100,870	100	5,400	10
Kentucky	46,074	149	22,350	30	..	2,341	109	19,060	21	164,080	174	8,820	25
Ohio	875,731	858	393,300	289	3	2,450	70	53, 25	37	782,901	589	256,131	401
Indiana	123,808	120	34,263	83	..	885	47	3,500	2	14,580	26	6,720	28
Illinois	37,720	71	9,750	20	20	238	12	2,400	7	31,200	29	16,112	26
Missouri	190,412	191	..	..	..	959	48	5,450	12	60,300	72	32,050	73
Arkansas	14,065	51	..	..	..	6	1	..	..	1,240	5	50	
Michigan	47,000	67	1,250	7	..	195	6	5,000	1	57,900	45	7,000	6
Florida	5,000	8	..	..	..	..	..	500	..	4,000	3		
Wisconsin	716	6	..	..	..	12	1	..	..	3,500	5		
Iowa	..	..	..	..	..	40	2						
District of Columbia	69,300	42	500	2	80	..	30	17,200	24	28,000	37	3,000	4
Total	10,980,581	13,001	6,451,967	5492	274	88,073	1,744	4,734,960	1556	9,779,442	6677	2,442,930	3734

STATES AND TERRITORIES.	BRICKS AND LIME.		Capital Invested in those already mentioned.	WOOL.					OTTON.					
	Value.	Men Employed.		Fulling Mills.	Factories.	Value of Goods.	Persons Employed.	Capital Invested.	Factories.	Spindles.	Dye and Print Works.	Value of Articles.	Persons Employed.	Capital Invested.
	dollars.	No.	dollars.	No.	No.	dollars.	No.	dollars.	No.	No.	No.	dollars.	No.	dollars.
Maine	621,586	864	300,822	151	24	412 366	532	316,105	6	29,736	3	970,397	1,414	1,398 000
New Hampshire	63,166	236	166,003	152	66	795,784	893	740,345	58	195 173	4	4.142,304	6.991	5.523 200
Massachusetts	310,796	758	3,081,985	207	144	7,082,898	5,076	4,179 850	278	665 095	22	16.553,423	20,928	17,414,099
Rhode Island	66,000	113	639,150	45	41	842,172	961	685,350	209	518,817	17	7.116,792	12,086	7,326 000
Connecticut	151,446	307	2,294,810	157	119	2,494,313	2,356	1,931,335	116	181,319	6	2,715,964	5,153	3,152,000
Vermont	402,218	224	141,385	239	95	1,331,953	1,450	1,406 950	7	7 254	..	113 000	262	118,100
New York	1,198,527	3,160	4.563,188	890	323	3,537 337	4,636	3,469 349	117	211,659	12	3,040,237	7,407	4.900,772
New Jersey	376,805	572	1,312,510	49	31	440,710	427	314,650	43	63.744	13	2 086,104	2,408	1.722,810
Pennsylvania	1,733,590	3,888	2,557,540	346	235	2,319,061	2,930	1,510,546	106	146,494	40	5,0 3,007	5,522	3,325,400
Delaware	56,'36	116	92,500	3	2	104,700	83	107,000	11	24,492	..	332,272	566	330,500
Maryland	409,456	1,042	426,984	39	29	235,900	388	117,630	21	41,182	3	1,150 580	2,284	1 304,400
Virginia	393,253	1,004	164,041	47	41	147,792	222	112,350	22	42,262	1	446,063	1,816	1,299 020
North Carolina	58,336	276	17,165	1	3	3,900	4	9,800	25	47.934	..	438.900	1,219	995 300
South Carolina	193,408	1,281	72,445	..	3	1,000	6	4,300	15	16,355	..	359 000	570	617.450
Georgia	148,655	555	200,700	..	1	3,000	10	2,000	19	42 589	2	304.342	779	573,835
Alabama	91,326	264	95,370	..	..	..	..	..	14	1,502	..	17,547	82	35,575
Mississippi	273,870	693	222,745	..	..	..	..	..	53	318	..	1 744	81	6,420
Louisiana	861,655	1,467	2,432,600	..	..	..	..	..	2	706	..	18,900	23	22,000
Tennessee	119,371	417	166.728	4	26	14,290	45	25 600	38	16,813	..	325 719	1,542	463,240
Kentucky	240,919	657	148,191	5	40	151,246	200	138,000	58	12.358	5	329,380	523	316,113
Ohio	712,697	1,469	677,056	206	130	685,757	935	537,985	8	13,574	..	139,378	246	113,500
Indiana	206,751	1,007	140.469	24	37	58,867	103	77,954	12	4,985	1	135,400	210	142,500
Illinois	263,398	995	104,648	4	16	9.540	34	26,205						
Missouri	185,234	671	256,484	..	9	17,750	13	5,100						
Arkansas	319,696	66	11,020	..	1	129	1	12,600	2	90	..	..	7	2,125
Michigan	68.913	298	77,075	16	4	9,734	37	34,120						
Florida	37,600	136	90,900											
Wisconsin	6 527	43	4,355											
Iowa	13,710	39	8,200	..	..	800								
D. of Columbia	151,500	189	153,800											
Total	9,736,945	22,807	20,620,869	2585	1420	20,696,999	21,342	15,765,124	1240	2,284,631	129	46,350,453	72,119	51,102,359

STATES AND TERRITORIES.	SILK. Reeled and other sorts.	SILK. Value.	SILK. Males employed.	SILK. Females and Children employed.	SILK. Capital invested.	FLAX. Value.	FLAX. Persons employed.	FLAX. Capital invested.	MIXED. Value produced.	MIXED. Persons employed.	MIXED. Capital invested.	TOBACCO. Articles.—Value.	TOBACCO. Persons employed.	TOBACCO. Capital invested.
	lbs.	dollars.	No.	No.	dollars.	dollars.	No.	dollars.	dollars.	No.	dollars.	dollars.	No.	dollars.
Maine	9½	91	..	1	125	4,000	..	..	47,598	280	7,640	18,150	37	6.050
New Hampshire	82¾	924	5	26	865	50	1	..	46,800	34	40,750	10,500	17	2.100
Massachusetts	4,633½	38,079	30	116	68,719	75,100	41	30,050	1,157,035	1,101	644,525	176,264	286	90,500
Rhode Island	16	15	..	..	..	..	..	..	448,044	500	167,690	71,560	123	34,900
Connecticut	6,901½	55,485	23	100	85,430	90	4	40	530,520	1,484	343 900	122,684	233	67,875
Vermont	39	99	5	2	1,150	55	..	..	155,276	282	101,740			
New York	377¾	2,415	35	66	8,034	46,429	90	15.000	1,497,067	2,005	675,953	831,570	669	395,530
New Jersey	158½	858	10	7	2,020	83 314	178	105,700	151,352	363	86,500	92 600	106	47.590
Pennsylvania	2,350½	14,644	64	88	88,917	75,672	486	56,511	1,098,810	3,903	1,642,015	550,159	950	287.859
Delaware	15	117	..	1	..	..	..	..	..	..	..	17,000	34	5,800
Maryland	40	..	2	18	5,000	..	..	..	541,300	1,162	230,958	232,000	278	125 100
Virginia	94½	515	11	10	2,714	4,873	..	..	227,861	343	101,464	2,406,671	3342	1,526,080
North Carolina	7	55	..	1	..	1,866	95	..	..	..	..	189,868	482	91,065
South Carolina	46	380	1	3	50	..	..	..	2,450	9	..	3,500	7	5,000
Georgia	97	458	14	7	955	..	..	..	225	3	120	9,563	33	6,313
Alabama	13	99	..	..	75	..	..	..	705	..	..	2,260	2	
Mississippi	..	..	..	..	..	..	..	..	..	..	..	10		
Louisiana	70	420	..	3	..	..	..	..	..	..	..	150 000	414	95,000
Tennessee	19¾	218	14	31	2,500	3,139	142	..	9,542	24	537	89,462	259	247,475
Kentucky	86	819	3	11	5,467	7,519	249	444	127,875	3,142	39,803	413,585	587	230,400
Ohio	652	3,740	23	27	2,290	11,737	31	242	280,293	552	183,415	212,818	187	68,810
Indiana	9	94	4	1	3	6,851	261	100	46,329	596	13 145	65,659	88	24 706
Illinois	17	235	..	1	10	1,480	50	..	11,711	49	8,233	10,139	24	3,093
Missouri	..	..	..	..	..	..	..	..	11,115	40	4,885	89.996	188	51,755
Arkansas	..	..	..	..	..	..	..	..	585	..	..	750	3	250
Michigan	8	34	2	..	50	30	..	..	..	..	..	5,000	12	1,750
Florida	1½	15	..	..	..	..	..	..	..	..	..	10,480	21	5,240
Wisconsin	1	5	..	1	..	..	..	..	1,500	4	550			
Iowa	..	..	..	..	..	..	..	..	..	..	..	40	2	
D. of Columbia	..	..	..	..	..	..	..	..	151,510	29	75,350	37,280		16,950
Total	15,745½	119,814	246	521	274,374	322,205	1628	208,087	6,545,503	15 905	4,368,991	5,819,568	8384	3,437,191

STATES AND TERRITORIES.	HATS, CAPS, BONNETS, &c. Hats and Caps, &c.	HATS, CAPS, BONNETS, &c. Straw Bonnets.	HATS, CAPS, BONNETS, &c. Persons employed.	HATS, CAPS, BONNETS, &c. Capital invested.	LEATHER, TANNERIES, SADDLERIES, &c. Tanneries.	LEATHER, TANNERIES, SADDLERIES, &c. Sole tanned.	LEATHER, TANNERIES, SADDLERIES, &c. Upper tanned.	LEATHER, TANNERIES, SADDLERIES, &c. Men employed.	LEATHER, TANNERIES, SADDLERIES, &c. Capital invested.	LEATHER, TANNERIES, SADDLERIES, &c. All other Factories.	LEATHER, TANNERIES, SADDLERIES, &c. Articles. Value.	LEATHER, TANNERIES, SADDLERIES, &c. Capital invested.
	dollars.	dollars.	No.	dollars.	No.	sides.	sides.	No.	dollars.	No.	dollars.	dollars.
Maine	74,174	8 807	212	28,050	395	123,747	85,856	754	571,793	530	443,846	191,717
New Hampshire	190,526	9.379	2,048	48,852	251	42,396	122,514	776	386,402	2 131	712.151	230,649
Massachusetts	918,438	821,646	6,656	602,292	355	212,844	391,608	2,446	1,024,699	1,532	10,553,826	3,318,544
Rhode Island	92,465	86,106	411	66,427	27	1,534	50,860	89	72,000	44	182,110	70,6 5
Connecticut	649,580	236,730	1,814	350,823	197	33,081	126,967	1,359	494,477	408	2,017,931	829,267
Vermont	62 432	2,819	126	32,875	261	102,763	102 937	509	403,093	399	361,468	168,090
New York	2 914,117	160,248	3,880	1,676,559	1216	1,252,890	827,993	5,579	3,907,348	2,849	6,232,924	2,743,765
New Jersey	1,181,562	23,220	957	332,029	159	57,590	86,764	1,090	415,728	478	1,582,746	637,621
Pennsylvania	820,331	86,512	1,470	449,407	1170	415,655	405,933	3,445	2,783,636	2,223	3,482,793	1,255,738
Delaware	15.300	450	35	9,075	18	20,648	22,075	66	89,300	75	160,037	161,630
Maryland	153,456	13.200	205	76,620	161	190,065	191,867	1,035	713,655	408	1,050,275	534,127
Virginia	155,778	14,700	340	85,640	660	135,782	206,216	1,422	838,141	982	826,597	341,957
North Carolina	38,167	1,700	142	13,141	353	62,050	89,032	645	271,797	238	185,387	76,163
South Carolina	3,750	..	20	315	97	68,018	89,586	281	212,020	243	109,472	45,662
Georgia	22,761	..	55	7,950	132	55,066	71,280	437	127,739	102	123,701	60,932
Alabama	8,210	..	31	4,045	142	36,705	42,777	300	147,463	137	180,152	58,332
Mississippi	5,140	..	13	8,100	128	15,332	15,093	149	70,870	42	118,167	41,945
Louisiana	..	..	..	..	25	12,760	13,705	88	132,025	7	108,500	89,550
Tennessee	104,949	..	177	49,215	454	133,547	171,329	909	484,114	374	359,050	154,540
Kentucky	201,310	4,483	194	118,850	387	107,676	155,465	978	567,954	548	732,646	369,835
Ohio	728,513	3,028	963	369,637	812	161,630	234.037	1,790	957,383	1,160	1,986,146	917,245
Indiana	122,844	2,048	183	69.018	428	122,780	157,581	978	399,627	579	730,001	247,549
Illinois	28 395	1,570	68	12,918	155	28,383	34,654	305	155,679	626	247,217	98,503
Missouri	111,620	100	82	30,195	155	31,959	55,186	235	208,936	340	298,345	179,527
Arkansas	1,500	..	3	400	37	9,263	9,811	70	43,510	545	17,400	8,830
Michigan	30,463	659	42	20,007	38	7,017	9,832	99	70,240	101	192,190	69,202
Florida	1,500	..	..	750	3	5,250	1,250	15	14,500	19	6,200	4,250
Wisconsin	61	..	1	10	1	150	150	3	2,000	13	11,800	7,002
Iowa	19,900	5,100	..		3	340	410	4	4,400	5	4,875	1,645
D. of Columbia	47,200	..	48	22,100	9	16,600	9,200	72	86,400	7	110,450	66,750
Total	8,704,342	1,476,505	20,176	4,485,300	8229	3,463,611	3,781,868	26,018	15,650,929	17,136	33,134,403	12,881,262

STATES AND TERRITORIES.	SOAP AND CANDLES.					DISTILLED AND FERMENTED LIQUORS.					
	Soap.	Tallow candles.	Spermaceti and wax candles.	Men employed.	Capital invested.	Distilleries.	Produced.	Breweries.	Produced.	Men employed.	Capital invested.
	lbs.	lbs.	lbs.	No.	dollars.	No.	gallons.	No.	gallons.	No.	dollars.
Maine	85,455	213,898	3,023	23	19,500	3	190,000	..	..	7	29,000
New Hampshire	10,900	28,845	50,000	20	13,550	5	51,244	1	3,000	7	15,998
Massachusetts	12,500,400	1,257,465	2,162,710	403	873,956	37	5,177,910	7	429,800	154	963,100
Rhode Island	1,237,050	157,250	264,500	57	252,628	4	855,000	3	89,600	42	139,000
Connecticut	337,000	440,790	20,002	39	46,000	70	215,892	..	..	42	50,380
Vermont	50,300	28,687	..	2	..	2	3,500	1	12,800	5	8,850
New York	11,939,834	4,029,783	353,000	489	618,875	212	14,973,815	83	6,059,122	1,486	3,107,066
New Jersey	483,229	372,546	..	27	38,400	219	334,017	6	206,375	394	230,870
Pennsylvania	5,097,690	2,316,843	5,002	353	294,442	1,010	6,240,193	87	12,765,974	1,607	1,599,471
Delaware	367,240	159,834	..	9	24,000	..	..	3	39,500	9	8,000
Maryland	1,865,240	731,446	35,000	93	98,600	73	366,213	11	828,140	199	185,790
Virginia	1,200,308	463,525	837	126	28,881	1,454	865,725	5	32,960	1,631	187,212
North Carolina	1,612,825	148,546	335	367	4,754	2,802	1,051,979	..	17,431	1,422	180,200
South Carolina	586 327	68,011	..	108	300	251	102,288	..	..	219	14 342
Georgia	764,528	111,066	75	2633	27,126	393	126,746	22	..	218	28,606
Alabama	219,024	23,047	621	2	3,500	188	127,230	7	200	220	34,212
Mississippi	312,084	31,957	97	..	..	14	3,150	2	132	12	910
Louisiana	2,202,200	3,500,030	40,000	75	115,500	5	285,520	1	2,400	27	110,000
Tennessee	594,289	65,384	..	2	6,000	1,426	1,109,107	6	1,835	1,341	218,182
Kentucky	2,282,426	563,635	315	516	28,765	889	1,763,685	50	214,589	1,092	315,308
Ohio	3,603,036	2,318,456	151	105	186,780	300	6,349,467	59	1,422,584	708	893,119
Indiana	1,135,500	228,938	111	30	13,039	323	1,787,108	20	188,392	500	292,316
Illinois	519,673	117,698	42	25	17,345	150	1,551,684	11	90,300	233	138,155
Missouri	138,000	243,000	..	15	16,700	293	508,368	7	374,700	365	189,976
Arkansas	142,775	16,541	632	32	200	53	26,415	..	..	38	10,205
Michigan	78,100	57,975	..	6	6,000	34	337,761	10	308,696	116	124,200
Florida	10,887	2,812	168								
Wisconsin	64,317	12,909	48	5	3,432	3	8,300	3	14,200	11	14,400
Iowa	9,740	4,436	282	1	..	2	4,310	..	..	3	1,500
District of Columbia	310,060	189,150	..	18	19,000	1	6,000	1	165,000	25	67,000
Total	49,820,497	17,904,507	2,936,951	5641	2,757,273	10,306	41,402,627	406	23,267,730	12,223	9,147,368

STATES AND TERRITORIES.	GLASS, EARTHENWARE, &c.									SUGAR REFINERIES, CHOCOLATE, &c.					
	Glass-houses.	Cutting shops.	Men employed.	Value of articles, including mirrors,	Capital invested.	Potteries.	Value of articles.	Men employed.	Capital invested.	Refineries.	Value produced.	Value of Chocolate.	Value of Confectionery.	Men employed.	Capital invested.
	No.	No.	No.	dollars.	dollars.	No.	dollars.	No.	dollars.	No.	dollars.	dolls.	dollars.	No.	dollars.
Maine	..	..	..	..	..	21	20,850	31	11,353	..	..	..	16,900	18	6,000
New Hampshire	3	..	85	47,000	44,000	14	19,100	29	6,840	..	..	..	11,200	10	3,100
Massachusetts	4	1	372	471,000	277,000	20	44,450	71	27,975	2	1,025,000	37,500	137,300	220	374,300
Rhode Island	..	..	..	..	..	..	..	..	..	..	..	..	14 500	15	4,500
Connecticut	2	..	64	32,000	32 000	14	40,850	44	31,880	..	..	..	31,800	16	12,800
Vermont	2	..	70	55,000	35,000	8	23,000	30	10,350						
New York	13	11	498	411,371	204,700	47	159,292	197	88,450	7	385,000	5,000	386,142	416	474,656
New Jersey	23	4	1075	904,700	589,800	22	256,807	122	135,850	..	..	..	1,000	2	500
Pennsylvania	28	15	835	772,400	714,100	182	157,902	322	75,562	20	891,200	14,000	227,050	197	272,450
Delaware	..	..	..	..	..	2	4,300	9	1,100	..	..	..	6,'00	9	2,500
Maryland	1	..	37	40,000	30,000	23	60,240	90	25,120	6	176,000	11,400	73,450	102	104,370
Virginia	4	2	164	146,500	132,000	33	31,380	64	10,225	1	..	..	43,850	15	16,200
North Carolina	..	..	..	..	..	16	6,260	21	1,531	..	..	..	3,300	1	1,000
South Carolina	..	..	..	..	..	8	19,300	49	12,950	..	..	..	29,333	112	87 200
Georgia	..	..	..	..	..	6	2,050	12	790	1	500	5,000	3,100	12	5,500
Alabama	..	..	..	..	..	7	8 300	13	11,250	..	..	..	13,800	15	6,120
Mississippi	..	..	..	..	..	1	1,200	2	200	..	..	..	10,500	2	
Louisiana	..	..	..	..	..	1	1,000	18	3,000	5	770,000	7,000	20,000	101	351,000
Tennessee	..	..	..	..	..	29	51,600	50	7,300						
Kentucky	..	1	2	3,000	500	16	24,090	51	9,670	..	..	..	36,050	28	14,250
Ohio	..	..	..	..	..	99	89,754	199	43,450	1	3,000	..	60,450	43	26,800
Indiana	..	..	..	..	..	45	35,435	79	13,685	..	..	..	4,000	3	1,000
Illinois	..	..	..	..	..	23	26,740	56	10,225	..	..	..	2,240	3	825
Missouri	..	..	..	..	..	12	12,175	33	7,250	..	..	..	1,000	1	500
Arkansas															
Michigan	1	..	34	7,322	25,000	3	1,100	4	625	..	..	..	3,000	3	1,200
Florida															
Wisconsin															
Iowa	..	..	..	..	..	4	1,050	7	350						
D. of Columbia	..	..	..	..	..	3	6,200	9	4,450	..	..	..	7,500	11	2,800
Total	81	34	3236	2,890,293	2,084,100	659	1,104,825	1612	551,431	43	3,250,700	79,900	1,143,965	1355	1,769,571

STATES AND TERRITORIES.	POWDER MILLS.				DRUGS AND MEDICINES, PAINTS AND DYES.				CORDAGE.			
	Powder mills.	Powder.	Men employed.	Capital invested.	Value of Medicinal Drugs, Paints, Dyes, &c.	Value of Turpentine and Varnish.	Men employed.	Capital invested.	Rope walks.	Value produced.	Men employed.	Capital invested.
	No.	lbs.	No.	dollars.	dollars.	dollars.	No.	dollars.	No.	dollars.	No.	dollars.
Maine	1	150,000	3	7,500	9,200	700	12	3,280	4	32,666	31	23,000
N. Hampshire	7	185,000	11	58,000	10,039	2,289	9	3,589	1	15,000	10	6,000
Massachusetts	14	2,315,215	69	255,000	405,725	25,820	85	224,700	51	852,200	672	555,100
Rhode Island	..	..	..	..	40,000	5,000	17	30,000	9	43,700	45	28,300
Connecticut	8	662,500	26	77,000	55,400	19,000	22	67,300	16	150,775	107	85,700
Vermont	..	..	..	..	38,475	..	32	25,950	2	4,000	9	3,800
New York	8	1,185,000	41	81,500	877,816	431,467	677	1,267,835	46	792,910	597	242,180
New Jersey	..	..	..	..	127,400	43,000	70	140,800	8	93,075	60	37,305
Pennsylvania	30	1,184,225	58	66,800	2,100,074	7,865	519	2,179,625	39	274,120	272	136,070
Delaware	27	2,100,000	145	220,000	350	100	5	9,500	1	2,500	7	1,000
Maryland	5	669,125	47	46,000	80,100	100	52	85,100	13	141,050	198	70,550
Virginia	10	2,850	11	805	66,633	25	36	61,727	9	37,320	60	32,753
North Carolina	1	200	..	30	8,635	116,750	73	152,275				
South Carolina	..	..	..	..	4,100	..	6	2,100				
Georgia	..	..	..	..	38,525	..	28	35,885				
Alabama	..	..	..	..	16,600	..	4	16,000				
Mississippi	..	..	..	..	3,125	..	4	500				
Louisiana	..	..	..	..	42,000	..	10	6,000				
Tennessee	10	10,333	11	1,490	3,337	1,485	15	3,360	28	132,630	258	84,230
Kentucky	11	282,500	58	42,000	26,994	2,000	25	16,630	111	1,292,276	1888	1,023,130
Ohio	2	222,500	13	18,000	101,880	200	70	126,335	21	89,750	66	37,675
Indiana	1	..	1	..	47,720	26	26	17,984	5	5,850	11	2,270
Illinois	..	..	..	..	19,001	5,000	20	13,350				
Missouri	1	7,500	2	1,050	13,500	..	8	7,000	21	98,490	139	71,589
Arkansas	1	400	..	700	400							
Michigan	..	..	..	..	1,580	..	3	650				
Florida	..	..	..	..	200	..	1	500				
Wisconsin	..	..	..	..	250							
Iowa	..	..	..	..	2,340	..	7					
D. of Columbia	..	..	..	..	10,500	..	12	9,700	3	14,000	31	24,925
Total	137	8,977,348	496	875,875	4,151,899	660,827	1848	4,507,675	388	4,078,306	4464	2,465,557

STATES AND TERRITORIES.	PAPER.					PRINTING AND BINDING.							
	Factories.	Value produced.	Value of all other fabrics of paper, card, &c.	Men employed.	Capital invested.	Printing offices.	Binderies.	Daily Papers.	Weekly Papers.	Semi and Tri-weekly papers.	Periodicals.	Men employed.	Capital invested.
	No.	dollars.	dollars.	No.	dollars.	No.	No.	No.	No.	No	No.	No.	dollars.
Maine	6	84,600	..	89	20,600	34	14	3	30	3	5	196	68,200
N. Hampshire	13	150,600	1,500	111	101,300	36	22	..	27	..	6	256	110,850
Massachusetts	82	1,659,930	56,700	967	1,082,800	104	72	10	67	14	14	922	416,200
Rhode Island	2	25,000	8,500	15	45,000	16	8	2	10	4	2	122	35,700
Connecticut	36	596,500	64,000	454	653,800	36	17	2	27	4	11	368	217,075
Vermont	17	179,720	35,000	195	216,500	29	14	2	26	2	3	156	194,200
New York	77	673,121	89,637	749	703,550	321	107	34	198	13	57	3,231	1,876,540
New Jersey	41	562,200	7,000	400	460,100	40	20	4	31	1	4	198	104,900
Pennsylvania	87	792,335	95,500	794	581,800	224	46	12	165	10	42	1,709	681,740
Delaware	1	20,800	1,500	15	16,200	6	2	..	3	3	2	33	11,450
Maryland	17	195,100	3,000	171	95,400	48	15	7	28	7	7	376	159,100
Virginia	12	216,245	1,260	181	287,750	50	13	4	35	12	5	310	168,850
N. Carolina	2	8,785	..	6	5,000	26	4	..	26	1	2	103	55,400
S. Carolina	1	20,000	..	30	30,000	16	7	3	12	2	4	164	131,300
Georgia	..	..	..	..	..	24	5	5	24	5	6	157	134,400
Alabama	..	.	..	..	..	22	1	3	24	1	..	105	98,100
Mississippi	..	..	..	..	..	28	1	2	28	1	..	94	83,510
Louisiana	..	..	..	..	..	35	5	11	21	2	3	392	193,700
Tennessee	5	46,000	14,000	87	93,000	41	5	2	38	6	10	191	112,500
Kentucky	7	44,000	..	47	47,500	34	3	5	26	7	8	226	86,325
Ohio	14	270,202	80,000	305	208,200	159	41	9	107	7	20	1,175	446,720
Indiana	3	86,457	54,000	100	68,739	69	6	..	69	4	3	211	58,505
Illinois	1	2,000	..	..	..	45	5	3	38	2	9	175	71,300
Missouri	..	..	..	..	..	40	..	6	24	5	..	143	79,350
Arkansas	..	..	..	..	..	9	1	..	6	3	..	37	13,100
Michigan	1	7,000	..	6	20,000	28	2	6	26	..	1	119	62,900
Florida	..	..	..	..	..	10	1	..	10	..	..	39	35,200
Wisconsin	..	..	..	..	..	6	..	..	6	..	..	24	10,300
Iowa	..	..	..	..	..	4	..	..	4	..	..	15	5,700
D. of Columbia	1	1,500	..	4	5,000	12	10	3	5	6	3	276	150,700
Total	426	5,641,495	511,597	4726	4,745,239	1552	447	138	1141	127	227	11,523	5,873,815

STATES AND TERRITORIES.	CARRIAGES AND WAGGONS.			MILLS, AND THE ARTICLES PRODUCED.							
	Value produced.	Men employed.	Capital invested.	Flouring Mills.	Flour produced.	Grist Mills.	Saw Mills.	Oil Mills.	Articles: Value.	Men employed.	Capital invested.
	dollars.	No.	dollars.	No.	barrels.	No.	No.	No.	dollars.	No.	dollars.
Maine	174,310	779	75,012	20	6,969	558	1,381	20	3,161,592	3,630	2,900,565
New Hampshire	232,240	450	114,762	3	800	449	959	9	758,260	1,296	1,149,193
Massachusetts	803,999	1,402	334,660	12	7,436	678	1,252	7	1,771,185	1,808	1,440,152
Rhode Island	78,811	161	36,661	..	..	144	123	..	83,683	166	152,310
Connecticut	929,301	1,289	513,411	7	15,500	384	673	57	543,509	895	727,440
Vermont	162,097	437	101,570	7	4,495	312	1,081	20	1,083,124	1,374	999,750
New York	2,364,461	4,710	1,485,023	338	1,861,885	1,750	6,356	63	16,953,280	10,807	14,648,814
New Jersey	1,397,149	1,834	644,966	64	168,797	509	597	21	3,446,895	1,288	2,641,200
Pennsylvania	1,207,252	2,783	560,681	736	1,193,405	2,554	5,389	166	9,424,955	7,990	7,869,034
Delaware	49,417	143	25,150	21	76,194	104	123	..	737,971	288	294,150
Maryland	357,622	690	154,955	189	466,708	478	430	9	3,267,250	898	1,069,671
Virginia	647,815	1,592	311,625	764	1,041,526	2,714	1,987	61	7,855,499	3,964	5,184,669
North Carolina	301,601	698	173,318	323	87,641	2,033	1,056	46	1,552,096	1,830	1,670,228
South Carolina	189,270	420	132,690	164	58,458	1,016	746	19	1,201,678	2,122	1,668,804
Georgia	249,065	461	93,820	114	55,158	1,051	677	6	1,268,715	1,581	1,491,973
Alabama	88,891	235	49,074	51	23,664	797	524	16	1,225,425	1,386	1,413,107
Mississippi	49,693	132	34,345	16	1,809	806	309	28	486,864	923	1,219,845
Louisiana	23,350	51	13,780	3	..	276	139	50	706,785	972	1,870,795
Tennessee	219,897	518	80,878	255	67,881	1,565	977	26	1,020,664	2,100	1,310,195
Kentucky	168,724	533	79,378	258	273,088	1,515	718	23	2,437,937	2,067	1,650,689
Ohio	701,228	1,490	290,540	536	1,311,954	1,325	2,883	112	8,868,213	4,661	4,931,024
Indiana	163,135	481	78,116	204	224,624	846	1,248	54	2,329,134	2,224	2,077,018
Illinois	144,362	307	59,263	98	172,657	640	785	18	2,417,826	2,204	2,147,618
Missouri	97,112	201	45,074	64	49,363	636	393	9	960,058	1,326	1,266,019
Arkansas	2,675	15	1,555	10	1,430	292	88	1	330,847	400	288,257
Michigan	20,075	59	13,150	93	202,880	97	491	..	1,832,363	1,144	2,460,200
Florida	11,000	15	5,900	..	..	62	65	2	189,650	410	488,950
Wisconsin	2,600	8	325	4	900	29	124	..	350,993	850	561,650
Iowa	1,200	3	1,400	6	4,340	37	75	..	95,425	154	166,650
District of Columbia	59,535	97	38,550	4	25,500	4	1	..	183,370	30	98,500
Total	10,897,887	21,994	5,551,632	4364	7,404,562	23,661	31,650	843	76,545,246	60,788	65,858,470

STATES AND TERRITORIES.	SHIPS, &c.	HOUSEHOLD FURNITURE.			HOUSES.				MUSICAL INSTRUMENTS.			ALL OTHER MANUFACTURES.		
	Value of Ships and Vessels built.	Value of Furniture.	Men employed.	Capital invested.	Brick & Stone Houses built.	Wooden Houses built.	Men employed.	Cost of Construction.	Val. of Musical Instruments produced.	Men employed.	Capital invested.	Value of all other Manufactures not enumerated.	Capital invested.	Total Capital invested in Manufactures.
	dollars	dollars.	No.	dollars.	No.	No.	No.	dollars.	dollars.	No.	dollars.	dollars.	dollars.	dollars.
Maine	1,844,902	204,875	1,435	668,558	31	1,674	2,482	733,067	3,010	4	2,001	1,042,927	450,749	7,105 620
N. Hampshire	78,000	105,827	233	59,984	90	434	935	470,715	26,750	47	14,050	829,472	409,246	9,252.448
Massachusetts	1,349,994	1,090,008	2,424	902,494	324	1,249	2,947	2,767,134	340,085	246	243,760	6,560,234	3,287,986	41,774.446
Rhode Island	41,500	121,131	195	83,300	6	292	887	379,010	7,200	9	6,075	1,658,193	820,450	10 696,136
Connecticut	428,900	253,675	786	342,770	95	517	1,599	1,086,295	6,125	8	7,050	2,266,904	1,254,576	13,669 139
Vermont	72,000	83,275	190	49,850	72	468	912	344,896	2,290	6	1,750	488,796	305,487	4,326,440
New York	797,317	1,971,776	3,660	1,610,810	1233	5,198	16,768	7,265,844	472,910	438	408,775	9,615,206	6,078,507	55,252,779
New Jersey	344,240	176,566	517	130,525	205	861	2,086	1,092,052	..	..	..	1,999,266	1,385,208	11,517,582
Pennsylvania	668,015	1,155,692	2,373	716,707	1995	2,428	9,974	5,354,480	33,728	109	35,656	3,204,403	2,083,398	31,815,105
Delaware	35,400	16,300	130	34,800	47	104	299	145,850	..	..	..	293,677	145,560	1,589.215
Maryland	279,771	305,360	834	339,336	389	592	2,026	1,078,770	16,400	15	4,000	774,071	517,818	6,450,284
Virginia	136,807	289,391	675	143,320	402	2,604	4,694	1,367,393	1,005	2	1,000	653,417	322,439	11,360,861
North Carolina	62,800	35,002	223	57,980	38	1,822	1,707	410,264	938	3	203	127,516	62,550	3,838,900
South Carolina	60,000	28,155	241	133,600	111	1,594	2,398	1,527,576	..	..	..	82,885	46,442	3,216,970
Georgia	..	49,780	95	29,090	38	2,591	2,274	693,116	8	2	..	141,807	71,831	2,899,565
Alabama	..	41,671	53	18,430	67	472	882	739,871	21	..	..	424,943	139,411	2,130,064
Mississippi	13,925	34,450	41	28,610	144	2,247	2,487	1,175,513	..	..	..	144,347	79,727	1,797,727
Louisiana	80,500	2,300	129	376,050	248	619	1,484	2,736,944	..	..	..	5,000	417,699	6,430,699
Tennessee	229	79,580	203	30,650	193	1,098	1,467	427,402	..	..	..	490,671	189,846	3,731,580
Kentucky	..	273,350	453	139,295	485	1,757	2,883	1,039,172	4,500	6	5,000	697,029	551,762	5 945.259
Ohio	522,855	761,146	1,928	534,317	970	2,764	6,060	3,776,823	8,454	11	5,000	1,549,592	5,329,734	16.905,257
Indiana	107,223	211,481	564	91,022	346	4,270	5,519	1,241,312	..	..	..	684,771	303,278	4,132,043
Illinois	39,200	84,410	244	62,223	334	4,133	5,737	2,065,255	..	..	..	427,460	206,919	3,136,512
Missouri	..	..	..	..	413	2,202	1,966	1,441,573	500	2	50	230,083	282,965	2,704,405
Arkansas	500	20,293	45	7,810	21	1,063	1,251	1,141,174	..	..	..	27,386	23,905	424,467
Michigan	10,500	22,494	65	28,050	30	1,280	1,978	571,005	..	..	..	132,870	97,821	3,112,240
Florida	14,100	..	36	18,300	9	306	689	327,913	..	..	..	37,280	5,000	669,490
Wisconsin	7,159	6,945	29	5,740	7	509	644	212,085	..	..	..	51,612	26,162	635,926
Iowa	..	4,600	12	1,350	14	483	324	135,987	..	..	..	34,445	8,450	199.645
D. of Columbia	20,257	125,872	190	85,000	60	33	142	168,910	..	..	..	109,000	84,000	1,005,775
Total	7,016,094	7,555,405	18,003	6,989,971	8429	45,684	85,501	41,917,401	923,924	908	734,370	34,785,353	25,019,726	267,726,579

RECAPITULATION OF THE FOREGOING RETURNS OF MANUFACTURES.

Machinery—Value of machines manufactured	dlrs.	1,098,581
—— Number of men employed		13,001
Hardware, cutlery, &c.—Value manufactured	dlrs.	6,451,967
—— Number of men employed		5,492
Cannon and small arms—Number of cannon made		274
—— Ditto of small arms		88,073
—— Ditto of men employed		1,744
Precious metals—Value manufactured	dlrs.	4,734,960
—— Number of men employed		1,556
Various metals—Value manufactured	dlrs.	9,779,442
—— Number of men employed		6,677
Granite, marble, &c.—Value manufactured	dlrs.	2,442,950
—— Number of men employed		3,734
Bricks and lime—Value manufactured	dlrs.	9,736,945
—— Number of men employed		22,807
Capital invested in the preceding manufactures	dlrs.	20,620,869
Wool—Number of fulling mills		2,585
—— Ditto of woollen manufactories		1,420
—— Value of manufactured goods	dlrs.	20,696,999
—— Number of persons employed		21,342
Capital invested	dlrs.	15,765,124
Cotton—Number of cotton manufactories		1,240
—— Ditto of spindles		2,284,631
—— Ditto of dyeing and printing establishments		129
—— Value of manufactured articles	dlrs.	46,350,453
—— Number of persons employed		72,119
—— Capital invested	dlrs.	51,102,359
Silk—Number of pounds reeled, thrown, or other silk made		15,745½
—— Value of the same	dlrs.	119,814
—— Number of males employed		246
—— Ditto of females and children		521
—— Capital invested	dlrs.	274,374
Flax—Value of manufactures of flax	do.	322,205
—— Number of persons employed		1,628
—— Capital invested	dlrs.	208,087
Mixed manufactures—Value of produce	do.	6,545,503
—— Number of persons employed		15,905
—— Capital invested	dlrs	4,368,991
Tobacco—Value of manufactured articles	do.	5,819,568
—— Number of persons employed		8,384
—— Capital invested	dlrs.	3,437,191
Hats, caps, bonnets, &c.—Value of hats and caps manufactured	do.	8,704,342
—— Ditto of straw bonnets manufactured	do.	1,476,505
—— Number of persons employed		20,176
—— Capital invested	dlrs.	4,485,300
Leather, tanneries, saddleries, &c.—Number of tanneries		8,229
—— Sides of sole leather tanned		3,463,611
—— Ditto of upper ditto, ditto		3,781,868
—— Number of men employed		26,018
—— Capital invested	dlrs.	15,650,929
—— All other manufactures of leather, saddleries, &c.		17,136
—— Value of manufactured articles	dlrs.	33,134,403
—— Capital invested	do.	12,881,262
Soap and candles—Number of pounds of soap		49,820,497
—— Ditto ditto of tallow candles		17,904,507
—— Ditto ditto of spermaceti and wax ditto		2,936,951
—— Ditto of men employed		5,641
—— Capital invested	dlrs.	2,757,273
Distilled and fermented liquors—Number of distilleries		10,306
—— Ditto of gallons produced		41,402,627
—— Ditto of breweries		406
—— Ditto of gallons produced		23,267,730
—— Ditto of men employed		12,223
—— Capital invested	dlrs.	9,147,368
Powder mills—Number of powder mills		317
—— Number of pounds of gunpowder		8,977,348
—— Ditto of men employed		496
—— Capital invested	dlrs.	875,875
Drugs, medicines, paints, and dyes—Value of medicinal drugs, paints, &c.	do.	4,151,899
—— Ditto of turpentine and varnish produced	do.	660,827
—— Number of men employed		1,848
—— Capital invested	dlrs.	4,507,675
Glass, earthenware, &c.—Number of glass houses		81
—— Number of cutting establishments		34
Glass, earthenware, &c.—Number of men employed		3,236
—— Value of manufactured articles, including looking-glasses	dlrs.	2,890,293
—— Capital invested	do.	2,084,100
—— Number of potteries		659
—— Value of manufactured articles	dlrs.	1,104,825
—— Number of men employed		1,612
—— Capital invested	dlrs.	551,431
Sugar refineries, chocolate, &c.—Number of sugar refineries		43
—— Value of produce	dlrs	3,250,700
—— Ditto of chocolate manufactured	do.	79,900
—— Ditto of confectionery made	do.	1,143,965
—— Number of men employed		1,355
—— Capital invested	dlrs.	1,769,571
Paper—Number of paper manufactories		426
—— Value of produce	dlrs.	5,641,495
—— Ditto of all other manufactures of paper, playing cards, &c.	dlrs.	511,597
—— Number of men employed		4,726
—— Capital invested	dlrs.	4,745,239
Printing and binding—Number of printing offices		1,552
—— Ditto of binderies		447
—— Ditto of daily newspapers		138
—— Ditto of weekly newspapers		1,141
—— Ditto of semi and tri-weekly newspapers		125
—— Ditto of periodicals		227
—— Men employed		11,523
—— Capital invested	dlrs.	5,873,845
Cordage—Number of rope walks		388
—— Value of produce	dlrs.	4,078,306
—— Number of men employed		4,464
—— Capital invested	dlrs.	2,465,577
Musical instruments—Value produced	do.	923,924
—— Number of men employed		908
—— Capital invested	dlrs	734,370
Carriages and waggons—Value produced	do.	10,897,887
—— Number of men employed		21,994
—— Capital invested	dlrs.	5,551,632
Mills—Number of flouring mills		4,364
—— Ditto of barrels of flour manufactured		7,404,562
—— Ditto of grist mills		23,661
—— Ditto of saw mills		31,650
—— Ditto of oil mills		843
—— Value of manufactures	dlrs.	76,545,246
—— Number of men employed		60,788
—— Capital invested	dlrs.	65,858,470
Ships—Value of ships and vessels built	do.	7,016,094
Furniture—Value of furniture made	do.	7,555,405
—— Number of men employed		18,003
—— Capital invested	dlrs.	6,989,971
Houses—No. of brick and stone houses built		8,429
—— Ditto of wooden houses built		45,684
—— Men employed		85,501
—— Value of constructing or building	dlrs.	41,917,401
All other manufactures not enumerated—Value	do.	34,785,353
—— Capital invested	dlrs.	25,019,726
Total capital invested in manufactures	do.	267,726,579
In iron business	do.	20,432,121
In lead ditto	do.	1,346,756
In gold ditto	do.	234,325
In other metals	do.	238,980
Coal business—		
—— Anthracite	dlrs.	4,355,602
—— Bituminous	do.	1,868,862
		6,224,464
Salt	do.	6,998,045
Granite, marble, and stone	do.	2,540,159
Nurseries	do.	2,945 774
Commercial and commission houses	do.	119,295,367
Retail drygood and grocery, &c.	do.	250,301,799
Lumber yards and trade	do.	9,848,307
Butchers, packers, &c.	do.	11,526,950
Fisheries	do.	16,429,020
Various manufactures	do.	20,620,869
Woollen ditto	do.	15,765,124
Cotton ditto	do.	51,102,359
Silk ditto	do.	274,374
Flax ditto	do.	208,087
Mixed ditto	do.	4,368,991
Tobacco ditto	do.	3,437,191
Hats, caps, and bonnets	do.	4,485,300
Leather tanneries	do.	15,650,929

(continued)

Leather—manufactured and saddles ...	dlrs.	12,881,262	Cordage	dlrs.	2,465,577
Soap and candles.....	do.	2,757,273	Making musical instruments.....	do.	734,370
Distilleries and breweries.....	do.	9,147,368	—— carriages and waggons.....	do.	5,551,632
Powder mills	do.	875,875	Mills.....	do.	65,858,470
Drugs, medicines, paints, and dyes.....	do	4,507,675	Making furniture.....	do.	6,989,971
Glass	do.	2,084,100	All other manufactures.....	do.	25,019,726
Earthenware, &c.....	do.	551,431	Total capital invested in manufactures.....	dlrs. 267,726,579	
Sugar refineries, and chocolate.....	do.	1,769,571			
Paper making.....	do.	4,745,239			
Printing and binding.....	do.	5,873,815	Total capital invested.....	do.	716,089,256

The capital employed in agriculture is not given; nor is it in some other branches. The table must, therefore, be considered as incomplete, and as only an approximation to the true amount of active capital employed.

VALUE of Cottons, Woollens, Silks, Linens, and Manufactures of Flax, Hemp, Iron, and Steel, Imported into the United States annually, from 1821 to 1844.

YEARS.	Cottons.	Woollens.	Silks.	Linens and manufactures of Flax.	Manufactures of Hemp.	Manufactures of Iron and Steel.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1821.....	7,589,711	7,437,737	4,486,924	2,564,159	1,120,450	1,868,529
1822.....	10,246,907	12,185,904	6,840,928	4,132,747	1,857,328	3,155,575
1823.....	8,554,877	8,268,038	6,718,444	3,803,007	1,497,006	2,967,121
1824.....	8,895,757	8,386,597	7,204,588	3,873,616	1,780,199	2,831,792
1825.....	12,509 516	11,392,264	10,299,743	3,887,787	2,134,384	3,706,416
1826.....	8,348,034	8,431,974	8,327,909	2,987,026	2,062,728	3,186,485
1827.....	9,316,153	8,742,701	6,712,015	2,656,786	1,883,466	3,973,587
1828.....	10,996,270	8,679,505	7,686,640	3,239,539	2,087,318	4,180,915
1829.....	8,362,017	6,881,489	7,192,698	2,842,431	1,468,485	3,430,908
1830.....	7,862,326	5,766,396	5,932,243	3,011,280	1,333,478	3,655,848
1831.....	16,096,224	12,627,229	11,117,946	3,790,111	1,477,149	4,827,833
1832.....	10,399,653	9,992,424	9,248,907	4,073,164	1,640,618	5,306,245
1833.....	7,660,449	13,262,509	9,498,366	3,132,557	2,036,035	4,135,437
1834.....	10,145,181	11,879,328	10,998,964	5,485,389	1,679,995	4,746,621
1835.....	15,367,585	17,834,424	16,677,547	6,472,021	2,555,847	5,351,016
1836.....	17,876,087	21,080,003	22,980,212	9,307,493	3,365,897	7,880,169
1837.....	11,150,841	8,500,292	14,352,823	5,544,761	1,951,626	6,526,693
1838.....	6,599,330	11,512,920	9,812,338	3,972,098	1,591,757	3,613,286
1839.....	14,908,181	18,575,945	21,678,086	7,703,065	2,096,716	6,507,510
1840.....	6,504,484	9,071,184	9,761,223	4,614,466	1,588,155	3,184,900
1841.....	11,757,036	11,091,939	15,511,009	6,846,807	2,566,381	4,255,960
1842.....	9,578,515	8,375,725	9,448,372	3,659,184	1,273,534	3,572,081
1843*.....	2,958,166	2,252,895	1,136,268	1,484,921	184,044	734,737
1844.....						

VALUE of Earthern, Stone, and China ware, Specie and Bullion, Wines, Spirits, Molasses, and Teas, Imported into the United States annually, from 1821 to 1844.

YEARS.	Earthern, stone, and China-ware.	Specie and Bullion.	Wines.	Spirits.	Molasses.	Teas.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1821.....	763,883	8,064,890	1,873,464	1,804,798	1,719,227	1,322,636
1822.....	1,164,609	3,369,846	1,864,627	2,450,261	2,398,355	1,860,777
1823.....	1,143,415	5,097,896	1,291,542	1,791,419	2,034,222	2,361,245
1824.....	888,869	6,473,095	1,050,898	2,142,620	2,413,643	2,786,252
1825.....	1,086,890	6,150,765	1,826,263	3,135,210	2,547,715	3,728,935
1826.....	1,337,589	6,880,966	1,781,188	1,587,712	2,838,728	3.752,281
1827.....	1,181,047	8,151,130	1,621,035	1,651,436	2,818,982	1,714,882
1828.....	1,554,010	7,489,741	1,507,533	2,331,656	2,788,471	2,451,197
1829.....	1,337,744	7,103,612	1,569,562	1,447,914	1,484,104	2,060,457
1830.....	1,259,060	8,155,964	1,535,102	658,990	995,776	2,425,018
1831.....	1,624,604	7,305,945	1,673,058	1,037,737	2,432,488	1,418,037
1832.....	2,024,020	5,907,504	2,387,479	1,365,018	2,524,281	2,788,353
1833.....	1,818,187	7,070,368	2,698,497	1,537,226	2,867,986	5,484,603
1834.....	1,591,413	17,911,632	2,944,388	1,319,245	2,989,020	6,217,949
1835.....	1,697,682	13,131,447	3,750,608	1,632,681	3,074,172	4,522,806
1836.....	2,709,187	13,400,881	4,332,034	1,917,381	4,077,312	5,342 811
1837.....	1,823,400	10,516,414	4,105,741	1,470,802	3,444,701	5,903,054
1838.....	1,385,536	17,747,116	2,318,282	1,476,918	3,865,285	3,497,156
1839.....	2,483,258	5,595,170	3,441,697	2,222,426	4,364,234	2,428,419
1840.....	2,010 231	8,882,813	2,209,176	1,592,564	2,910,791	5 427,013
1841.....	1,536,450	4,988 633	2,001,411	1,743,237	2,628,519	3,466,245
1842.....	1,557,961	4,087,016	1,271,019	886,866	1,942,575	4,527,108
1843*.....	627,323	22,320,335	301,925	273,616	1,134,820	3,849,228
1844.....						

* For the nine months ending the 30th of June, 1843, Congress having changed the day ending the fiscal and commercial year from the 30th of September to the year ending the 30th of June, 1843, and so on for all following years.

VALUE of the various Manufactures of the United States, Exported in each Year, from 1827 to 1840, inclusive.

NAME OF ARTICLES.	1827	1828	1829	1830	1831	1832	1833	1834	1835	1836	1837	1838	1839	1840
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
Soap and tallow candles	901,751	912,322	692,691	619,238	643,252	701,184	673,076	616,692	534,467	478,310	393,031	513,721	453,471	451,995
Leather, boots and shoes	388,525	401,259	356,658	338,603	290,937	277,388	213,510	177,731	224,772	133,471	114,553	132,476	173,859	214,360
Household furniture	574,751	611,196	501,946	290,653	278,721	214,315	229,515	177,399	264,790	214,096	265,421	281,683	361,840	295,844
Coaches and other carriages	....	....	....	....	....	....	....	50,683	83,525	103,652	100,565	42,207	52,930	74,416
Saddlery	57,717	49,758	35,765	36,651	39,440	29,572	33,051	41,546	52,233	54,899	56,680	38,909	42,743	59,517
Hats	286,624	326,294	270,780	309,362	353,013	310,912	243,271	181,726	171,531	244,012	185,066	102,652	123,165	103,398
Wax	123,354	134,886	132,939	153,666	114,017	62,444	178,748	86,803	93,919	91,676	91,168	67,181	68,901	59,685
Spirits from grain, beer, ale, and porter	144,832	203 780	215,494	225,357	141,794	127,583	144,069	110,601	134,823	117,032	145,519	165,316	142,085	128,330
Snuff and tobacco	239,024	210,747	202,396	246,747	292,475	295,771	288,973	328,409	357,611	435,464	427,836	577,420	616,212	813,671
Lead	3,761	4,184	8,417	4,831	7,068	4,483	5,685	805	2 741	2,218	17,015	21,747	6,003	39,687
Linseed oil and spirits of turpentine	20,704	22,119	30,442	35,039	54,092	33,304	30,293	42,912	47,728	51,910	59,726	94,295	78,757	63,348
Cordage	63,074	20,030	7,984	4,135	6,109	13,863	23,140	22,062	11,686	8,502	15,327	21,547	25,899	43,510
Iron, subdivided into pig, bar, and nails*.								58,744	90,266	78,533	151,040	102,523	134,588	147,397
— ditto castings	273,158	231,234	223,705	209,473	233,641	212,830	233,812	65,762	70,922	85,599	90,390	33,451	61,100	115,664
— all manufactures of								111,985	134,687	141,873	250,768	573,434	748,862	841,394
Spirits, from molasses	97,003	185,096	166,740	49,798	34,569	38,221	28,463	73,827	158,544	34,721	53,513	99,473	183,446	283,707
Sugar, refined	34,012	38,207	50,739	193,084	215,794	74,673	40,327	219,153	62,293	165,648	215,728	249,671	521,117	1,214,658
Chocolate	1,350	3,344	1,759	893	1,965	2,255	2,148	1,423	2,605	3,396	3,051	3,315	4,039	2,048
Gunpowder	176,229	181,384	171,924	128,625	102,033	96,023	139,164	224,982	227,961	154,928	181,746	162,234	197,162	117,347
Copper and brass	52,341	60,452	129,647	36,601	55,755	105,774	203,380	198,276	69,791	72,991	91,724	81,363	81,334	86,954
Medicinal drugs	119,330	95,083	101,524	92,154	104,760	130,238	126,355	119,671	148,560	112,493	137,287	112,601	97,418	122,887
Cotton piece goods:														
—— printed and coloured	45,120	76,012	145,024	61,800	96,931	104,870	421,721	188,619	397,412	256,625	549,801	252,044	412,661	398,977
—— white	951,001	887,628	981,370	964,196	947,932	1,052,891	1,802,116	1,756,136	2,355,202	1,950,795	2,043,115	3,250,130	2,525,301	2,925,257
—— nankeens	14,750	5,149	1,878	1,093	2,397	341	2,034	1,061	400	637	1,815	6,017	1,492	1,200
—— twist, yarn, and thread	11,175	12,570	3,849	24,744	17,221	12,618	104,335	88,376	97,808	32,675	61,742	168,021	17,465	31,445
—— all other manufactures of	137,368	28,873	127,336	266,350	61,832	58,854	202,291	51,802	7,859	14,912	175,040	82,543	18,114	192,728
Flax and hemp: cloth and thread	11,084	5,335	2,166	2,152	231	1,570	5,964	4,889	795	6,720	18,422	1,244	2,010	7,114
—— bags, and all manufactures of	5,364	3,365	14,954	1,779	2,599	2,685	18,985	6,162	1,575	7,385	29,898	2,146	2,047	1,128
Wearing apparel	94,768	143,253	91,108	102,277	59,749	80,803	43,943	60,819	107,786	85,297	218,346	259,194	167,957	152,035
Combs and buttons	33,415	60,957	76,250	124,589	120,217	124,305	142,970	169,206	101,367	75,970	43,626	47,629	37,966	40,299
Brushes, billiard tables, fire engines and apparatus	13,038	10,916	9,425	6,432	13,810	13,812	12,948	4,209	10,175	7,346	7,609	9,723	8,726	21,051
Umbrellas and parasols	49,138	24,703	22,067	25,796	58,146	20,361	21,380	20,518	17,287	17,345	12,043	12,967	11,618	9,654
Leather and morocco skins	119,545	81,221	80,173	70,968	29,580	42,565	38,267	11,822	11,847	21,367	21,316	28,071	12,952	19,537
Printing presses and type	33,713	40,199	12,908	13,274	8,713	22,558	16,599	14,805	16,758	12,654	24,905	34,681	32,231	17,105
Musical instruments	14,844	10,011	8,868	10,261	10,906	4,052	5,400	6,269	8,627	7,174	4,857	8,604	7,413	12,199
Books and maps	54,012	46,937	29,010	32,004	35,609	29,892	48,946	35,857	59,991	38,597	28,142	50,913	32,854	29,632
Paper and other stationery	37,716	32,026	25,629	40,994	55,121	64,847	46,484	58,327	69,700	44,857	50,579	94,535	80,149	76,957
Paints and varnish	29,664	26,229	21,133	13,716	22,022	24,611	22,552	18,946	22,976	17,493	17,241	22,410	41,450	34,631
Vinegar	8,182	5,884	5,953	6,690	7,178	4,677	3,347	3,805	4,540	3,634	4,013	5,241	3,745	6,401
Earthen and stone ware	6,492	5,595	5,592	2,773	7,378	6,333	12,159	12,745	16,247	13,391	14,249	12,019	11,645	10,959
Manufactures of glass	59,307	51,452	49,900	60,280	102,736	106,855	93,494	79,229	79,808	46,877	44,950	37,881	43,448	56,688
—— of tin	2,967	5,049	1,757	4,497	3,909	3,157	2,928				10,892	10.179		7,501
—— of pewter and lead	6,183	5,545	5,185	4,172	6,422	983	2,010	11,813	11,665	14,795	6,461	6,461	40,279	15,296
—— of marble and stone	3,505	3,122	2,647	4,655	3,588	3,455	5,087				8,506	5,199		35,794
—— of gold and silver, and gold leaf	3,605	7,505	11,250	3,561	3,464	653	381	4,422	5,253	10,907	5,043	5,519	5,264	1,965
Gold and silver coin	1,043,574	693,037	612,886	937,151	2,058,474	1,410,941	366,842	400,500	729,601	345,738	1,283,519	472,941	1,908,358	2,235,073
Artificial flowers and jewelry	22,357	18,195	21,627	13,707	11,439	14,852	10,433	7 898	16,973	16,407	11,202	11,756	3,402	9,479
Molasses	1,511	601	1,992	3,968	948	2,493	2,279	5,934	1,963	851	7,171	6,620	3,438	9,775
Trunks	12,483	6,004	11,248	6,654	5,326	5,314	7,608	4,438	5,584	6,481	2,204	2,385	1,965	6,607
Bricks and lime	3,365	4,573	3,717	2,482	4,412	3,502	3,866	4,294	4,133	6,829	29,626	31,322	16,298	16,949
Salt	....	....	27,648	22,978	26,848	27,214	18,211	54,007	46,483	31,943	58,472	67,707	64,272	42,246
All other articles	293,379	247,990	309,106	347,228	394.681	477,267	600,892	650,381	869,283	544,570	589,802	392,217	542,969	403,496
Total	6,680,225	6,241,391	6,025,206	6,258,131	7,147,364	6,461,774	6,923,922	6,638,393	8,023,674	6,453,266	8,425,559	8,875,538	10,233,440	12,108,535

* Not distinguished until 1834.

VALUE of Manufactures of the United States, Exported during the Years, ending the 30th of September, 1841 and 1842; and the Nine Months, ending the 30th of June, 1843.

NAME OF ARTICLES.	1841	1842	1843
	dollars.	dollars.	dollars.
Soap, and tallow candles	494,577	485,128	407,105
Leather, boots and shoes	193,583	168,925	115,355
Household furniture	310,105	290,997	197,982
Coaches and other carriages	60,456	48,509	48,036
Hats	100,725	65,882	39,843
Saddlery	22,456	25,986	17,653
Wax	74,120	103,626	137,532
Beer, porter, and cider	59,133	50,708	21,395
Spirits from grain	97,150	54,674	44,064
Snuff and tobacco	873,877	525,490	278,319
Lead	96,748	523,428	492,765
Linseed oil, and spirits of turpentine	52,162	34,775	29,434
Cordage	31,582	30,457	22,198
Iron—Pig, bar, and nails	138,537	120,454	120,923
Castings	99,904	68,507	41,189
All manufactures of	806,823	920,561	370,581
Spirits from molasses	371,294	247,745	117,537
Sugar, refined	1,348,974	291,499	47,315
Chocolate	2,606	3,094	2,032
Gunpowder	146,934	161,292	47,988
Copper and brass	72,932	97,021	79,234
Medicinal drugs	136,469	139,313	108,438
Total	5,591,147	4,458,071	2,786,048
Cotton piece goods—Printed and coloured	450,503	385,040	358,415
White	2,324,839	2,297,964	2,575,049
Twist, yarn, and thread	43,503	37,325	57,312
All manufactures of,	303,701	250,361	232,774
Total cotton	3,122,546	2,970,690	3,223,550
Flax and hemp—Cloth and thread	2,764	1,038	326
Carried forward	3,125,310	2,971,728	3,233,676

NAME OF ARTICLES.	1841	1842	1843
	dollars.	dollars.	dollars.
Brought forward	3,125,310	2,971,728	3,223,976
Flax and Hemp—Bags, and all manufactures of	10,636	53,219	28,845
Wearing apparel	77,907	34,714	23,227
Combs and buttons	47,548	1,925	4,467
Brushes	2,590	1,800	415
Billiard tables and apparatus	996	5,838	4,654
Umbrellas and parasols	7,699	22,502	26,782
Leather and Morocco skins, not sold per lb	38,689	19,611	20,530
Printing presses and type	561	1,304	
Fire engines and apparatus	22,439	16,253	6,684
Musical instruments	16,119	44,846	23,643
Books and maps	40,620	69,862	51,391
Paper and stationery	83,483	27,370	28,994
Paints and varnish	40,578	10,208	7,555
Vinegar	12,957	7,618	2,907
Earthen and stoneware	6,737	36,748	25,348
Manufactures of glass	43,095	5,682	5,026
Tin	3,751	16,789	7,121
Pewter and lead	20,546	18,921	8,545
Marble and stone	33,546		
Gold and silver, and gold leaf	2,452	1,323	1,905
Gold and silver coin	2,746,486	1,170,754	107,429
Artificial flowers and jewelry	10,013	7,638	3,769
Molasses	7,999	19,040	1,317
Trunks	1,916	3,916	2,072
Bricks and lime	14,064	5,728	3,883
Domestic salt	62,765	39,064	10,262
Total	6,481,502	4,614,401	3,630,647
Manufactured articles not enumerated	626,857	508,976	470,261
Total value	12,109,506	9,581,448	6,886,956
Total sterling £	2,573,269	2,036,057	1,489,573

One principal cause of the growth of American Manufactures, is the difficulty which the citizens of the United States of America experience in paying for those of the United Kingdom; arising from our non-admission of American corn, except at exorbitant duties, unless during periods of extreme scarcity in England. The Americans are now exulting over the fallacy of British legislation, in regard to corn and food, and they extol the increase of their own manufactures.

In the *New York Express*, April, 1845, we find the following remarks on the progress of manufactures in America:—

"The manufacturing interest of this country, at the present time, is extending itself faster than at any period since we have begun to manufacture for ourselves. From Maine to the extreme west and south-west, every spindle and loom is at work—many of the mills with orders for their works for months a-head. Water is no longer the sole motive power of factories, and, in the most favoured localities at the east, for manufactories this power has long been exhausted, and the never-failing power of steam has been resorted to. In Newburyport and Boston, factories of this class are now in course of erection, and even Lowell has now more factories building which are to be propelled by steam than by water. At no time have there been more new mills building, or the old ones more active than at present; four new mills, of the largest size, are to be erected this summer, and large additions made to the old ones—in all, not less than 25,000 looms. At the new 'city of looms,' on the Merrimack, at Haverhill, active preparations are making to commence their dam, which, when completed, will furnish a water-power that will not be exhausted in half a century of prosperous manufacturing. In New Hampshire and Maine, there is the same tendency to invest capital in manufacturing; cotton mills are the favoured stocks, but other articles are not forgotten or neglected. In Maine, charters have been granted for thirteen cotton and woollen mills, and two iron factories; the old companies have also added largely to their capital stocks; and at no time has Maine been so decidedly in favour of manufacturing as at present. At Buffalo, there has been a large mill started, with every prospect of success. At St. Louis, and numerous other points in the west, in Mississippi and Georgia, new mills are erecting. At Baltimore and Georgetown, several flour mills have been altered to cotton mills; and all through the country there is seen a general wish to make investments in this way."

CHAPTER XIII.

INTERNAL NAVIGATION OF THE UNITED STATES.

THERE is no part of the world so extensively favoured by nature with the facilities and power of internal intercourse, as the vast empire comprised within the United States of America. The rivers which descend into the Atlantic,—even those of the New England States, although their navigable courses from the mountains to the sea be comparatively limited, are all important as channels for the transport of commodities. The state of Maine has, by its inlets and rivers, abundant water communication, and requires but little aid from artificial construction. Where most wanted, canals and railroads have been opened or projected (for which, and the rivers of the state, see Maine). New Hampshire has several rivers, the navigation of which, where interrupted, has, in several parts, been improved by artificial means. Vermont has Lake Champlain, and numerous navigable streams. Massachusetts, Rhode Island, and Connecticut, have extended the means of internal transport by canals and railroads, which communicate between the principal seaport towns and the navigable termination of inland rivers. Railroads open a rapid intercourse direct from the Atlantic, at Boston, to the Hudson, at Albany. The Hudson, that great artery of trade and intercourse within the state of New York, opens extensive and convenient channels of transport to and from the interior,—to and from Lakes Champlain, Ontario, and Erie, with which the Hudson is in communication, by canals and railways; and, by all these, an internal navigation is opened from the Atlantic and the St. Lawrence to the waters and regions of the FAR WEST. Railroads and canals traverse the Jerseys, to Delaware bay and river. The Susquehanna,—the Ohio,—that great inlet, Chesapeake bay,—the Potomac, and numerous other streams, and canals, and railroads, extend navigation and the means of intercourse over the greater part of Pennsylvania, Delaware, and Virginia. When the projected and unfinished canals and railways are completed, the means of internal transport will be extended to all important points of these states.

The rivers and inlets of the Carolinas, Georgia, and Florida, are nearly all on a scale of minor extent, or rather depth; but they are important in affording facilities, improved by the railways and canals which have been constructed, in bringing the produce of the interior to market. Alabama has several navigable, but not deep, rivers.

The magnificent regions of the west are traversed by the great navigable waters of the Mississippi, Missouri, Ohio, and the numerous rivers which flow into them from the east, north, and west. Lakes Huron, Michigan, and Superior complete this vast extent of internal navigation.

We have, in the first part of this work, given a detailed account of the great lakes; and, in our special account of each state (which see), we have described the bays, harbours, and rivers of each. The Mississippi, Missouri, and some of their great branches, require some further description.

The MISSISSIPPI, or *Missi-Sepe*, in the Algonquin Indian language, which prevails in its upper parts, means *Great river*. Its source, according to the explorations of Schoolcraft, July 13th, 1832, is Itasca Lake, 47 deg. 10 min. north latitude, and 95 deg. 54 min. west longitude, at an elevation of about 1350 feet, and at a distance of 3160 miles, above the Gulf of Mexico. Itasca Lake is romantically situated among hills clothed with pines. The outlet of the lake is only from ten to twelve feet broad, and from twelve to eighteen inches deep. This first stream of the Great River is little more than a mere brook, flowing north and north-easterly to Lake Cass, about 184 miles, from thence it winds, generally in a south-east, south-south-westerly, and south-south-easterly direction, frequently over rapids, to the Big Falls, and thence about sixty miles further to the Falls of St. Anthony. Vessels do not ascend the river over these falls; and they pass below, over several rapids, even as low down as Rivière des Moines. The country above the Falls of St. Anthony we have described, as well as the principal tributaries which fall into the Mississippi, above, and, for a considerable distance, below and west of those falls, in our separate account of Wisconsin, Iowa, and the Western Territory. Most of those tributaries, although interrupted by some falls, and several rapids, afford, by boats and canoes, extensive and convenient means of inland transport.

The Mississippi, with its great and lesser tributaries, drain all the regions which extend from the Alleghany chain to the Rocky Mountains, with the exception of the lands drained by the streams which fall into the St. Lawrence and the great lakes.

Mr. Schoolcraft has described the Mississippi more intelligibly, and at greater length, than any other traveller. He had followed its stream, from its mouths, or delta, to its source. No other traveller had done so before him. We do not know that any other one traveller has followed his example. We have also examined the local descriptions of other authorities. It is remarkable that the greatest rivers in North and South America should have been first discovered, not upwards from their confluence with the sea, but downwards from one of their upper or main branches. The Amazon was first navigated, down to the Atlantic, by an European, Orellana, in a frail craft built near the foot of the Andes. In this vessel he floated down the Naco, an upper tributary, to the main stream of the Amazon, and thence, without compass, and through unknown regions, to the ocean.

The Mississippi was discovered in 1672, by the Jesuit, Father Marquette,

who, with his followers, by ascending the Fox river, from Lake Champlain in canoes, carried the latter and their stores, over the Portage, a few miles, to the Wisconsin, descended that stream until they reached the Mississippi, in about latitude 42 deg. 50 min. north. They floated down with its current until they passed the confluence of the Missouri, and reached some villages of Illinois, who received them hospitably. They proceeded downwards, until they arrived at the Arkansas; from which point they returned afterwards to Canada. In 1682, the intrepid La Salle sailed down the Mississippi from the Wisconsin to the Gulf of Mexico.

Mr. Schoolcraft, describing the physical character of the Mississippi, distributes it into natural divisions, as indicated by the permanent differences in the colour of its waters,—the geological character of its bed and banks,—its forest trees and other vegetable productions,—its velocity,—the difficulties it opposes to navigation,—and other natural appearances and circumstances.

He traces it from its origin in a region of lakes, which are spread over table-lands, the waters of which flow north into Hudson's Bay, south into the Gulf of Mexico, and east into the lakes, rivers, and Gulf of St. Lawrence. He follows the course of the Mississippi to the Falls of Pakagama, a distance of 230 miles "through a low prairie, covered with wild rice, rushes, sword grass, and other aquatic plants. During this distance, it is extremely devious as to course and width, sometimes expanding into small lakes, at others, narrowing into a channel of about eighty feet. It is about sixty feet wide on its exit from Red Cedar or Cassina Lake, with an average depth of two feet; but from the junction of the Leech Lake fork, increases to 100 feet in width, with a corresponding increase of depth. Its current, during this distance, is still and gentle; and its mean velocity may be estimated at a mile and a half per hour, with a descent of three inches per mile." Water-fowl and amphibious quadrupeds are met with in great numbers within this region.

Rocky strata and a wooded island appear at the Falls of Pakagama, where the river descends by an abrupt cataract, twenty feet: from which point to the Falls of St. Anthony, a distance of about 685 miles, it exhibits its second characteristic division. The prairie disappears above the Cataract of Pakagama. Groves of elm, maple, birch, oak, and ash, then rise, and extend back from the banks of the river,—overshadowing and adorning its clear and majestic waters. The black walnut first appears below Sandy Lake river, and the sycamore below the River de Corbeau. The Mississippi, in its many windings above the Falls of St. Anthony, is picturesquely adorned with innumerable, richly wooded, islands. Of its tributaries, the largest in this distance is the De Corbeau, flowing from the south-west. The Pine, Elk, Sac, and Crow rivers, also flow into it from the west, and the St. Francis and Rum River from the east. The meanderings of the Mississippi below the Cataract of Pakagama are irregular, but neither

so short nor so abrupt as above. Mr. Schoolcraft estimates the mean width of the stream at 300 feet until the junction of the De Corbeau, and below that at 250 yards.

"Its navigation," he observes, "is impeded, agreeably to a memorandum which I have kept, by thirty-five rapids, nineteen ripples, and two minor falls, called the Little and the Big Falls, in all of which the river has an aggregate descent of 224 feet in 14,640 yards, or about eight miles. The mean fall of the current, exclusive of the rapids, may be computed at six inches per mile, and its velocity at three miles per hour. In the course of this distance it receives several small turbid streams, and acquires a brownish hue, but still preserves its transparency, and is palatable drink-water. A few miles above the river Corbeau, on the east side, we observe the first dry prairies, or natural meadows, and they continue to the Falls of St. Anthony. These prairies are the great resort of the buffalo, elk, and deer, and are the only parts of the banks of the Mississippi where the buffalo is now to be found. Granite rocks appear at several of the rapids, in rolled pieces, and in beds; and, in some places, attain an elevation of 100 or 200 feet above the level of the water, but the banks of the river are generally alluvial.

"At the Falls of St. Anthony, the river has a perpendicular pitch of forty feet, and, from this to its junction with the Missouri, a distance of 843 miles, it is bounded by limestone bluffs, which attain various elevations, from 100 to 400 feet, and present a succession of the most sublime and picturesque views. This forms the third characteristic change of the Mississippi. The river prairies cease, and the rocky bluffs commence precisely at the Falls of St. Anthony. Nine miles below, it receives the St. Peter's from the west, and is successively swelled on that side by the Ocano, Iowa, Turkey, Des Moines, and Salt rivers; and, on the east, by the St. Croix, Chippeway, Black, Wisconsin, Rock, and Illinois. One hundred miles below the Falls of St. Anthony, the river expands into a lake, called Pepin, which is twenty-four miles long, and four in width. It is, on issuing from this lake, that the river first exhibits, in a striking manner, those extensive and moving sand-bars, innumerable islands and channels, and drifts and snags, which continue to characterise it to the ocean. Its bends from this point onwards are larger, and its course more direct; and, although its waters are adulterated by several dark coloured and turbid streams, it may still be considered transparent. The principal impediments to navigation in this distance are the Des Moines, and Rock river rapids. The latter extends six miles, and opposes an effectual barrier to steamboat navigation, although keelboats and barges of the largest classes may ascend. This rapid is 390 miles above St. Louis."

The crystalline transparency of the Mississippi gradually disappears, after its confluence with the Missouri. Had not the Mississippi been the first discovered and explored, the Missouri would have, as the main stream, given its name to the Great River, down to the Gulf of Mexico. The waters of the Missouri are turbid, and of a gray colour; and Mr. Schoolcraft observes, that "during its floods, which happen twice a year, it communicates, almost instantaneously, to the combined stream, its predominating qualities; but, towards the close of the summer season, when it is at its lowest stage of water, the streams do not fully incorporate for twenty or thirty miles, but preserve opposite sides of the river; and I have observed this phenomenon at the town of Herculaneum, forty-eight miles below the junction. The water in this part of the river cannot be drank until it has been set aside to allow the mud to settle." The appearance of the Mississippi, after the foul waters of the Missouri acquire the mastery, has a sooty, dark, and mysterious character, and the dismal scenery of its low muddy banks; and its dreaded snags, sawyers, sand-bars, and its numerous fixed, shifting, and unseen dangers, renders its navigation neither agreeable nor safe. Below the Missouri, its great importance must be considered in regard to its commerce, and the vast resources of the countries through which its tributaries flow. The distance from the mouth of the Missouri to the Gulf of Mexico is estimated by Mr.

Schoolcraft at 1220 miles, in the course of which it receives from the west the Maremac, St. Francis, White, Arkansas, and Red rivers; and, from the east, the Kaskaskia, Great Muddy, Ohio, Wolf, and Yazoo. This part of the river is particularly characterised by snags and sawyers, falling-in banks, islands, sand-bars, and mud-banks; the channel of which is shifted by every succeeding flood. The velocity of its stream was formerly considered so strong, that it could not be navigated by sailing vessels. This belief was unfounded, although a strong wind is required to ascend the river; and it is navigated by ocean sailing ships of from 400 to 800 tons' burden, from the Balize to New Orleans, a distance of 105 miles, and could be ascended higher, but the navigation above New Orleans is carried on chiefly by steamboats. The breadth of the river opposite St. Louis is about a mile. It is somewhat less at New Orleans, and still less at its principal mouth. A bar at its deepest entrance prevents ships drawing more than eighteen feet water from entering. Wild rice is not found on the waters of the Mississippi, south of the forty-first degree of north latitude; nor the Indian reed, or cane, north of the thirty-eighth. These two productions characterise the extremes of this river. It has been observed by MacKenzie, that the former is hardly known, or at least does not come to maturity, north of the fiftieth degree of north latitude. The alligator is first seen below the junction of the Arkansas. The paroquet is found as far north as the mouth of the Illinois, and flocks of paroquets have occasionally been seen as high as Chicago.

Sailing ships seldom ascend the Mississippi higher than Natchez. It is navigable for steamboats of the largest size as far as the Ohio. (See number and size of steamboats upon the Mississippi hereafter.) The passage from Cincinnati to New Orleans and back has been made in nineteen days. From New Orleans to Louisville the shortest passage has been eight days and two hours: the distance being 1650 miles, against the current. The steamboats have generally high-pressure power, and many fatal explosions have happened upon these waters. The first steam-vessel for navigating the Mississippi was built in 1810.

The following description of a flood on the Mississippi, is from the pen of the celebrated naturalist, Audubon:—

"There the overflow is astonishing; for no sooner has the water reached the upper part of the banks, than it rushes out and overspreads the whole of the neighbouring swamps, presenting an ocean overgrown with stupendous forest trees. So sudden is the calamity, that every individual, whether man or beast, has to exert his utmost ingenuity to enable him to escape from the dreaded element. The Indian quickly removes to the hills of the interior, the cattle and game swim to the different stripes of land that remain uncovered in the midst of the flood, or attempt to force their way through the waters until they perish from fatigue. Along the banks of the river the inhabitants have rafts ready made, on which they remove themselves, their cattle, and their provisions, and which they then fasten with ropes or grape vines to the larger trees, while they contemplate the melancholy spectacle presented by the current, as it carries off their houses and wood-yards piece by piece. Some who have nothing to lose, and are usually known by the name of *squatters*, take this opportunity of traversing the woods in canoes, for the purpose of procuring game, and particularly the skins of animals, such as the deer and bear, which may be converted into money.

They resort to the low ridges surrounded by the waters, and destroy thousands of deer merely for their skins, leaving the flesh to putrefy.

"The river itself, rolling its swollen waters along, presents a spectacle of the most imposing nature. Although no large vessel, unless propelled by steam, can now make its way against the current, it is seen covered by boats laden with produce, which, running out from all the smaller streams, float silently towards the city of New Orleans, their owners, meanwhile, not very well assured of finding a landing-place even there. The water is covered with yellow foam and pumice, the latter having floated from the rocky mountains of the north-west. The eddies are larger and more powerful than ever. Here and there tracts of forests are observed undermined, the trees gradually giving way, and falling into the stream. Cattle, horses, bears, and deer, are seen at times attempting to swim across the impetuous mass of foaming and boiling water; whilst here and there a vulture or an eagle is observed perched on a bloated carcass, tearing it up in pieces, as regardless of the flood as on former occasions it would have been of the numerous *sawyers* and *planters* with which the surface of the river is covered when the water is low. Even the steamer is frequently distressed. The numberless trees and logs that float along, break its paddles and retard its progress. Besides, it is on such occasions difficult to procure fuel to maintain its fires; and it is not only at very distant intervals that a wood-yard can be found which the water has not carried off.

"Following the river in your canoe, you reach those parts of the shores that are protected against the overflowing of the waters, and are called *levées*. There you find the whole population of the district at work, repairing and augmenting those artificial barriers which are several feet above the level of the fields. Every person appears to dread the opening of a *crevasse*, by which the waters may rush into his fields. In spite of all exertions, however, the *crevasse* opens, and water bursts impetuously over the plantations, and lays waste the crops which so lately were blooming in all the luxuriance of spring. It opens up a new channel, which, for aught I know to the contrary, may carry its waters even to the Mexican gulf.

"But now, kind reader, observe this great flood gradually subsiding, and again see the mighty changes which it has effected. The waters have now been carried into the distant ocean. The earth is everywhere covered by a deep deposit of muddy loam, which, in drying, splits into deep and narrow chasms, presenting a reticulated appearance, and from which, as the weather becomes warmer, disagreeable, and at times noxious, exhalations arise, and fill the lower stratum of the atmosphere, as with a dense fog. The banks of the river have almost everywhere been broken down in a greater or less degree. Large streams are now found to exist, where none were formerly to be seen, having forced their way in direct lines from the upper parts of the bends. These are, by the navigator, called *short cuts*. Some of them have proved large enough to produce a change in the navigation of the Mississippi. If I mistake not, one of these, known by the name of *Grand Cut-off*, and only a few miles in length, has diverted the river from its natural course, and has shortened it by fifty miles. The upper parts of the islands present a bulwark consisting of an enormous mass of floated trees of all kinds, which have lodged there. Large sand-banks have been completely removed by the impetuous whirls of the waters, and have been deposited in other places. Some appear quite new to the eye of the navigator, who has to mark their situation and bearings in his log-book. The trees on the margins of the banks have in many parts given way. They are seen bending over the stream, like the grounded arms of an overwhelmed army of giants. Everywhere are heard the lamentations of the farmer and planter, whilst their servants and themselves are busily employed in repairing the damages occasioned by the floods. At one *crevasse* an old ship or two, dismantled for the purpose, are sunk, to obstruct the passage opened by the still rushing waters, while new earth is brought to fill up the chasms. The squatter is seen shouldering his rifle, and making his way through the morass, in search of his lost stock, to drive the survivors home, and save the skins of the drowned. New fences have everywhere to be formed; even new houses must be erected, to save which from a like disaster, the settler places them on an elevated platform, supported by pillars made of the trunks of trees. The lands must be ploughed anew; and if the season is not too far advanced, a crop of corn and potatoes may yet be raised. But the rich prospects of the planter are blasted. The traveller is impeded in his journey, the creeks and smaller streams having broken up their banks in a degree proportionate to their size. A bank of sand which seems firm and secure, suddenly gives way beneath the traveller's horse, and the next moment the animal has sunk in the quicksand, either to the chest in front, or over the crupper behind, leaving its master in a situation not to be envied.

"Unlike the mountain torrents and small rivers of other parts of the world, the Mississippi rises but slowly during these floods, continuing for several weeks to increase at the rate of about an inch in the day. When at its height, it undergoes little fluctuation for some days, and after this subsides as slowly as it rose. The usual duration of a flood is from four to six weeks, although, on some occasions, it is protracted to two months.

"Every one knows how largely the idea of floods and cataclysms enter into the speculations of

the geologist. If the streamlets of the European continent afford illustrations of the formation of strata, how much more must the Mississippi, with its ever-shifting sandbanks, its crumbling shores, its enormous masses of drift-timber, the source of future beds of coal, its extensive and varied alluvial deposits, and its mighty mass of waters rolling sullenly along, like the flood of eternity!"

Before discussing any of the navigable tributaries of the Mississippi, we may proceed to give some account of the, in reality, main stream.

The MISSOURI has its origin, as well as some of its branches, in the Rocky mountains, and the chief source is said to rise at about a mile distant from that of one of the branches of the Columbia. The most authentic information we have yet had, of the sources of this mighty river, is from its first discoverers, Lewis and Clarke. Those travellers consider that the Missouri seems to be, in its early course, formed by three considerable branches, which unite not far from the base of the principal ranges of the Rocky mountains. To the northern they gave the name of Jefferson, to the middle Gallatin, and to the southern Maddison. All these streams flow with great velocity; their beds are formed of smooth pebble and gravel, and their waters are transparent. One hundred miles above the forks of the Missouri, are the forks of Jefferson river; two subordinate branches of which are called Wisdom and Philanthropy, one coming from the north-west, and the other from the south-east. Wisdom river is fifty yards wide, cold, rapid, and containing a third more water than the Jefferson; it drains the waters of melting snows from the mountains, but is unnavigable on account of its rapidity. One hundred and forty-eight miles further up is the extreme navigable point of the river, in north latitude forty-three degrees thirty minutes and forty-three seconds. Two miles beyond this is a small gap or narrow entrance, formed by the high mountains which recede on each side, at the head of an elevated valley, ten miles long and five broad, so as to form a spacious cove several miles in diameter. From the foot of one of the lowest of these mountains, which rises with a gentle ascent of half a mile, issues the remotest water of the Mississippi. At the source it is said that the temperature is so high that, at the end of August, water standing in vessels exposed to the night air has been frozen to the depth of a quarter of an inch.

After the junction of the three branches, the river foams onward, as a large mountain torrent. It then spreads into a broad, and comparatively, tranquil stream, full of islands. Peaks of blackish rock frown above the river in perpendicular elevations of about a thousand feet. The mountains around which it flows are covered with pines, cedars, and furs; and *mountain sheep* are seen bounding on their summits, where they are apparently inaccessible. In this distance the mountains have an aspect of wild, sombre grandeur. On the meadows and along the banks, the most common wood is the cotton-tree, which, with the willow, forms almost the exclusive growth of the Upper Missouri.

About forty-seven miles below where the Missouri gushes from the foot of the mountains into its channel through the upper plains, are the *Gates of the Rocky mountains*. In ascending the stream, it increases in rapidity, depth, and breadth, to the mouth of this formidable pass, where the rocks approach it on both sides, rising perpendicularly from the edge of the water to the height of 1200 feet. Near the base they are composed of black granite; but above, the whole are of a yellowish brown, and cream colour. Nothing can be imagined more tremendous than the frowning darkness of these rocks, which project over the river, and menace the passenger with destruction. For the space of five miles and three quarters, the rocks rise to the above degree of elevation, and the river, 350 yards broad, seems to have forced, or *sawn* its channel through the solid rocks, for nearly six miles in length; incased, as it were, during all this distance, between two walls of about 1200 feet high. During the whole of the distance the water is very deep, even at the edges; and, for the first three miles, there is not a spot, except for a few yards, on which a man could stand between the water and the towering perpendicular cliffs.

The river, for the distance of about seventeen miles, becomes almost a continued cataract. In this distance its perpendicular descent is 362 feet. The first fall is ninety-eight feet; the second, nineteen; the third, forty-seven; the fourth, twenty-six. Next to the Niagara, these falls are the most stupendous of any known in the world. The Missouri continues to rush furiously onward for a long distance beyond, but there is not much variation in its appearance until its confluence with the Platte, which river brings down vast quantities of coarse sand. The Missouri is then studded with islands. The formation of which is minutely described by Lewis and Clarke. The sand, as it has drifted down, has adhered to some of the projecting points of the shore, and formed a hard barrier of resistance to the mud, which fills up the river to the same height with the sand-bar itself. As soon as it has acquired consistency, willows grow, their roots imparting solidity to the whole: with further accumulations, the cotton-wood tree next appears, till the soil is gradually raised to a point above the highest freshets. Thus stopped in its course, the water seeks a passage elsewhere, and, as the soil on each side is light and yielding, what was only a peninsula becomes gradually an island; and the river, during the period of formation scoops additional room for its waters from the adjacent shore. In this way the Missouri, like the Mississippi, is continually cutting off the projections of the shore, and leaving its ancient channel, which may be traced by the deposits of mud, and a few stagnant ponds.

Along the whole course of the Missouri, below the Platte, the soil is described as generally fertile, and, although timber is scarce, there is still sufficient for the use of settlers. Above the Platte, although the soil is said to be rich, the

non-appearance of wood, and the want of good water, of which there is but a small quantity in the creeks, form great disadvantages in regard to its occupancy. The prairies, for many miles on each side of the river, produce abundance of good pasturage.

Above the mouth of the Osage, the immediate valley of the Missouri gradually expands, comprehending some wide bottoms, in which are many settlements, gradually increasing in the number of inhabitants. The Manito rocks, and some other precipitous cliffs, are the terminations of low ranges of hills, through which the river flows. These hills sometimes cause rapids, and opposite the Manito rocks, a group, called the Thousand Islands, stretches obliquely across the river, separated by narrow channels, in which the current is stronger than below. Some of the channels are obstructed by floating trees, which usually accumulate about the upper ends of islands, and are called *rafts*. After increasing to a certain extent, portions of these rafts become loosened, and float down the river, covering nearly its whole surface, and greatly impeding and endangering the progress of the ascending boats.

Council Bluffs, the seat of an important military establishment of the United States, about 600 miles up the Missouri, is a remarkable bank, rising abruptly from the brink of the river, to an elevation of 150 feet.

The Missouri, with its continuation down the Mississippi, is the longest river in America.* Its whole course, from its source in the Rocky mountains to the Gulf of Mexico, is 4424 miles, including its windings: nearly 4000 miles of this course is navigable. From the point of its confluence with the Mississippi to Fort Mandan, it is 1609 miles; to the foot of the rapids at Great Falls 2575 miles; 2664 to where it issues from the mountains; 2690 to the Gates of the Mountains; 3096 to the extreme navigable point of Jefferson river; and 3124 miles to its remotest source. In this immense course it receives upwards of fifty large rivers, and about 150 smaller streams. Its principal tributaries are the Roche-Jaune, or Yellowstone, the Kansas, Platte, Osage, Gasconade, Little Missouri, Running Water, Charaton, White, and Milk rivers.

The YELLOWSTONE is the largest of these tributaries. Its sources are in the Rocky mountains, near those of the Missouri and the Platte, and it may be navigated in canoes almost to its head. It runs first through a mountainous country; in many parts fertile and well timbered. It then waters a rich country, interspersed with valleys and meadows, and well supplied with wood and water, until

* "The American Fur Company have sent their steamboats *twenty-one hundred miles* above the mouth of the Missouri, and in high water, steamboats of light draft can ascend *two thousand and six hundred miles*. The Mississippi is navigable by steam between *six and seven hundred miles* above St. Louis. These rivers pass through an exceedingly fertile country; and when a just system of internal improvement shall be carried into operation, not only New Orleans and the great valley of the Mississippi will be benefited, but every portion of the United States will feel the invigorating influence of such a course."—*St. Louis Republican.*

near the Missouri it flows through open meadows and low grounds wooded on its borders. In the upper country its course is said to be very rapid, but during the two last, and largest, portions, its current is much more gentle than that of the Missouri. On the sand-bars, and along the margin of this river, grows the small-leafed willow; in the low grounds adjoining, are scattered rose bushes three or four feet high, the red-berry, service berry, and redwood. The higher plains border either immediately on the river, where they are generally timbered, and have an undergrowth like that of the low grounds, with the addition of the broad-leafed willow, gooseberry, purple currant, and honeysuckle; or they grew between the low grounds and the hills, and for the most part without wood, or any growth; except large quantities of wild hyssop, a plant which rises to the height of about two feet: like the willow of the sand-bars, it is a favourite food of the buffalo, elk, deer, grouse, porcupine, hare, and rabbit.—*Lewis and Clarke.*

The Platte is much more rapid than the Missouri, and drives its current to the northern bank, on which it is constantly encroaching. At some distance above the confluence, the Missouri is two miles wide, with a rapid current of ten miles an hour in some parts, the rapidity increases as it approaches the mouth of the Platte; the velocity of which, combined with the vast quantity of rolling sands which are drifting down it, into the Missouri, renders it unnavigable, except for flats or rafts, or by the Indians who pass it in small flat canoes made of hides, and the Americans who have contrived to navigate it by means of keel-boats, which, being constructed to draw but little water, and built upon a small flat keel, are remarkably well adapted for ascending rapid and shallow streams. The Platte winds its course, from west to east, for more than 800 miles.

The Kansas is described as resembling the Missouri, with a more moderate current, and waters less turbid. Its valley, like that of the Missouri, consists of a deep and fertile soil, producing forests of cotton-wood, sycamore, and other trees, interspersed with meadows; but in the upper part the trees become more and more scattered, and at length disappear: the country around its sources spreads into an immense prairie.

The Osage, so called from the tribe of Indians inhabiting its banks, flows into the Missouri 133 miles above its confluence with the Mississippi. Its sources are in the Ozark mountains. Flowing along the base of the north-western slope of a mountainous range, it receives from the east several rapid tributaries. In point of magnitude this river ranks with the Cumberland and Tennessee. It has been represented as navigable for 600 miles, but this Major Long considers an exaggeration, on account of the great number of shoals and sand-bars in its current. In the lower part of its course it traverses broad and fertile bottom-lands, bearing heavy forests of sycamore and cotton-trees.

The CHARATON is seventy-five yards wide at its mouth, and navigable at high flood 150 miles. Half a mile from its confluence with the Missouri, it receives the *Little Charaton*, also a considerable stream, and navigable for many miles. The Charaton has its source near the *Des Moines* tributary of the Mississippi, and traverses a country described as of great importance, both on account of the fertility of its soil, and its inexhaustible mines of lead.

The ARKANSAS rises in the Rocky mountains, in about 42 deg. north latitude, near the sources of the Rio del Norte, on the borders of the territory of the United States and Mexico. It is about 2120 miles in length, flowing generally east south-east. Its tributary streams are little known; they are remarkable for being deeply impregnated with salt. That part of Arkansas which traverses the Missouri territory is bordered, for the most part, by extensive prairies. Spurs of the Ozark mountains often terminate at the river. It may be remarked as singular, that to the extent of upwards of 300 miles in the lower part of the Arkansas, its valley is merely confined to the margin of the river. The soil on each side within the Missouri territory is chiefly alluvial, and where not disturbed by the floods, is verdant and fertile. The timber growing in the Arkansas country is similar to the woods of Mississippi. The Arkansas drains about 178,000 square miles of territory, and is navigable for boats about 200 miles.

On the impediments to, and dangers of, navigating the Mississippi, a writer in the *Merchants' Magazine* makes the following observations:

"In the first place, we would allude to a fact which has long been a formidable obstacle to the safe navigation of the Mississippi, as well as the cause of much individual hazard, and the sacrifice of numerous lives and a considerable amount of property. It is, perhaps, well known, that the bed and banks of the Mississippi and Missouri are, for the most part, composed of alluvial deposits of sand, the latter of which are covered with large trees. When, as is often the case, the current of the stream rises, the banks not unfrequently fall, and these trees are carried off by the stream. The sand and earthy substance adheres to the root, causing that part to sink, and to leave the tree anchored in the bed of the river. Deposits of sand are thus formed about the roots, and the obstruction thus produced frequently forces the channel in another direction. By the action of the water or the ice, the branches are worn off, leaving a stem, which sometimes projects above water, sometimes is submerged a few feet, and sometimes is so deeply buried below the surface as to be entirely concealed from sight. These obstructions, which present themselves with greater or less frequency throughout the greater portion of the bed of the Mississippi, vary in danger according to the position in which they chance to be placed. They are termed *snags;* and, coming into collision with the steamboats at midnight, or during a fog, are the source of no small discomfort to passengers—not unfrequently forcing a hole through the boat, sinking the hull, injuring the cargo, and even destroying lives.

"These obstacles most commonly occur in the bends of the rivers, or in those parts where the currents are obstructed by islands or sand-bars. Indeed, they present themselves occasionally in such numbers, that the boats are fenced in by these fallen trees, insomuch that a boat-master upon the Missouri was recently obliged to cut his way through them; and they tend to impede the navigation of that river to such an extent as to call for the attention of Congress. With that view, the chamber of commerce of the city of St. Louis have adopted vigorous proceedings in relation to the improvement of the navigation of the Mis-

sissippi river and its principal tributaries, and also the St. Louis harbour. He who has had occasion to traverse the Mississippi, in one of the numerous steamboats which ply upon that river, may perchance have been cast in contact with one of those numerous snags which beset the stream, causing a degree of confusion, if not a damage, which it is highly desirable might be prevented. The amount of value afloat upon it, at all times during the season of navigation, and the value of the property whose fate would be probably involved in the improvement, naturally calls for some effective aid on the part of the general government. Independently of the carrying trade from the remote interior, the cotton and sugar plantations, which send their cargoes abroad from the states of Louisiana and Mississippi, Tennessee and Arkansas—the tobacco which is yearly shipped from the states of Kentucky and Tennessee, Mississippi and Illinois—together with the manufactured articles imported and exported from those states, exceeding in value that of its agricultural products, and the importance, as places of shipment, of the numerous ports upon the river—all tend to present additional claims for the aid of Congress.

"The removal of those obstructions which have so long impeded the Mississippi navigation, would seem to be a no very difficult object. The most convenient instrument for that purpose is termed a *snag-boat*, which, with its machinery, will usually remove about twenty per day; the cost of working the boat being fifty or seventy dollars, and requiring fifty men; and the expense of construction being from 25,000 dollars to 26,000 dollars. The numerous wrecks of *snagged* steamboats, which strew that noble river—the fact that freights and persons from nearly half of the union are afloat continually upon its bosom—that nearly 6,000,000 of people, residing in the bordering territory, would be benefited in greater or less degree by the improvement; and that the imports and exports of nine states and two territories, which skirt its banks, must pass along its waters, tend materially to strengthen the claims which have been urged before Congress for the improvement of its navigation. Hundreds of thousands of persons are sailing upon its surface during the season of navigation—property to the amount of millions of dollars are risked upon its waters. The merchants and manufacturers of the east are deeply interested in the subject, because the advance of freights is not less than ten per cent, in consequence of the difficulties of navigation; and the losses of insurance companies, yearly, amount to no inconsiderable sum. Moreover, not one-tenth part of the land which skirts it has been subdued to cultivation; and the bright prospects of wealth and strength that are continually unfolding, from the developing resources of the soil, are ever adding to the value and importance of the desired improvement as a merely mercantile enterprise, important from the fact that, of the total number of steamboat losses throughout the whole country, the greater proportion occur upon the Mississippi river."

The Red River is the lowest great tributary which flows into the Mississippi. Its source, or rather sources, rise at the lower range of the Rocky mountains, near Santa Fé, in Mexico. The several head branches unite into one, into which flow several tributaries, the largest of which are Blue river, and False Washita. The south bank of it forms, for a great distance, the boundary between the United States and Texas. A great part of its course is through rich prairies of a red soil; which, colouring its waters, has given this river its name. Its banks are covered with grass, and vines, which are said to yield excellent grapes. About 100 miles above Natchitoches, that great impediment to navigation, called *the Raft*, commences, over and through the alluvions and fallen trees which the waters have carried and deposited. This interruption occurs at a shallow expansion of the river to the width of twenty or thirty miles, and a length of sixty or seventy miles. In some places, the rafts covered the whole river, and had grass and willows growing on the alluvial soil collected on it, and could be even crossed

on horseback, though not without danger. But more generally the river appeared between the masses of collected timber. At a great expense, this raft has been so far removed by the United States government, that steamboats pass through it.

The following extracts from Colonel Long's report convey the most descriptive information relative to the navigation of the Red river:—

"Red river, in its course within the United States, presents a single channel of an average width of about 250 yards, and during the more elevated stages of the water has a depth sufficient for steam navigation for many hundred miles, before it reaches the northern boundary of Louisiana. But, on entering the state last mentioned, it passes into the region or district in which the rafts had their origin and existence, and is divided into numerous small channels of very considerable depth, but generally, and almost uniformly, too narrow to admit the passage of floating trees, especially when their lengths are presented transversely of any channel or bayou through which the water has to pass.

"The district constituting the region of the raft is situated entirely within the state of Louisiana. It embraces an extent from south-east to north-west, about 180 miles, and a width varying from five to twenty miles. The navigable channel through this district embraces a distance of about 500 miles. Numerous other channels, more or less devious, many of them navigable for steamboats in all stages of the water for considerable distances, are also included within this district as before intimated. The entire tract or valley now under consideration, abounds in *bayous*,* lagoons, and lakes, profusely distributed, and pervading its surface in every direction.

"The flats or bottom lands comprised within the valley, are invariably composed of a rich and fertile alluvion, of a reddish complexion and sandy consistency, and are, throughout, analogous in all respects to the alluvious formations still in progress in the same region, which are composed of a very fine sand, intermixed with ferruginous clay, the former predominating.

"The bayous are generally deep and narrow, their width seldom exceeding 150 or 200 feet. Their channels are generally bounded by abrupt sides, which are guarded against abrasions by imbedded trees, and the roots of willows and other shrubbery. The lakes are generally broad and shoal, occupying the less elevated portions of the valley. Many of them are occasionally destitute of water in a dry season. The lakes are generally studded with a growth of cypress, and sometimes with willows, cotton wood, and oak, with other upland trees, which successively thrive and decay, according to the prevalence or recess of the water at the sites occupied by them. Hence the growth and supply, in part, of materials for the formation of rafts.

"In reference to delta formations generally, we would merely observe, that the more they are enlarged the greater will be the elevation of the surface of the stream by which they are made, at any given point within the formation. For example, when the delta formation at the mouth of the Mississippi terminated at New Orleans, the surface of that river, which was then as it is now, at its mouth, on a level with the surface water of the Gulf of Mexico, was lower at that point than it is at present, by about four feet, which is the difference now existing between the surface of the Mississippi at New Orleans, in a low stage of the river, and the surface of mean tide in the gulf.

"It may, moreover, be observed, that alluvial deposits or delta formations are carried at least to the elevation of the higher freshets that have given occasion to such formations. Hence, the flats or bottom lands in the valleys of streams, generally, are approximate indications of the highest freshets that have prevailed in such streams.

"Moreover, when the alluvial lands in the valley of a river are more elevated above the low water table at one point than at another, as is strikingly the case in the valley of the Red river, we may conclude with certainty, that there is a corresponding difference in the extreme range from low to high water.

* Are channels which branch off from, often to a great distance, and afterwards join, the main stream.

"The obstructions in Red river claiming our attention, are obviously attributable to causes like those that are still operative in working changes in the character and condition of this stream. Floating trees, and other drift, are brought down by every freshet. The channels through which it has a tendency to pass are, in some places, too narrow to admit of its passage, and in others so thickly set with snags, planters, &c., that its progress downward is effectually interrupted by them. In either case the drift is arrested in its progress, and becomes stationary. A raft is thus commenced, and accumulates incessantly, so long as the drift continues to run. Every successive freshet contributes to its enlargement, by furnishing new supplies of floating materials; and in the course of a few years a raft many miles in extent is formed. The accumulations having been continued for a year or two, the materials first deposited become water-soaked and sink to the bottom of the channel, while those more recently brought down, successively follow the same example. The current of the stream, which began to be checked in its velocity, as soon as the raft began to form, is at length effectually arrested, and the water must pass off in another direction through a new *channel* or *bayou* formed for its passage. The old channel below the raft being thus blocked up, becomes a lagoon of stagnant water, and serves as a receptacle for depositions from the turbid waters of the river. Every freshet brings down a fresh supply of alluvion, with which the old channel is eventually filled, and in process of time effectually obliterated. In this way old channels become obstructed and effaced, and new ones are formed; changes of this character have been in progress, till at length the river valley presents a profusion of bayous, lagoons, lakes, and swamps, scattered in every direction.

"Since the formation of the present raft, by which the main navigable channel has been obstructed, a passage for keel-boats has been found, leading upward through Coddo bayou, Coddo lake, Clear lake, Black and Red bayous; at the head of which last, it again enters the main river, between twenty and thirty miles above the raft.

"Three miles below Shreveport is one of the most copious outlets anywhere to be found in connexion with the main channel. This outlet is at the head of Bayou Pierre, which conveys from the main river about two-thirds of its entire volume; a large portion of which is again restored to the main channel at Shreve's island and Cut-off, six miles below the outlet. Bayou Pierre, which vies with the main channel in the copiousness of its stream, enters Lake Wallace on the right of the river valley, and after passing through a series of lakes and bayous on that side of the valley, and occasionally washing the bases of the river hills on the same side, unites again with the main navigable channel, a little above Grand Ecore, Natchitoches, and about 100 miles, by the course of the river, below the head of the bayou.

"About midway of the distance last mentioned, or fifty miles below the head of Bayou Pierre, is another considerable outlet, in the same direction, viz, to the right, called Pascagoula bayou, which communicates with Bayou Pierre, and conveys about one-third part of the water of the main channel at the head of the bayou, from the main river to Bayou Pierre. There are numerous other outlets and bayous communicating in a similar manner with Bayou Pierre, and serving not only to reduce the volume of the main stream, but to check the speed ofits current, which, in many places, does not exceed one mile and a quarter per hour, at the present stage of water. Owing to this reduction of its volume, the capacity of the main channel has been considerably reduced; so that from the head of Pascagoula bayou downward, to the mouth or inlet of Loggy bayou, embracing a distance of fifty miles, its average width does not exceed 100 feet, and the speed of its current one mile and a half per hour.

"On the left of the river, below Shreveport, are numerous small outlet bayous, which lead to, and unite with, Benoist bayou, Willow-chute, &c., all of which discharge their waters into Lake Bodcau, and through Bayou Bodcau into Lake Bastineau; all of which are situated near the river hills, by which the valley is bounded on the north-east side of the river. The waters thus congregated in the lake last mentioned, are conveyed back again to the main channel through Loggy bayou, Coshatta bayou, and other less considerable channels. By means of these successive re-augmentations, the main stream becomes more voluminous, and its current more rapid, from the mouth of Loggy bayou downward, to the mouth of Bayou Pierre, through a distance of about seventy-five miles.

"Prior to the removal of the old raft, the channel through which keel-boats were conducted past this formidable obstruction, led successively through Loggy bayou, the southern extremity of Lake Bastineau, Bayou Bodcau, Lake Bodcau, and Willow-chute; at the head of which last it united again with the present navigable channel, which was then unobstructed by the raft.

"At the present time, improvements having recently been made by the state of Louisiana in the channel of Bayou Pierre, and of the lakes connected with that stream, keel-boats are enabled to ascend through this channel, and accommodations are thus afforded to numerous inhabitants residing in its vicinity.

"From the mouth of Bayou Pierre downward, through a distance of ten miles, to the head of Bayou Bondieu, seven miles above Natchitoches, almost the entire volume of the river, both in high and low water, passes in a single channel, situated on the right of the river valley, and near the river hills on that side.

"Below the head of Bayou Bondieu, the river is divided into two considerable streams, viz., the Bondieu, and Cane or Little rivers; the former conveying at least two-thirds of the water of the entire river, having been much enlarged within a period of a few years. The first settlements on Red river, between Natchitoches and Alexandria, were made along the shores of the Cane or Little rivers; the Bondieu at that time having been an inconsiderable bayou, and totally unfit for navigation. These two streams, and the numerous bayous with which they are connected, unite their waters again, in a single channel, at the distance of sixty miles downward, as measured on the Bondieu, or ninety miles, as measured on the Cane or Little river, from the head of the Bondieu.

"From the mouth of the Bondieu downward, to Alexandria, embracing a distance of about forty miles, the water of the river passes mainly in a single channel, which is sufficiently broad, deep, and commodious, in other respects, for steamboat navigation.

"At Alexandria, the navigation is obstructed in low water by shoals and rapids, extending through a distance of about two miles, at which the aggregate fall, in a very low stage of the river, is about five feet. The obstructions at this place are occasioned by beds of very soft, probably soponaceous rock, through which it has been contemplated to cut a channel of a capacity to admit steamboats, which, no doubt, may be effected at an expense comparatively moderate.

"Below Alexandria, the river valley again presents numerous lakes, swamps, lagoons, and small bayous, but the main channel is sufficiently large and commodious to admit of the free passage of steamboats of the larger classes in all stages of the river, except at a place called the Rapions, where the low water channel, for a short distance, is obstructed by beds, or rather *hog-back ridges* of indurated clay, which may readily be reduced, and a channel opened across them by the application of mechanical force.

"The flats or bottom lands within this part of the river valley are, for the most part, subject to inundation during the prevalence of high freshets, either in the Red or Mississippi river, and especially in the latter, the *back water* occasioned by which extends upwards in Red river, through a distance of more than 100 miles, overflowing the entire valley of the latter many miles from its mouth.

"A vast tract of country, thus subject to inundation, but otherwise of incalculable value, might probably be reclaimed, and successfully brought under cultivation, by means of a cut-off at the gorge of Tunica bend in the Mississippi, a few miles below the mouth of Red river, at which this river has to traverse a detour of more than twenty-five miles, the gorge of which is said to have an extent of only about 900 yards. By turning the river across in the direction here contemplated, the elevation of its surface at all points between the bend and Red river, and even to a much greater extent upwards, would, no doubt, be reduced sufficiently to prevent the overflow of the flat lands in the lower part of the Red river valley.

"I feel persuaded that the method of reclamation just considered is the only one by which the extensive flats alluded to can be effectually rescued from the dominion of freshets, and rendered susceptible of cultivation. The alluvion of which the Red river bottoms are composed, is not sufficiently adhesive and compact for the formation of *levees* and other embankments of a character to resist the abrasions and permeations of the water. Numerous attempts have been made to block up outlets and prevent overflows at various

points on the river, but in almost every instance they have proved ineffectual and abortive.

"Among the remarkable anomalies presented by Red river, may be classed certain irregularities in the inundations of its extensive flats. Overflows occasionally prevail in some parts of the valley, to such an extent and duration, that the timber growth upon extensive tracts becomes deadened, and is succeeded either by a spacious pool of stagnant water, or by a growth of cotton wood, willows, vines, and other aquatic shrubbery; while other portions of the valley of equal extent are left destitute of overflows during equal periods of time, and become fit for cultivation.

"The river seldom or never brings down a sufficiency of water to inundate its entire valley, from the river hills on one side to those on the other, at one and the same time. The channels leading towards one side of the valley may become obstructed at their heads by rafts or otherwise, while those leading towards the other side are left open, and subject to gradual enlargement. Such being the case, the side of the valley first mentioned fails to receive its wonted supply of water, while that last mentioned receives a supply unusually large. In this way tracts that were previously dry, become and continue inundated, while other tracts previously submerged are left destitute of water, and become dry, firm, and susceptible of cultivation. The ordinary effects of submersion and desiccation will be exhibited in the vegetable products liable to be affected by changes of this nature. Among these, are the deadening of trees, by long continued immersion of their bases under water, and the springing of a dry land growth in situations from which overflows have been excluded. Under present circumstances, and owing in part to the obstructions in the main channel, occasioned by the existing raft, an unusual quantity of river water is thrown towards the right side of its valley, and causes a superabundance of water in Lake Caddo, Cross lake, Bayou Pierre, and the water-courses connected with them, which are now filled up to an extraordinary depth; so much so, that large tracts, formerly frequented by hunters, and said to have been once inhabited by Indians, are now submersed many feet below the surface of the water.

"On the other hand, the reverse is true with respect to the bayous and lakes situated on the other side of the valley; the supplies of water received by which, at the present time, are far less abundant than they were formerly, and, in consequence, swamps and other tracts, previously inundated, are now partially reclaimed, and begin to produce a dry land growth of trees, shrubbery, &c.

"Hence it results, also, that numerous bayous, leading transversely of the valley, and intercommunicating between the main navigable channel and the several lateral bayous of which we have already treated, sometimes exhibit currents of water tending towards one side of the valley, and at other times currents completely reversed and tending in the opposite direction, according to their subserviency in draining the water from an overcharged to an uncharged channel.

"In connexion with the circumstances detailed as above, there is another worthy of particular notice in this place, viz., the fact that the date of extreme high water of any freshet occurs about two weeks earlier at the head of the region of which we have been treating, or at the outlet of Red bayou, than it does at Natchitoches; or about three weeks earlier than at the mouth of the river; the intervening periods being required for the diffusion of the surplus waters over the extensive lakes, lagoons, and swamps, included within this spacious district.

"The new raft has contributed to reduce the speed of the current materially, and of course the volume of water passing in the channel. It has, at the same time, served to increase the elevation of surface water at the head of the raft, and to cause a very considerable increase in the quantity of water drawn from the main channel by Cheftel's bayou, and other outlets above.

"The range from extreme low to extreme high water at the head of the raft, is only about five feet, which may be regarded as the ordinary range, not only on this part of the river, but generally, from the head of Red bayou downward, to that of Benoist's bayou, sixteen miles below Hurricane bluff.

"Subsequently to the removal of the old raft, and soon after the accomplishment of that object on that part of the river above considered, the channel was again blocked up

by a second raft, which was removed in 1840 by the aid of two steamboats employed for that purpose, at an expense of about 20,000 dollars, which, it is said, has never been refunded to those who undertook the work. The channel, however, remained open but for a very short time, when the formation of the present raft commenced.

"The old raft occupied not only the distance above mentioned, viz., an extent of about thirteen miles, by the old channel upward, from Hurricane bluff, but extended downward, about thirty miles below that point, to the mouth of Caddo bayou; through which distance the channel has about the same width and depth as those above stated.

"In all other parts of the river, from Alexandria to its mouth, the channel is sufficiently broad and deep for commodious navigation, in all stages of the water. Snags, planters, and sawyers, occasionally present themselves on this part of the river, the removal of which, together with the opening of channels across the shoals above-mentioned, are the only improvements at present called for. A few detours occur, at which distances may be considerably reduced by the introduction of cut-offs. If to these we add a reduction of the elevation of surface water at the mouth of the river, as before intimated, by means of a cut-off at the gorge of Tunica bend, in the Mississippi, we have in prospect all the improvements of which the lower portions of Red river are susceptible.

"In reference to the navigable channel of Red river generally, from the southerly boundary of the state of Arkansas, to its mouth at the Mississippi, it should, moreover, be observed, that the sides and bottom of the channel, and especially the former, are more or less profusely set with snags, planters, sawyers, logs, stumps, &c., which should be removed, and of which the channel should be kept clear, in order to render the navigation safe and commodious.

"The formation of rafts in Red river is attributable mainly to two causes, viz., to the narrowness of the channels, which, in many places, have not width sufficient to admit floating trees of ordinary lengths to swing round between their sides, and to the frequent occurrence of sunken logs, snags, &c., which intercept the downward progress of such drift, which, when collected in greater or less abundance, constitute rafts. Abrupt turns in the channels give occasion also, to the formation of obstructions of this character.

"The materials of which a raft is composed for awhile remain buoyant, and are sustained at or near the surface of the water; but after being thus exposed for a year or two, become water-soaked, and sink to the bottom. In this situation a superincumbent mass of similar materials is forced upon those first brought down and arrested, till at length the channel is thoroughly choked by the successive accumulations. As the materials thus embodied decay, and the interstices between them become filled with other alluvial depositions, a growth of cotton wood, willow, and other aquatic vegetation succeeds, and all traces of the channel at the surface are eventually obliterated.

"It is obvious that a raft thus formed will remain stationary at its lower extremity, while its enlargement will be effected by an extension upward, in the direction of the channel from which it receives the materials employed in its formation.

"In this way the raft begins, and increases in depth, density, and extent, till large portions of the river, many miles in length, are effectually choked, and its waters diverted into other channels.

"Much of the old raft, as found and removed under the direction of Captain Shreve, was of the character denominated 'sunken raft,' while extensive districts of the same were of the less formidable variety called 'floating raft,' the nature and character of which have been sufficiently explained in the foregoing remarks.

"The present raft, as described in a former part of this paper, is of the description last mentioned, viz., floating raft. The timber and other materials of which it is composed, are yet buoyant, and admit the water to pass with much freedom beneath them.

"With regard to the difficulty and expense of removing these two varieties of rafts, it is obvious that the cost of removing the sunken raft is incomparably greater than that attendant upon the removal of a floating raft.

"We shall now attempt a very brief description of the machinery proper to be employed in the removal of rafts and other obstructions prevailing in Red river, and of the manner of operating upon them.

"The machinery and other apparatus hitherto employed in operations upon the raft, were, for the most part, devised by Captain Shreve, and consist principally of a steamer, called a snag boat, of remarkable strength, furnished with a very powerful wheel and windlass, and a great variety of chains, warps, and other cordage, of different sizes and powers; also, of machine boats of very inferior dimensions and strength, for raising and cutting logs, snags, &c., of small sizes, which are also furnished with windlasses of the requisite strength. The windlass and other machinery of the snag-boat, as well as the boat itself, are worked by steam power, while those of the machine boats are worked by hand. In attendance upon the boats above mentioned were a keel-boat, which served as quarters for the labourers employed on the work, and skiffs or other small boats for their conveyance from one point to another. The tools and implements required for the service, and kept among the apparatus of the boats, consisted principally of cross-cut and other saws, axes, shovels, spades, mattocks, blacksmiths' tools, &c., besides cooking stoves and other culinary apparatus.

"The force required to man a snag-boat, should consist of a captain, mate, pilot, steam engineer, blacksmith, four firemen, ten labourers, and a cook, in all twenty persons. The force may be increased by the addition of more labourers, according to the nature of the service, to twenty-five or thirty.

"The force required on a machine-boat may consist of six to ten hands, four of whom should be expert watermen.

"In addition to the cordage required for actual operation with the boats, an extra supply adequate to the exigencies of a year's service should be stored on board of the boats, the cost of which may be estimated at 500 dollars.

"The manner of operating upon a floating raft, consists in first running the snag-boat forcibly against the drift at its lower extremity, the boat being propelled by the full force of its steam-power. This operation serves to loosen the logs and other materials of which this part of the raft is composed. When sufficiently loosened in this way, warps are carried forward and applied to one or more of the largest logs or trees in the vicinity of the boat, and some hundreds of feet ahead of it, when the boat is backed by its full steam-power, and a portion of the raft withdrawn. The logs, &c., thus dragged out, are taken up successively by the machine boats (or by the snag-boat, which is furnished with apparatus for this purpose), and reduced to pieces, twelve to thirty feet in length, by chopping with axes or cutting with saws. Thus reduced, the materials are thrown into the river and conveyed away by its current. Pieces having the roots of the trees from which they sprung attached to them, should not be longer than the shortest length just mentioned, and instead of being thrown back again into the channel, where they would be likely to be converted into planters of a formidable character, should be thrown on shore, or conveyed into bayous or pools more or less remote from the navigable channel. Having thus broken up and removed a portion of the raft, successive portions of the same are reduced and withdrawn in the same manner till the whole is removed.

"The method of operating on a sunken raft differs considerably from that above described. The snag-boat is brought up to the foot of the raft; her windlass chain, which is very stout and strong, is attached to some one of the largest trees in the lower part of the raft, the tree selected for this purpose being partially imbedded in the bottom or sides of the channel, after the manner of a snag. The windlass is then put in operation by the agency of one of the steam-engines of the boat. The tree is now wrested from its moorings and dragged upon the rollar-ways of the boat, where it is divided by saws or otherwise into the lengths before-mentioned, and disposed of in the same manner. The eradication of the tree by this process, serves to loosen a greater or less quantity of the materials of the raft, which are taken up and reduced to pieces as before, and then turned adrift, or removed from the channel and conveyed into pools or bayous or thrown on shore.

"As an example of the progress made in the removal of a raft, part of which was sunken, I have been credibly informed that an extent of more than a mile of compact raft was removed by fifty-six men in fifteen days.

"In case a snag or sawyer of large size has to be removed, the snag-boat is brought up to it in a manner to thrust its inclined plane or lift under the end of the snag, as pre-

sented above the surface of the water, thus lifting the snag partially into the boat. The windlass chain is then applied to the main part of the trunk of the snag, as near to its root as practicable, and the entire snag is dragged into the boat, deposited on its roller-ways, reduced to pieces, and disposed of as before.

"When a planter (the trunk of a tree standing perpendicularly in the water, with its roots more or less firmly imbedded in the alluvion at the bottom of the stream) is to be operated upon, the snag-boat is made to run with its full speed and momentum against the obstruction, and to repeat this operation, striking the planter in different directions, till it is effectually loosened to its roots. The windlass chain is then applied, the planter lifted out of the water and deposited on the rollers of the boat, after which it is cut into pieces and disposed of as before.*

"Logs more or less deeply imbedded in the deposits of the river, are grappled, raised, and disposed of in the same manner.

"The snag-boat is occasionally employed as a tow-boat to drag the materials of a reduced raft from the channel, and force them into bayous or pools, or to deposit them on shore.

"Other operations, having for their object the improvement of the river, are of the following character and import, and may be effected in the following manner:

"A cut-off leading across the gorge or bend or detour of a channel, is effected by excavating a new channel, eight to ten, or twelve feet wide, and to the depth of three or four feet below the high water surface of the river; the depth in all cases being sufficient to penetrate through the soil and below the roots of all trees and other vegetable products springing from it. Thus begun, the cut-off is completed by the abrasion of the current spontaneously produced in the excavated channel by subsequent freshets, one of which is sometimes sufficient to complete the operation.

"In order to prevent the formation of a raft or the creation of other obstructions at or below the point of a contemplated cut-off, the trees, &c., standing upon the ground to be occupied by it should be felled and cut into pieces prior to the formation of the cut-off.

"Short turns or crooks in the channel may be rendered less abrupt, and more safe and easy of navigation, by reducing the protruding points around which the channel passes. This operation is to be effected by cutting the trees and bushes from the points, extracting any logs contained in them, and loosening the earth of which they are composed, till the obstruction is sufficiently demolished, and its component parts swept away by the current.

"In order to guard against the formation of new rafts, it has been deemed advisable to fell and reduce to pieces, in the manner before mentioned, all trees and saplings standing on the banks of the river, and within their respective lengths of its margin. This operation I should deem advisable and expedient, so far as it relates to the cutting of trees, &c., standing upon or near concave shores, and of all trees and shrubbery overhanging the channel. This operation, however, should never be extended to the removal of bushes and other undergrowth, at or near the margin of the river. On the contrary, an abundant growth of young willows, cotton-wood, vines, and shrubbery of all kinds, should be encouraged and promoted as much as possible on the alluvious shores of the river, as the best means of protecting the banks from the abrasions and detritions occasioned by the current.

"In addition to the methods of improvement presented in the foregoing details, two others have been suggested, neither of which can I regard as effectual, for reasons already assigned. The methods alluded to are those of closing the principal outlets from the main navigable channel by dams at their heads, and of erecting levees along the sides of the main stream, to prevent overflows and extravasations of its water; the former having already proved ineffectual at several points, and the latter, though not yet fully tested, being obviously of doubtful efficacy, if not entirely subversive of any beneficial results.

* As a remarkable example of the difficulties of these operations, Captain Cooper, commanding the snag-boat Archimedes, reported that he attacked a sycamore planter, seven feet in diameter, standing in the channel of the Missouri river near a sand-bar, and so situated that the snag-boat could be brought to act upon it from below and on one side only; and that the planter withstood more than 100 shocks from the full power and momentum of the boat without any appearance of yielding; after which it was effectually loosened and entirely eradicated.

"Whatever the mode of improvement, care should be taken, as well to prevent too large a portion of the water of the river from flowing in the improved channel, as to prevent too great a reduction of its volume, and to ensure the requisite supply. The former of these evils will be likely to result from the erection of dams and levees for the purposes in question, should such structures prove stable and effectual; while it is believed that the latter may be effectually guarded against by keeping the channel open, reducing its distances by means of cut-offs, and thereby enlarging its capacity, and increasing the speed of its current.

"There is still another species of improvement deemed desirable and necessary by some, but which I regard as unadvisable under existing circumstances. The mode here adverted to contemplates a widening of the channel in various parts of the river, embracing an extent of several miles in each, in many instances, which cannot be effected without an expenditure vastly greater than the amount of the present appropriation.

"If the channel, as it now exists, is cleared of all its obstructions, and kept free of snags, lodgments of drift, and other impediments of a character to impede the velocity of the current, and if effectual measures are taken to accelerate the current in places where it is at present too sluggish, the obvious and certain result will be gradual enlargement of the channel and its volume, which will be brought about by the abrasion of the sides of the channel by currents of water, rains, frosts, and other atmospheric changes, and by the decay of logs and other perishable materials imbedded in the banks; a result which is exemplified in numerous bayous connected with the lower portions of the river, from which drifting materials have been for a long time excluded, and in which a lively current has prevailed.

"In discussing the improvements of the river, there is still another consideration worthy of particular notice. The growth of willows and other shrubbery, vines, &c., along the shores, and near the water edges, as also the growth of young cotton woods, bushes, and other furze upon the river banks, should be permitted to remain. The alluvion of the banks being held together and confined by the roots of these vegetable products, is the better enabled to withstand the abrasion of currents, and, in consequence, the channel is kept narrower, deeper, and hitherto almost entirely exempt from shoals and sand-bars. In several instances, where the surface of the ground has been cleared to the water's edge, there begin to be strong indications of an enlargement in the width of the channel, and of the commencement of shoals, occasioned by the formation of bars. Any changes in the river having a tendency to generate obstructions of this character, should be carefully guarded against."

The WASHITA, a tributary, which flows into Red river, is navigable for many miles. Its course, within the valley of the Mississippi, called Black river, is navigated by large boats. WHITE RIVER, which flows into the Mississippi a little above the Arkansas, is navigable at a moderate flood of water between 300 and 400 miles. Of the rivers tributary to the Missouri, it is remarkable, that their mouths are generally blocked up with mud, after the subsiding of the summer freshet of that river, which usually takes place in the month of July. The freshets of the more southerly tributaries are exhausted earlier in the season, and wash from their mouths the sand and mud previously deposited therein, leaving them free from obstructions. These freshets having subsided, the more northerly branches discharge their floods, formed by the melting of the snow, at a later period. The Missouri being thus swollen, the mud of its waters is driven up the mouth of its tributaries. These streams having no more freshets to expel the accumulation, their mouths remain thus obstructed till the ensuing spring.—*Long's Travels.*

The St. Peter, a tributary of the Mississippi, has its rise in a small lake about three miles in circumference, at the base of a ridge, named Coteau des Prairies. It enters the Mississippi nine miles below the Falls of St. Anthony. Its length in all its windings is about 500 miles. Its course is exceedingly serpentine, and is interrupted by several rocky ridges, extending across the bed of the river, and occasioning falls of considerable descent. During the times of spring freshets and floods, this river is navigable for boats from its mouth to the head of Big Stone lake, about fifteen miles from its sources. For a distance of about forty miles on the lower part of the river, it is only from sixty to eighty yards wide, and navigable for pirogues and canoes in all stages of the floods; higher up, its navigation is obstructed in low water by numerous shoals and rapids. The aggregate descent of the St. Peter may be estimated at about 150 feet, the general level of the country at its source having an elevation of about fifty feet above the river. The chief of its tributaries is the Blue-earth river, which flows in from the south 100 miles west of the Mississippi by a mouth fifty yards in width. It is chiefly noted for the blue clay which the Indians procure upon its banks, and which is much employed in painting their faces and other parts of their bodies. The river St. Peter's enters the Mississippi behind a large island, which is probably three miles in circumference, and is covered with the most luxuriant growth of sugar-maple, elm, ash, oak, and walnut. At the point of embouchure, it is 150 yards in width, with a depth of ten or fifteen feet. Its waters are transparent, and present a light blue tint on looking upon the stream. From this circumstance, the Indians have given it the name of Clear-water river. —*Book of United States.*

The Red river of the north rises near the sources of the St. Peter's; and by a northern and winding course runs nearly 200 miles within the United States limits; and then passes into the British dominions of Upper Canada, and empties into Lake Winnepeck. Its principal branches are Red Lake river and Moose river: the latter of which streams rises within a mile of Fort Mandan on the Missouri. Red river is a broad, deep, and navigable stream, abounding with fish, and the country along its banks with elk and buffaloes.

The Ohio.—The name *Ohio* is said to signify in the language of the aborigines, "the beautiful river." Above Pittsburg it is called the *Alleghany:* the source of which is in Pennsylvania, in north latitude forty-one degrees and forty-five minutes, and west longitude seventy-eight degrees. It is formed by two small streams. At Pittsburg, where the Alleghany receives the *Monongahela,* the main stream is there called the Ohio. The Monongahela is formed by the confluence of two streams, both rising in the Alleghany chain, in the north-west angle of Virginia, and running parallel to each other for sixty miles in nearly a direct line. The absolute course of the Monongahela is more than 200 miles, but not above 130 in a direct line from south to north. It appears to be a larger and deeper stream at Pittsburg than the

Alleghany, which, in the dry season, has not above seven feet water, where deepest. The waters of the Alleghany are always clear and limpid, while those of the Monongahela, on the contrary, become muddy and turbid, whenever there are a few days of successive rain in that part of the Alleghany mountains where it rises. Each of the streams is about 400 yards wide at their confluence, and after the junction, the stream is more remarkable for its depth than breadth.

The Ohio, formed by the junction of the Monongahela and Alleghany, appears to be rather a continuation of the former than the latter, which arrives at the confluence in an oblique direction. From Pittsburg to the mouth of the Ohio, the distance is 1033 miles, following the stream. It receives numerous tributaries on both sides, in its course to the Mississippi. For 300 miles below Pittsburg, the Ohio runs between two ridges of hills, rising from 300 feet to 400 feet in height. These are frequently undulated along their summits, and extend occasionally as elevated table lands. They sometimes recede from, and sometimes approach to, the banks of the river; generally run parallel to the Alleghany chain. These ridges recede gradually as we proceed down the river, and finally disappear from the view. The Ohio flows through a transverse chain, at the rapids, near Louisville, and thence through a level country, as far as the Mississippi. The general appearance of this picturesque river is placid, gentle, and transparent, except during the floods. There are periodical inundations in winter and in spring. The vernal inundations of the Ohio commence sometimes at the end of March, and subside in July; and sometimes early in February, and subside in May. The inundations are early or late, according to the melting of the snows or the ice in the interior. The Ohio, during these inundations, is swelled to a remarkable height, varying in different places, as the river is more or less expanded in breadth. The high and steep banks, in the upper course of the Ohio, prevent the general level of the land from being overflowed, and rendered marshy and unwholesome, as in the Lower Missouri, and in the lower part of the Ohio. Yet high as its banks are, the Ohio is sometimes destructive to the towns which are not sufficiently elevated above the river. Part of the town of Marietta situated at the junction of the Muskingum with the Ohio, though elevated forty-five feet above the ordinary level of the stream, has been twice inundated, and abandoned by the inhabitants. The town of Portsmouth, at the mouth of the Great Sciota, 218 miles below Marietta by water, though elevated sixty feet above the usual surface of the river, has been also subjected to a similar calamity. At Cincinnati, the breadth of the river is 535 yards, and the banks fifty feet in perpendicular height, yet these are annually overflowed. The winter floods commence in the middle of October, and continue to the latter end of December. Occasionally, during summer, heavy rains fall among the Alleghany mountains, by which the Ohio is suddenly raised; these summer inundations are rare. During the two periodical floods, which, taken

together, last for nearly half the year, vessels drawing about twelve feet water navigate the river downward from Pittsburg to New Orleans, a distance of nearly 2200 miles. The voyage from Pittsburg to the falls may be accomplished in nine or ten days, but it is generally performed in twelve days. The difficulty of navigating the Ohio during the dry season, is limited to the upper part of its course, or between Pittsburg and Limestone: a distance, by water, of 425 miles. The shallowness of the stream is occasioned by its being divided by islands into several channels; for the depth of the Monongahela branch of the Ohio alone, is twelve feet, at Pittsburg. Michaux counted fifty of these islands in the distance of 390 miles; some of them only containing a few acres, and others exceeding a mile in length. A ship, of above 300 tons, called the Muskingum, arrived at the port of Liverpool, in the United Kingdom, in May, 1845, on her first voyage from Cincinnati. This vessel was built at Marietta, 283 miles above Cincinnati, with a cargo of pork, lard, oil-cake, &c., laden at the latter place. This ship performed the voyage from where built to the Gulf of Mexico, 1933 miles, and thence round Florida, by the Bahama channel, across the Atlantic, more than 5000 miles, or in all, about 7000 miles to Liverpool.

The TENNESSEE rises in the Alleghany mountains, traverses East Tennessee, and almost the whole northern limit of Alabama, re-enters Tennessee, crosses almost the whole width of it, into Kentucky, and passes into Ohio, fifty-seven miles above its junction with the Mississippi. It is near 1200 miles in length, and is the largest tributary of the Ohio. It has numerous branches, and is navigable for boats for about 1000 miles. Most of its branches rise among the mountains, and are too shallow for navigation, except during the floods, which take place occasionally, at all seasons of the year, and allow flat boats to be floated down to the main stream. The Muscle shoals are about 300 miles from its entrance into the Ohio. At this place the river spreads to the width of three miles, and forms a number of islands. The passage by boats is difficult and dangerous, except when the water is high.

From these shoals to the place called the *Whirl*, or *Suck*, 250 miles, the navigation all the way is excellent, to the Cumberland mountain; which the river flows through. This mountain is, in parts, so steep, that even the Indians cannot ascend it on foot. In one place, particularly near the summit of the mountain, there is a remarkable ledge of rocks, about thirty miles in length, and 200 feet high, with a perpendicular front facing the south-east, forming a magnificent wall, excelling all the artificial fortifications in the known world. The Whirl is considered a greater curiosity than the famous breach by the river Potomac through the Blue Ridge.

The Tennessee, which above the Whirl is half a mile wide, contracts to a breadth of about 100 yards, or eighteen rods. A large rock which projects

from the northern shore, in an oblique direction, renders the channel still narrower, and causes a sudden bend, by which the waters are thrown with great force against the opposite shore. From thence they rebound, and form a whirl of about eighty yards, or 240 feet in circumference. By the dexterity of the rowers, canoes drawn into this whirl have sometimes escaped without damage. In less than a mile below the whirl, the river spreads to its common width down to Muscle shoals; and thence flows in a regular and majestic stream down, to its confluence with the Ohio.

The WABASH rises in the north-eastern part of Indiana, and flows south-westerly across the state, then it bends to the south, and flows into the Ohio, forming towards its mouth the western state boundary. Its length, from its source to its mouth, exceeds 500 miles. It is navigable for keel-boats, about 400 miles, to Ouitanon, where there are rapids. From this village small boats proceed to within six miles of St. Mary's river; ten of Fort Wayne; and eight of the St. Joseph of the Miami-of-the-lakes. Its current flows gently above Vincennes; below the town there are several rapids, but not of sufficient force to prevent boats from ascending. The principal rapids are between Deche and White rivers, ten miles below Vincennes. White river and Tippecanoe river are branches of the Wabash.

The CUMBERLAND rises in the Cumberland mountains, Kentucky, and, flowing nearly 200 miles through that state, passes into Tennessee, through which it makes a circuit of 250 miles, then re-enters Kentucky, and falls into the Ohio, about fifty miles above the confluence of that river with the Mississippi. From the source of this river to its junction with the Ohio, the distance in a direct line is 300 miles; and by the course and windings of the stream, nearly 600 miles; for 500 of which it is navigable for batteaux of fourteen or fifteen tons burden.

The MUSKINGUM rises in the north-eastern part of Ohio, and flows southerly into the Ohio river. It is about 200 miles in length, and is navigable for boats for about 100 miles. It is connected by a canal with Lake Erie. The *Sciota* rises in the western part, and flows southerly into the Ohio. It is about 200 miles long, and is navigable 130 miles. There are rich and beautiful prairies along the river, and its valley is wide and fertile. A canal passes along this valley, and extends north-easterly to Lake Erie. The *Licking* and *Kentucky* rivers take their rise in the Cumberland mountains, and flow north-westerly into the Ohio. They are each about 200 miles in length. The latter is navigable for 150 miles, and has a width of 150 yards at its mouth. The current is rapid, and the shores are high. For a great part of its course, it flows between perpendicular cliffs of limestone. While sailing down this stream the passenger is said to experience an indescribable sensation on looking upwards from the deep chasm bounded

closely by these lofty parapets. Among the other tributaries of the Ohio, are the Great and Little Miami, Saline,* Green river, Big Sandy, Kanhawa.

The ILLINOIS rises in the north-eastern parts of the state of that name, no more than thirty-five miles from the south-western extremity of Lake Michigan and communicating by locks through a morass with the River Chicago, which empties into that lake. Its two main head-branches are Plein and Kankakee. Thirty miles from the junction of these rivers, Fox river flows in from the north. The Vermilion is a considerable stream, which joins the Illinois from the south, 260 miles above the Mississippi. Not far below the Vermilion and 210 miles above the Mississippi, is the commencement of Peoria lake—an enlargement of the river, two miles wide, on an average, and twenty miles in length. This picturesque expansion is so deep that its current is not perceptible. Its romantic shores, are generally bounded by prairies. It abounds with fish.

On the north side of the Illinois, the rivers that flow in-shore have their courses, for the most part, in mountainous bluffs, which often approach near the river. For a great distance above its mouth, the river is almost as straight as a canal. In summer it has scarcely a perceptible current; and the water, though transparent, has a marshy taste which renders it almost unfit for use. The river is wide and deep; and, for the greater part of its width, is so thickly filled with aquatic weeds, that no person could swim among them. Only a few yards' width, in the centre of the stream, is free from these weeds. It enters the Mississippi through a deep forest, by a mouth 100 yards wide. Probably no river of the western country is so well adapted for boat navigation, or waters a more luxuriant country.

ROCK RIVER is one of the most beautiful tributaries of the Mississippi. It has its source beyond the northern limits of Illinois, in a ridge of hills that separates the waters of the Mississippi and those of Lake Michigan. On its banks are extensive and rich lead mines. Its general course is south-west, and it enters the Mississippi, not far above the commencement of the military bounty lands. Opposite the mouth of this river, rises in the Mississippi, a beautiful island, on which there is a military station.

KASKASKIA RIVER rises in the interior of Illinois, near Lake Michigan. It flows in a south-west direction nearly 300 miles: for the greater part of which, during the moderate and higher floods it is navigated by boats. It flows through a fertile and settled country, and joins to the Mississippi a few miles below the town of the same name.

The WISCONSIN is the largest river of the North-West territory that flows into the Mississippi. It rises in the northern interior of the country, and near the Montreal of Lake Superior. It flows between 300 and 400 miles, with a

* On the banks of this stream, about twenty miles from the Ohio, are extensive salt-works owned by the United States government.

shallow and rapid current, navigable by boats during the floods. It is about 800 yards wide at its mouth. There is a portage of only half a mile between this and Fox river, by which Father Marquette first passed on his way to discover the Mississippi. It is over a level prairie, across which, from river to river, there is a water communication for periogues in high stages of the water. *Fox river* flows through Winnebago lake. Its length is about 200 miles. The country along its banks is fertile, with a salubrious climate. *Chippeway* is a considerable branch of the Mississippi, which it joins just below Lake Pepin. It is half a mile wide at its mouth, and has communications by a short portage with Lake Superior. The other chief rivers of this territory, tributary to the Mississippi, are the St. Croix, Rum, St. Francis, and Savannah.

Among the smaller tributaries to the Mississippi are the Obian, Forked Deer, Big Hatchet, and Wolf rivers, all of which flow into it from Tennessee; and the Yazoo and Big Black, from the state of Mississippi. The last named rivers are only navigable for boats.

Besides the rivers which flow into the Mississippi, there are a few small streams which flow directly into the Gulf of Mexico. The *Alabama river* rises in the mountainous parts of Georgia, in two head-streams named the Coosa and Tallapoosa, and running south-westerly through the centre of the state of Alabama, unite with the Tombeckbee; both the streams then take the name of Mobile, and, flowing south for a short distance, fall into Mobile bay.

RIVERS OF BRITISH AMERICA.

The British dominions in North America are intersected with numerous rivers, which, great and small, extend over them the most convenient navigable advantages. The provinces of Nova Scotia and New Brunswick, the islands of Prince Edward and Cape Breton, are, as will be observed by a reference to any modern map, watered by navigable rivers, lakes, and arms of the sea.

The River St. John, and its tributaries, and several bays branching from it; the rivers Peticoudiac and Mirimachi, open a magnificent inland navigation through the interior of New Brunswick. In Lower Canada, several rivers falling into the St. Lawrence, and the Rustigouche into the Bay de Chaleur, are navigable for small vessels.

The St. Lawrence, or *Great River of Canada*, after flowing through Lakes Superior, Huron, Erie, and Ontario, and through the key of the Thousand Island, is rendered navigable, by cuts and canals, to Montreal, and to the Ottawa, by the Rideau Canal.

The Thames, the Ouse, or Grand River, and some other streams falling into the St. Lawrence, are either naturally, or rendered artificially, navigable. The Welland Canal is rendered navigable by sailing vessels of considerable burden, from Lake Erie to Ontario, and surmounts the otherwise impassable Niagara. Opening, by canal, a navigation projected from Lake Ontario by way of Lake

Simcoe to Lake Huron would complete an internal navigation of incalculable benefit to Upper Canada.

The OTTAWA, or Great North river, although its navigation is in some places rendered difficult by rapids, opens a rich and extensive region which has been rapidly settled upon, and from which great quantities of timber are rafted down to Montreal. (See Trade of Canada.)

Large and small ships ascend from all parts of the world by the gulf, estuary, and River St. Lawrence, to Quebec and Montreal. Numerous steamboats, and various kinds of river and coasting vessels, are (except during winter, when all is locked up in ice) perpetually navigating the waters of the rivers and lakes of Canada.

The SAGHUNY, a river so mighty that it is asserted to discharge as great a quantity of fresh water as the great St. Lawrence, falls into the latter from the north, about 100 miles below Quebec. It is remarkably deep, and large ships ascend it more than sixty miles, to be laden with deals and timber, prepared in the woods, or sawn at the saw-mills, which have been erected. The navigation of its upper course, flowing into Lake St. John, and its flood out of that lake, is interrupted by rapids: appearing, however, to be navigable as high as its soil can afford products for markets. Settlements have been formed, and wheat and various other crops are cultivated on its low lands, but not near its precipitous banks.

Having thus briefly described the extent of river navigation, and, in a previous part, the extent of lake navigation, we will now sketch the progress and extent of water communication by canals.

CHAPTER XIV.

CANALS AND RAILROADS OF THE UNITED STATES.

THE first canals in Europe were constructed in Italy, and to a far greater extent in Holland. England had no canal until 1760, when the enterprising Duke of Bridgewater succeeded in an undertaking which was at the time considered an act of wrong-headed indiscretion.

The first attempt to construct canals, unless it were by small cuts from the Mohawk river, in the United States, was the Middlesex canal, in Massachusetts, completed in 1804; and in Pennsylvania, in 1791 and 1792, when the Schuylkill and Susquehanna companies were incorporated for the purpose of opening a water communication between the Susquehanna and the great lakes. Four to five hundred thousand dollars were expended by these companies; but subscriptions failed, and, in 1795-6, the works were abandoned.

The great canal of America is that which has opened a water communication between the River Hudson and Lake Erie. Connecting by water the great lakes with the Atlantic, is said to have been first conceived by a man, of whom the state of New York is justly proud—Gouverneur Morris.

The surveyor-general of the state, De Witt, the governor, De Witt Clinton, and others, entertained the project, with the full conviction of its practicability; and, with this view, in 1808, the legislature of New York ordered surveys, to ascertain the most practicable line, to be made. In 1810, Gouverneur Morris, Stephen Van Rensselaer, De Witt Clinton, Simeon De Witt, William North, Thomas Eddy, and Peter B. Porter, were appointed commissioners for that purpose; the names of Robert R. Livingston and Robert Fulton were added in 1811.

In pursuance of their instructions from the New York legislature, they applied to Congress, and to some of the other states; and the project was treated with ridicule, and as impracticable. But they were men not to be discouraged; and their report to the legislature, in 1812, is remarkable for intelligence, judgment, and forecast. They boldly, after calculating the estimated expense, predicted that the tolls would amply repay the state expenditure. This report states that—

"It is impossible to ascertain, and it is difficult to imagine, how much toll would be collected. The amount of transportation might be estimated, by subjecting probabilities to calculation. But, like our advance in numbers and wealth, calculation outruns fancy. Things, which twenty years ago any man would have been laughed at for believing, we now see.

"At that time the most ardent mind, proceeding on established facts, by the unerring rule of arithmetic, was obliged to drop the pen at results, which imagination could not embrace. Under circumstances of this sort, there can be no doubt that those *microcosmic minds, which, habitually occupied in the consideration of what is little, are incapable of discerning what is great;* and who already stigmatised the proposed canal as a romantic scheme, will not unsparingly distribute the epithets, absurd, ridiculous, chimerical, on *the estimate* of what it may produce. The commissioners must, nevertheless, have the hardihood to brave the sneers and sarcasms of men, who, with too much pride to study, and too much wit to think, undervalue what they do not understand, and condemn what they cannot comprehend.

"Viewing," the commissioners add, "the extent and fertility of the country with which this canal is to open a communication, it is not extravagant to suppose, that when settled, its produce will equal the *present export of the Atlantic States;* because it contains more land, and that land of a superior quality."

The commissioners, after stating certain facts as the ground of their estimate, say—

"Standing on such facts, is it extravagant to believe that New York may look forward to the receipt (at no distant day) of *one million* of dollars *net revenue* from this canal? The life of an individual is short. The time is not distant when those who make this report will have passed away. But no time is fixed to the existence of a state; and the first wish of a patriot's heart is, that his may be immortal.

"But whatever limit may have been assigned to the duration of New York, by those eternal decrees which established the heavens and the earth, it is hardly to be expected that she will be blotted from the list of political societies, before the effects here stated shall have been sensibly felt. And even when, by the flow of that perpetual stream which bears all human institutions away, the constitution shall be dissolved, and our laws be lost, still the mountains will stand, the same rivers run. New moral combinations will be formed on the old physica foundations, and the extended line of remote posterity, after a lapse of 10,000 years, and the repeated revolutions, when the records of history shall have been obliterated, and the tongue of tradition have converted (as in China) the shadowy remembrance of ancient events, into childish tales of miracle, this *national work* shall remain. It

shall bear testimony to the genius, the learning, the industry, and intelligence of the present age."

Gouverneur Morris may proudly claim the honour of projecting this great undertaking. To De Witt Clinton is certainly due the credit of its execution. In conjunction with his able colleagues, he persevered against a powerfully combined opposition of party, of prejudice, and of ignorance. The war between the United States and Great Britain, which broke out soon after the presentation of their report, prevented the commencement of operations on the line projected for the canal until 1817. On the 4th day of July of that year, the first excavation was made, and the canal was completed in October, 1825, at an expense of 9,027,456 dollars. In October, 1817, a canal, connecting the waters of Lake Champlain with the Erie canal, nine miles from Albany, a distance of sixty-three miles, was commenced, and finished at the close of 1823, at an expense of 1,179,871 dollars.

In eight years, a period far short of the most sanguine expectation of the commissioners, and contrary to the ignorant and prejudiced opinions of the public, the tolls exceeded the estimated returns.

Before proceeding to an account of the canals of each particular state, we will introduce a brief view of the railroads.

Railroads of the United States.—The first attempts to construct railroads were made in 1828. Tramroads were made previously for the transportation of coal, stone, and other heavy articles.

In 1832, the following railways were constructed and in operation:

Baltimore and Ohio	60	miles completed	and in use.
Charleston and Hamburg . . .	20	"	"
Albany and Schenectady . . .	12	"	"
Maunch Chunk	9	"	"
Quincy, near Boston . . .	6	"	"

There were ninety-two miles in use upon the main lines of railroads.

There were in full operation in the United States, during the year 1837, fifty-seven railways, whose aggregate length exceeded 1600 miles, and that thirty-three others were in progress. Some of these works, it is well known, are owned by individuals by virtue of charters from the states through which they pass, and others are owned in the whole, or in part, by the states themselves. More than 150 railway companies had then been incorporated. Different plans, however, seem to have been adopted in the mode of their construction, proceeding as they have done, from separate legislatures and states widely separated, and possessing different kinds of soil suited to their tracks. Mr. David Stevenson, to whom we have before alluded, states "that here no two railroads are constructed alike. The fish-bellied rails of some, weighing forty pounds per lineal yard, rest upon cast iron chains, weighing sixteen pounds each; in others, plate rails and malleable iron, two and a half inches broad, and half an inch thick, are fixed by iron spikes to wooden rafters, which rest upon wooden sleepers; in others, a plate rail is spiked down to treenails of oak or locust wood, driven into jumper holes bored in the stone curb; in others, longitudinal wooden runners, one foot in breadth, and from three to four inches in thickness, are imbedded in broken stone or gravel; on these runners are placed transverse sleepers, formed of round timber with the bark left on; and wrought iron nails are fixed to the sleepers by long spikes, the heads of which are countersunk in the rail: in others, round piles of timber, about twelve inches in diameter, are driven into the ground as far as they will go, about three feet apart; the tops are then cross-cut, and the rails spiked to them."

TABLE of the principal Railways in operation in the United States, in 1840.

NAME.	COURSE.	When opened.	Length in Miles.	Whole length in each State.
	MAINE.			
Bangor and Orono..	From Bangor to Orono.....	1836	10	10
	NEW HAMPSHIRE.			
Nashua and Lowell.	Nashua to Lowell	1838	15	15
	MASSACHUSETTS.			
Quincy.....	Quincy quarries to Neponset River	1827	4	
Boston and Lowell..	Boston to Lowell.....	1835	26	
Andover and Wilmington.....	Andover to the Boston and Lowell Railroad.....	1836	7¾	
Andover to Haverhill	Andover to Haverhill	1838	10	
Boston and Providence.....	Boston to Providence... ...	1835	41	
Dedham Branch....	Boston and Providence Railroad to Dedham.....	1835	2	
Taunton Branch....	Boston and Providence Railroad to Taunton.....	1836	11	
Boston & Worcester	Boston to Worcester.....	1835	45	
Western Railway ..	Worcester to Springfield ..	1839	54	
Worcester and Norwich	Worcester to Norwich.....	1839	59	
Eastern Railroad...	Boston to Newburyport.....	1839	36	295¾
	RHODE ISLAND.			
Providence and Stonington	Providence to Stonington...	1837	47	47
	CONNECTICUT.			
Hartford and New Haven	Hartford to New Haven.....	1839	40	
Housatonic	Bridgeport to New Milford..	..	40	80
	NEW YORK.			
Mohawk & Hudson..	Between the Rivers Mohawk and Hudson.....	1832	16	
Saratoga to Schenectady.....	Saratoga to Schenectady	1832	22	
Rochester	Rochester to Carthage	1833	3	
Ithaca and Oswego.	Ithaca to Oswego.....	1834	29	
Rensselaer and Saratoga.....	Troy to Balston.....	1835	24½	
Utica and Schenectady.....	Utica to Schenectady.....	1836	77	
Buffalo and Niagara	Buffalo to Niagara Falls....	1837	21	
Harlem.....	New York to Harlem.....	1837	7	
Lockport & Niagara.	Lockport to Niagara Falls...	1837	24	
Brooklyn & Jamaica	Brooklyn to Jamaica.....	1837	12	
Auburn & Syracuse.	Auburn to Syracuse	..	26	
Catskill and Canajoharie.....	Catskill to Canajoharie.....	..	68	
Hudson & Berkshire	Hudson to the boundary of Massachusetts	..	30	
Tonawanda.....	Rochester to Attica	..	45	404½
	NEW JERSEY.			
Camden and Amboy.	Camden to Amboy.....	1832	61	
Paterson	Paterson to Jersey.....	1834	16½	
New Jersey.....	Jersey City to New Brunswick	1836	31	
Morris and Essex...	Morristown to Newark	..	20	128½
	PENNSYLVANIA.			
Columbia	Philadelphia to Columbia...	..	82	
Alleghany.....	Hollidaysburg to Johnstown, over the Alleghanies.....	..	36	
Mauch Chunk.....	Mauch Chunk to the coal mines.....	1828	5	
Room Run.....	Mauch Chunk to the mines..	..	5½	
Mount Carbon.....	Mount Carbon to the mines.	1830	7½	
Schuylkill Valley...	Port Carbon to Tuscarora, with numerous branches..	..	30	
Schuylkill.....	.....	..	13	179
	Carried forward, total.....			1159½

NAME.	COURSE.	When Opened.	Length in Miles.	Whole length in each State.
	Brought forward....			1159
	PENNSYLVANIA (cont.)			
Mill Creek.....	Port Carbon to Mill Creek .	..	7	
Minehill & Schuylkill.....	.....	..	20	
Pine Grove.....	Pine Grove to coal mines ...	..	24	
Little Schuylkill....	Port Clinton to Tamaqua....	1831	23	
Lackawaxen	Lackawaxen canal to the River Lackawaxen.....	..	16½	
Westchester.....	Westchester to Columbia Railroad.....	1832	9	
Philadelphia and Trenton.....	Philadelphia to Trenton.....	1833	26½	
Ditto & Norristown	Ditto to Norristown.....	1837	19	
Central Railway....	Pottsville to Danville.....	..	51½	
Philadelphia&Reading	Philadelphia to Reading....	..	40½	
Ditto and Baltimore	Ditto to Baltimore.....	..	93	330
	DELAWARE.			
Newcastle & Frenchtown.....	Newcastle to Frenchtown...	1832	16	16
	MARYLAND.			
Baltimore and Ohio	Completed to Harper's Ferry, with branches.....	1835	86	
Winchester.....	Harper's Ferry to Winchester	..	30	
Baltimore and Port Deposit.....	Baltimore to Port Deposit....	..	34½	
Ditto & Washington	Ditto to Washington.....	1835	40	
Ditto & Susquehanna	Ditto to York.....	1837	59½	249¾
	VIRGINIA.			
Chesterfield	Richmond to Chesterfield coal mines.....	..	13	
Petersburg and Roanoke.....	Petersburg to Blakely, on the Roanoke	..	59	
Winchester and Potomac	Winchester to Harper's Ferry	..	30	
Portsmouth & Roanoke.....	Portsmouth to Weldon.....	..	77½	
Richmond, Fredericksburg, and Potomac.....	Richmond to Fredericksburg.....	..	58	
Manchester.....	Richmond to coal mines....	..	13	250½
	SOUTH CAROLINA.			
S. Carolina Railroad	Charleston to Hamburg on the Savannah.....	1833	136	136
	GEORGIA.			
Alatamaha & Brunswick	Alatamaha to Brunswick....	..	12	12
	ALABAMA.			
Tuscumbia and Decatur	Muscle Shoals, Tennessee river.....	..	46	46
	LOUISIANA.			
Pontchartrain	New Orleans to Lake Pontchartrain.....	1831	5	
Carrollton	New Orleans to Carrollton..	..	6	11
	KENTUCKY.			
Lexington & Ohio	Lexington to Frankfort.....	..	29	
Frankfort & Louisville.....	Frankfort to Louisville.....	..	50	79
	Total length in miles			2290

LIST of Railways then in Progress in the United States.

NAME.	COURSE.	Length in Miles.
	NEW HAMPSHIRE.	
Haverhill and Exeter....	Haverhill to Exeter.....	18
Newburyport and Portsmouth	Newburyport to Portsmouth	24
	MASSACHUSETTS.	
Old Colony.....	Taunton to New Bedford.	20
Western.....	Springfield to New York line.....	63
	CONNECTICUT.	
Western	Hartford to Springfield ..	27
	NEW YORK.	
Long Island	Jamaica to Greenport....	50
New York and Erie.....	New York to Lake Erie..	505
Saratoga and Washington	Saratoga to Whitehall....	41
	NEW JERSEY.	
Elizabethtown and Belvidere	Elizabethtown to Belvidere	60
Burlington & Mount Holly	Burlington to Mount Holly	7
	PENNSYLVANIA.	
Oxford	Columbia railroad to Port Deposit.....	38
Tioga	Chemung canal to Tioga coal mines.....	40
	Carried forward, total	893
	Brought forward ..	893
	VIRGINIA.	
Greensville and Roanoke	.....	18
	SOUTH CAROLINA.	
Charleston & Cincinnati.	Charleston to Cincinnati.	500
	GEORGIA.	
Augusta and Athens.....	Augusta to Athens.....	100
Macon and Forsyth	Macon to Forsyth.....	25
Central Railroad.....	Savannah to Macon.....	200
	ALABAMA.	
Montgomery and Chattahooche	....	90
	MISSISSIPPI.	
Mississippi Railroad	Natchez to Canton.	150
	KENTUCKY.	
Bowling Green and Barren River	Bowling Green to Barren River	1½
	OHIO.	
Mud River & Lake Erie.	Dayton to Sandusky	153
Sandusky & Monroeville.	Sandusky to Monroeville.	16
	MICHIGAN.	
Detroit and St. Joseph...	Detroit to the River St. Joseph	200
	Total length	2346½

TABLE, showing the Number of Railroads in the United States, Miles in operation, Total Number of Miles, Number of Locomotives, Amount expended, Amount required for completion, Total Cost, and the Average Cost per Mile, from the Report of Von Gerstner, carried up to 1840.

STATES.	Roads.	Miles now in operation.	Total miles of railroad.	Locomotives.	Amount already expended.	Amount required for completion.	Total cost.	Average Cost per Mile.
	number.	number.	number.	number.	dollars.	dollars.	dollars.	dollars.
Maine.....	1	10	10	2	200,000	....	200,000	20,000
New Hampshire.....	1	14½	29½	2	610,000	300,000	910,000	31,111
Massachusetts	14	270½	365½	52	11,100,000	2,435,000	13,535,000	37,055
Rhode Island.....	1	47½	47½	6	2,500,000	....	2,500,000	52,632
Connecticut.....	3	94	152	7	1,905,000	1,000,000	2,905,000	19,079
New York.....	38	453½	1317¾	45	11,311,800	10,503,000	21,814,800	16,570
Pennsylvania.....	48	576½	850½	114	18,070,000	5,042,000	23,112,000	27,183
New Jersey	7	192	196	37	5,547,000	100,000	5,647,000	28,826
Delaware	1	16	16	6	400,000	....	400,000	25,000
Maryland	8	273½	749½	44	12,400,000	10,600,000	23,000,000	30,700
Virginia.....	10	341	369	42	5,201,000	250,000	5,451,000	14,772
North Carolina	3	247	247	11	3,163,000	....	3,163,000	12,806
South Carolina.....	2	136	202	27	3,200,000	800,000	4,000,000	19,802
Georgia	4	211½	640½	17	5,458,000	4,320,000	9,778,000	15,266
Florida	4	58½	217	5	1,420,000	2,400,000	3,820,000	17,604
Alabama	7	51	432½	3	1,222,000	3,434,000	4,656,000	10,763
Louisiana	10	62	248¾	20	2,862,000	1,834,000	4,696,000	18,880
Mississippi	5	50	210½	8	3,490,000	2,240,000	5,730,000	27,221
Tennessee.....	3	..	160½	0	1,100,000	855,000	1,955,000	12,880
Kentucky	2	32	96	2	947,000	1,250,000	2,197,000	22,885
Ohio.....	6	39	416	1	420,140	2,859,000	3,279,140	7,883
Indiana.....	2	20	246	2	1,375,000	3,245,000	4,620,000	19,512
Michigan	10	114	738½	8	1,890,000	5,653,000	7,459,000	10,222
Illinois	11	23	1421	2	1,832,000	15,177,500	17,009,500	11,970

The following extracts, illustrative of the railway system of the United States, are compressed from an able article on the subject by Mr. J. H. Lanman.

"If we survey the map of the United States, we shall find that the termini of these lines, at both ends, rest at the principal commercial towns of the country, both in the east and west. The principal termini of each track upon the Atlantic seaboard may be found in Boston, New York, Philadelphia, Norfolk, Wilmington, Charleston, and Savannah. From these grand points of shipment, the railroad tracks run across the interior, and intersecting in their course the most prominent villages or cities, terminate at the grand marts of western commerce, and the shores of their navigable waters.

"Passing by the routes which have been laid out in the British provinces, commencing at Quebec, and running across the English and American territory, designed as they are to connect the river St. Lawrence with the ocean, and the railroad already constructed from Orono to Belfast, in the state of Maine, we proceed at once to describe the grand tracks which have already been laid out, and some of them completed, along the Atlantic seaboard, and diverging across the republic to the interior of the west. And, in the first place, it is clear that population, production, and commerce, are the three causes which warrant the construction of works of such expense and magnitude. Accordingly, we find that these works have been commenced along the Atlantic coast, which is the most densely populated, the most commercial in its character, and the most distinguished for its accumulated wealth. There must necessarily be an intimate connexion in trade and commerce between the principal cities of our Atlantic ports; and the intermediate territory not only contains a comparatively dense and travelling population, but is studded with frequent villages, and even by incorporated cities, linked in various forms, all going to swell the amount of trade and transportation. These facts have all combined to induce the establishment of the most important lines of railroads upon the Atlantic frontier. Although this portion of our territory abounds in water-communication, still the tracks of the railroads, running in direct lines from place to place, furnish means of transportation during the whole of the year.

"The commencement of the grand Atlantic line of railroads already constructed, except for a few miles at its northern point, we find at Portsmouth, in the state of New Hampshire. From this point, extending a distance of about forty miles, a railroad has been completed to the city of Boston. Here a northward diverging track reaches to Lowell, where cars and railroad engines are manufactured to a considerable amount; the length of which line is about twenty-six miles; and from this great manufacturing city another track is laid out to Concord in the same state, thus furnishing a valuable channel of transportation from the place which has been justly entitled the 'American Manchester,' to the commercial metropolis of New England. Boston seems to be the grand terminus of the railroads in New England, and the nucleus from which diverge the two great western and southern routes.

"The first section of what we shall denominate the *Atlantic railroad line*, extends from Boston to Norwich, in the state of Connecticut, and also from the former city to Stonington, in the same state. The line of the Boston and Worcester railroad runs through a beautiful, though broken country, highly cultivated, although not remarkable for its fertility, for the distance of forty-four miles, to the flourishing inland town of Worcester. Here it meets the Norwich railroad, that extends a distance of fifty-eight miles through a picturesque and broken territory, enlivened by pleasant farm-houses, a very large number of manufacturing villages, which are upon its immediate borders, and by numerous waterfalls, which, from the speed of the cars, seem to glance in the sun in continuous succession, like some scene of enchantment. At Norwich, the line unites with steamboat navigation, and furnishes a rapid conveyance to the city of New York. The other line to which we have alluded, as running from Boston to Stonington, combines like advantages, both on account of the directness of the route to the steamboat navigation of Long Island sound, and from the fact, that it passes through some of the most flourishing towns of Massachusetts, including Dedham and Roxbury, to the manufacturing capital of Rhode Island, the city of Providence. Its length to that city is forty-seven miles, and it furnishes a certain and safe mode of travel and transportation from Boston to New York, through Long Island sound, which, of course, is always open to navigation, even during the winter. From Stonington a most convenient line of travel will be furnished by the Long Island railroad, twenty-seven miles of which are now completed. This track is laid out along the

whole extent of that island, and commencing at the South Ferry, in Brooklyn, will terminate at Greenport, upon the shore of the sound.

"Passing from the city of New York a short distance, we soon arrive at the track of the railroad which leads directly to Philadelphia, and from this a line extends to Baltimore, and from Baltimore one to the city of Washington. Crossing the Potomac, we have yet another track marked out in Virginia, from Alexandria to Fredericksburg, from Fredericksburg to Richmond, from Richmond through the low and level pine lands of North Carolina to Wilmington, in the same state, with a diverging track to Norfolk, at the mouth of the James river; and also two lines marked out across the whole length of the state of Delaware. From Wilmington, a railroad is laid out along the shores of South Carolina to Charleston, in the state last named. Thus we have a continuous line of railroad projected, and in the greater part executed, along the Atlantic seaboard, including the most populous and powerful states, which, when completed, will afford the most splendid route of travel to be found in the world, extending from the metropolis of the north to that of the south, furnishing ample means and motives for communication between the widely extended sections of the country, a cheap channel of transportation for the productions of its several parts, and thus binding together in fraternal bonds of trade, commerce, and social interest, the northern and southern portions of the territory.

"Boston, New York, Philadelphia, and Baltimore, are in fact made the factors of the great west; and, were the western market cut off from the eastern cities, there would be a sensible diminution of the mercantile prosperity of our most important commercial emporiums. Accordingly, it has long been a matter of rivalry with those cities to secure the largest portion of the western trade, by furnishing the most prominent inducements to western merchants to visit them for the purpose of making purchases of their goods. To further this object new and convenient steamboat routes have been opened, and canals and railroads have been projected and carried out.

"Massachusetts, which appears to have been considered heretofore in an insulated position, exporting, in the words of a distinguished statesman, nothing but 'granite and ice,' seems recently to have started upon a new and brilliant career of internal improvement by railroads, which is properly backed by its vast accumulated capital. The fact is doubtless within the remembrance of our readers, that but a few years since, it was a matter of reasonable doubt whether the city of Boston, its commercial metropolis, was not, in fact, retrograding in population; and it is only until recently that the keen forecast and energetic enterprise of its citizens have burst forth in the establishment of works which, considering the time in which they have been commenced, appear almost unexampled, and that are destined to add greatly to its wealth. Besides the introduction of a line of steamships from England to that port, there has recently been nearly carried out a line of railroads that will connect that city with the shores of Lake Erie.

"With a view to unite the trade of the west with Boston, a railroad line has been completed in its several sections, between that city and Albany, which is connected with sections running directly to Buffalo, upon the shore of Lake Erie. This railroad continues the line from Boston to Worcester, running through the country to West Stockbridge, and here it intersects the Hudson and West Stockbridge railroad, passing by the towns of Charlton, South Brookfield, West Brookfield, Palmer, and Wilbraham. The length of the section of this railroad east of the Connecticut is fifty-four miles, and of that on the west of the river is sixty-two miles, the whole length from Worcester to the state line being 106 miles. The line which this last-named railroad meets, commencing at West Stockbridge, in Berkshire county, Massachusetts, possessing, as it does, a branch to Pittsfield, and passing through Lebanon Springs, and through Rensselaer and Columbia counties, proceeds in a south-easterly direction, to Greenbush, opposite to Albany, the length of the line from Albany to West Stockbridge being forty-one miles. This railroad will come into keen competition for the western trade with the navigation of the Hudson, which, it is well known, is now one of the most important channels of travel in the nation.

"Having arrived at Albany, we reach a series of railroads that is continued from that city to Buffalo, which terminates the great chain of communication from Boston to the lakes. The first link in this chain is the Mohawk and Hudson railroad, extending for a distance of fifteen miles from Albany to Schenectady, that work having been commenced

in 1830, and a double track finished in 1833. From Schenectady, a diverging track branches off to Saratoga, a distance of twenty-one miles, giving to the crowds of beauty and fashion, who resort in summer to the medicinal springs that distinguish this favourite point, an elegant and convenient channel of travel to the fairy scene. The Rensselaer and Saratoga railroad also reaches the same point, commencing at Troy, and with the Schenectady line terminating at Saratoga. From Schenectady, a railroad has been finished to Utica, a distance of seventy-seven miles, running through a fertile portion of the valley of the Mohawk, and passing several thriving villages, such as Caughnawaga, St. Johnsville, Manheim, Little Falls village, and Herkimer. Here it reaches a viaduct, by which it crosses the Mohawk, and thence proceeds through a fertile and picturesque territory to Utica. The Syracuse and Utica railroad is an extension of this line for the distance of fifty-three miles, and is deemed the most productive work in the state of New York. It passes up the southern acclivity of the Mohawk, nearly parallel with the Erie canal, which it crosses when entering Rome. Leaving Rome, it recrosses the Erie canal, and passing through the villages of Canistota, Sullivan, Chittenango, Fayetteville, and Orville, terminates at Syracuse. This railroad route is continued to Buffalo by the Syracuse and Auburn railroad, which runs a distance of twenty-six miles, through a beautiful, rolling, and densely-settled country, and then unites with the Auburn and Rochester railroad. This work, which is eighty miles in length, is now under contract, and a considerable portion has been already graded. About three-quarters of the line between Rochester and Canandaigua, a distance of twenty-nine miles, have been completed, and workmen are engaged upon the heaviest sections of the track. The great western track from this point is continued by the Tonawanda railroad, extending from Rochester upon the Genessee river to Attica, traversing the townships of Gates, Chili, and Riga, in Monroe county, and those of Bergen, Byron, Stafford, Batavia, and Alexander, in Genessee county, for the distance of forty-five miles. From this point the Attica and Buffalo railroad terminates the grand chain of intercommunication from Boston to the lakes. This last-named work is thirty miles in length, and is now in progress. Numerous causes may, of course, operate which will retard the progress of the great northern line of railroads to the west, but it is believed, that as early as July, 1841, it will be completed throughout its whole extent; so that a magnificent avenue of communication will then be furnished, both for travellers for pleasure, who can now visit the Niagara Falls by a railroad already constructed from Buffalo, and for the transportation of agricultural products and manufactured goods throughout its whole line, from the Atlantic to the lakes!

"In this brief view of the great northern railroad line to the west, we have not referred to the minor railroads along its track, and designed to connect the principal towns of the states through which they pass. In the state of Connecticut, besides the great line, forming links in the national chain, cars are now regularly plying between Hartford and New Haven, on a railroad constructed between the two places, for the distance of about forty miles; and a charter was also granted by the legislature of Connecticut, in 1836, authorising a company to construct a railroad from the north line of the state, near the town of Sheffield, through the valley of the Housatonic by New Milford to the town of Brookfield, and from that point to the city of Bridgeport, in the county of Fairfield. Nor have we alluded to the diverging track from the great northern line to the shore of Lake Ontario, which has been projected, or to that from Saratoga to the banks of Lake George.

"We now pass the second grand track, which has been projected to unite the western trade with the eastern market. New York, so admirably situated for foreign and inland trade, a state which has always been foremost in the ranks of internal improvement, it is well known has long held an almost undivided sceptre over the western trade. With its magnificent Hudson, and its Erie canal, furnishing a free navigation from the ocean to the lakes, this state has called into keen competition the enterprise of her now rival cities, and it befits her to bestir herself, unless she desires to see that sceptre shaking in her grasp; for while other states, perceiving the advantages which have been produced to this state by convenient channels of communication to the west, have nearly completed important public works extending into that quarter, New York has been too often satisfied with their mere projection. The first step which New York has taken, in the line of railroads calculated to secure to herself the western trade, is the Harlem railroad, commencing near the city

hall in New York, and running a distance of eight miles to Harlem strait. From this point, a bridge crosses the strait to Morrisania, at which place the New York and Albany railroad commences. This road, starting at that point, proceeds through the county of Westchester, midway between the Hudson and Long Island sound; and from the northern boundary of that county, it passes through a portion of the rich counties of Putnam and Dutchess, by the centre of the county of Columbia; and from that point to Greenbush, opposite to Albany, and thence to Troy. The whole distance of this line of railroad, from the city hall in New York to Albany, is 147 miles. It passes through a country rich in agricultural and mineral resources.

"We have not here alluded to the several minor intersecting lines established by the enterprise of the state of New York, which are designed to connect important points, and all made tributary to the principal tracks. We may mention, however, the Hudson and Berkshire railroad, which commences at the city of Hudson, and terminates at West Stockbridge, in Massachusetts, a distance of thirty-three miles, where it intersects the great western railroad, extending to Worcester. To this may be added the Catskill and Canajoharie railroad, extending from Catskill to Canajoharie, a distance of seventy-eight miles. The Albany and West Stockbridge railroad, commencing at Greenbush, and to which we have already referred, is a work of considerable importance. Nor are the minor works, such as the Rensselaer and Saratoga railroad, the Troy and West Stockbridge, the West Troy and Schenectady, the White Hall and Saratoga, the Buffalo and Niagara Falls railroad, the Lockport and Niagara railroad, the Buffalo and Black Rock, the Rochester railroad, the Ithaca and Oswego railroad, the Bath, the Ogdensburg and Champlain railroad, the Oswego and Utica, and the Port Kent and Keesville railroad, some of which have been completed, and others in the process of construction, of less consequence to this great state, uniting, as they do, important points, and intersecting the principal lines east and west.

"We now proceed to the consideration of the other great railroad line, which has been projected to connect the trade and commerce of the west with the city of New York, and denominated the New York and Erie railroad, because it is destined to unite Lake Erie with New York by a continuous track from the shore of that lake to a point within twenty-five miles of the latter city. This projected line commences in Tappan, Rockland county, upon the Hudson, and pursuing a north-westerly course through Orange county, passes over the Walkill by Mount Hope, crosses the Hudson and Delaware canal, and traverses for a few miles the valley of the Nevisink. Starting from this point near Monticello, in Sullivan county, it proceeds in a north-westerly direction to Oswego, and following a western course through the southern tier of the counties of the state of New York, Steuben, and Cattaraugus, it is designed to terminate at Westfield, in Chautauque county, upon the shore of Lake Erie. The whole distance of this gigantic work is not less than 450 miles, and when we view the motives for its ultimate completion furnished by the growing population of the country, and the fact that it passes through a territory rich in resources, we do not despair of its ultimate success, although by the charter granted by the legislature of New York, furnishing the credit of the state for its construction, to the amount of 3,000,000 dollars, the whole track is not required to be completed until a period of twenty years.

"Pennsylvania has also projected works which traverse the surface of the state like an iron network. Besides numerous intersecting lines meeting the railroads of other states, she has planned and partially carried out a grand western line, extending from Philadelphia to Pittsburg, her remotest western boundary, at the junction of the Alleghany and the Monongahela, constituting the head waters of the Ohio, and designed to connect the commerce of the west with its commercial capital, and running from that city not only to Pittsburg, but also to Erie, upon the shore of the lake which bears its name. The first section of this chain is comprised in the Columbia and Philadelphia railroad, which commences at the intersection of Vine and Broad streets, in the last named city, meets those of the Schuylkill, Brandywine, and Conestoga, and passes through the counties of Philadelphia, Chester, and Delaware, and the towns of Downington and Lancaster, the Westchester branch leaving the main track about twenty-two miles from Philadelphia, and the track to Harrisburg at the city of Lancaster. At Harrisburg, a continuation of this route is furnished in the Cumberland valley railroad, a length of fifty miles, and terminates

in Chambersburg. Here a track of the length of thirty miles pursues a southern course, and ends at Williamsport, on the Potomac, in the state of Maryland, where it intersects the Ohio and Chesapeake canal. At Chambersburgh, a railroad is projected to Pittsburg, through deep valleys and around high mountains, requiring the main ridge of the Alleghany to be tunneled. Running over Laurel hill, and along the valley of the Loyalhanna, and passing through a gap in Chesnut ridge, it courses a part of the valley of the Monongahela to the city of Pittsburg. This stupendous work, when finished, will be a monument of national enterprise scarcely equalled in any age, and will open the vast wealth of the largest manufacturing town of the west, and the commerce of the head waters of the Ohio, to the markets of the elegant city of Penn.

"Besides this track to the Ohio, it has been found of great public importance to the state of Pennsylvania, to extend its intercommunication with the borders of Lake Erie, as her north-western boundary reaches to the shore of that lake. The first link in this chain is the Philadelphia and Reading railroad, which has its point of commencement at the foot of the inclined plane upon the Columbia and Philadelphia railroad, and ascending the right shore of the River Schuylkill, traverses the counties of Montgomery, Chester, and Berks, and enters the town of Reading, in the county last named. From Reading, a railroad runs through the counties of Berks, Schuylkill, and Northumberland, and passing through Pottsville, terminates at Sunbury. This railroad is in the greater part constructed, and from its terminus, commences the Sunbury and Erie railroad, which terminates the grand chain of the north-western route. Owing to the recent commercial depression which has prevailed, little has been done towards the completion of this great work excepting its location and survey, extending, as it will, from the city of Philadelphia to the town of Erie, a distance of 420 miles. It is well known that the state of Pennsylvania has numerous tracks of greater or less extent, running from Philadelphia, as well as from the interior, to most of the prominent points of trade and production, which either afford prominent local advantages to the population upon their routes, or are made tributaries to the grand chains which girdle the most productive portions of our territory.

"Passing to the south we arrive at Baltimore, in which city commences the third grand railroad route from the east to the west, the Baltimore and Ohio railroad. This road, it is well known, is in part constructed, and passing through the greater portion of the state of Maryland, and running near the track of the Chesapeake and Ohio canal, is designed to terminate at Wheeling, upon the Ohio river, thus giving to the city of Baltimore, through a track of 280 miles, its share of the trade and commerce of the Ohio. Nor has the south been wanting in efforts to effect the same objects with the other states. At Richmond, we find a track branching off westward from the Atlantic line, and intersecting the great railroad projected between Charleston and Cincinnati, and another line at Hicksford, in the same state, directed to the same track. At Charleston an extensive line has been laid out through the bordering states, northward by Kentucky to the heart of the west, the city of Cincinnati. Savannah is connected with this railroad by a branching track, and even upon our uttermost southern border, both at Pensacola and New Orleans, we find lines of railroads running northward, with various branching routes, which are designed, not only to connect their rich territory with Vicksburg, Memphis, and other points upon the Mississippi river, but also with the internal resources of the remotest north-western states. Even upon the western side of that river, we find tracks marked out to remote points of the Missouri beyond St. Louis.

"The progress of railroads in the young states of the west has been slow, from the newness of the country, covered as it is in the greater part by dense forests or prairies, sleeping in their primeval luxuriance and solitude, and from the general want of idle capital; but we find the enterprise of the people in this region equally prompt with that of the eastern states, in the projection, if not in the construction, of these public works. Commencing in the region of the upper lakes, we discern a railroad laid out from Cassville on the Upper Mississippi to Milwaukie, upon the western coast of Lake Michigan, and intersecting another road from the navigable waters of the Illinois river, designed to connect Lake Michigan with the Mississippi; and from this point a southern line (intersected by two tracks running westward), sweeping round to Louisville, in Kentucky, and intersecting the great track of the Charleston and Cincinnati railroad. From Cincinnati as the centre,

we perceive tracks radiating into the neighbouring states, to Indianapolis in Indiana, and Lafayette, upon the Wabash; to Perrysburg upon the Maumee; and to Cleveland, upon Lake Erie: the last taking in its course Columbus, the capital of the state. From the neighbouring state of Indiana, at Indianapolis, its capital, another series of railroads diverges, to Lafayette, upon the Wabash, and to the shores of the Ohio; or if we survey the peninsula of Michigan, we find no less than three tracks projected across that territory, designed to connect the shores of Lake Michigan with the rivers St. Clair and Detroit, Maumee and Sandusky, upon one of which, namely, the 'Detroit and St. Joseph,' the steam cars are now in operation for forty miles to Ann Arbor. Besides this, a railroad of a few miles is now in operation from La Plaisance bay to the city of Monroe, in Monroe county, of the same state.

"In drawing this brief sketch of the railroads in the United States, we have only given the outlines of this system, as it prevails in our own country, merely chalking out the more extended and general routes designed to connect its remote parts. We are well aware that there are numerous local works to which we have not even alluded, in successful operation in the several states; and other works, laid out but not completed, which are in number almost equal to the several settlements within our borders. They all, however, belong to one great plan, and clearly evince the character of our people, projecting, as they have done, in so short a time since railroads were introduced at all, so magnificent a system of public works, and completing so many and so important channels of intercommunication between the several parts of our territory. Whether, in fact, too many and too expensive works of this character have not been projected, considering the amount of our population and our wealth, is now a matter of question. Indeed, we have no doubt that some of these tracks may have been projected for mere purposes of speculation, and will be discarded for want of means, or as other and more valuable routes shall be developed; but we have as little doubt that the grand tracks which have been marked out to connect the remote points of the country, will ultimately be carried through as the increase of population and production shall furnish the motives for their establishment, and the augmentation of our wealth provides the means for their construction. The more important lines will, doubtless, be first finished where there are the most dense settlements, the largest amount of transportation, and the most capital to carry them through. Accordingly, we find that those have been advanced to the most successful issue which have been constructed along the Atlantic seaboard, and connecting our most important cities; while in the newer and more thinly populated states of the west, where even passable common roads have been scarcely established through the deep and damp vegetable mould of the forests, the lines of their railroads have been in most cases merely laid out, and companies for their completion chartered, not a single spade having been sunk upon their tracks."

CANALS AND RAILROADS OF THE NEW ENGLAND STATES.

In the separate description of these states, we have given an account of the public works and internal improvements of each (which see).

In MAINE, the Cumberland and Oxford canal, fifty miles long, was completed in 1829, at an expense of about 250,000 dollars. The Bangor and Orono canal, twelve miles long, completed in 1836.

The *Portland*, *Saco*, and *Portsmouth* railroad, communicates with the railroad to *Boston*. The railroad projected from Bangor to Portland would, if executed, complete the sea-coast line of railroads. This line of intercourse, north from Portland along the coast of Maine, is at present carried on by steamboats.

In NEW HAMPSHIRE, the canals are chiefly *cuts* with locks, for the improvement of the navigation of the Merimac river. The Massachusetts railroads

pass over New Hampshire to Portsmouth, fifteen miles and three-quarters, and from Lowell to Nashua, and the Boston and Maine fourteen miles to Exeter.

MASSACHUSETTS.—For a detailed account of the railroads of this state, altogether 415 miles of which were completely in operation in 1843, see the separate account of Massachusetts. The whole length of the railroads of this state and of those communicating with them in other states, extending as far as Lake Erie, comprise 1203½ miles; see tabular statement, under the head of Public Works of Massachusetts. The Middlesex canal, from New Lowel on the Merimac to Boston, about thirty miles long, was the first canal executed in the United States. It was completed as early as 1804. It opens a further navigation by the Merimac and several canals (in all about fifteen miles) along that river to Concord, in New Hampshire.

In RHODE ISLAND the Blackstone canal extends through part of this state from Providence to Worcester in Massachusetts. The Providence and Boston railway, and the Providence and Stonington railway, forty-seven miles long, passes chiefly through this state.

In CONNECTICUT, the Farmington canal, from New Haven to the north boundary of the state, fifty-six miles; thence to Northampton, Massachusetts. At Enfield, a canal of five miles passes round the falls of the Connecticut river. The Norwich and Worcester railway extends fifty-eight miles and a half north through the state. The New Hartford and New Haven railway, thirty-six miles. The Housatonic railway, from Bridport to North Canaan, seventy-three miles; thence to West Stockbridge, Massachusetts.

Western (Massachusetts) railroad.—The tenth report of the directors of the Western Railroad corporation has been laid before the stockholders, and printed. It presents a very full and satisfactory account of the condition of the road and its finances, at the close of the year 1844. The capital authorised by the original charter, was 2,000,000 dollars; and it was increased 1,000,000 dollars by a subsequent act of the legislature of Massachusetts, the state subscribing for that amount—making the chartered capital 3,000,000 dollars; one-third owned by the state, and two-thirds by 1121 private stockholders.

TOTAL Expenditure to January 1, 1845.

WESTERN RAILROAD.	Construction.	Engines and Cars.	TOTAL.
	dollars cts.	dollars. cts.	dollars. cts.
Prior to January 1, 1844.....	5,181,505 95	576,023 79	5,757,529 38
In 1844.....	100,019 04	61,712 53	161,731 57
Total.....	5,281,524 99	637,736 32	5,919,260 95

ALBANY AND WEST STOCKBRIDGE RAILROAD.	Construction.	Total both Roads, to Jan. 1, 1845.
	dollars. cts.	dollars. cts.
Prior to January 1, 1844.....	1,753,530 28	7,511,059 66
In 1844	13,411 24	175,142 81
Total.....	1,766,941 52	7,786,202 47

COMPARATIVE Yearly Statement of Sundry Statistics of Transportation Business.

RECEIPTS.

TIME.	Passengers.	Merchandise.	Mails, &c.	TOTAL.	Increase per cent.
	dollars. cts.	dollars. cts.	dollars. cts.	dollars. cts.	
3 months in 1839	13,472 94	4,136 21	....	17,609 15	
" 1840	70,820 79	38,359 78	3,166 82	112,347 39	
" 1841	113,841 85	64,467 14	4,000 00	182,308 99	
" *1842	226,446 83	226,674 61	19,566 84	512,688 28	
" 1843	275,139 64	275,696 19	23,046 68	573,882 51	12
" 1844	358,694 00	371,131 84	23,926 88	753,752 72	31½

TIME.	Expenses.	Increase per cent of expenses.	Balance of Receipts.	Miles run.	Expense per mile, cents.	Total Number of Passengers.
	dollars. cts.	dollars.	dollars. cts.	number.	cents.	No.
3 months in 1839	14,380 64	..	3,228 51			
" 1840	62,071 72	..	50,275 67	94,404	71 10-100	
" 1841	†132,501 45	..	49,807 54	160,106	65 46-100	
" *1842	266,619 30	..	246,068 98	397,295	67	190,436½
" 1843	303,973 06	14	269,909 45	441,608½	64½	200,965½
" 1844	314,074 20	3½	439,678 52	499,968	63 4-100	220,257½

* First year of opening through to Albany.
† As corrected in report of January, 1843, to include damages for collision of 1841.

From 1842 to 1843, the increase of receipts from passengers was 3¼ per cent; increase from merchandise, 21½ per cent. From 1843 to 1844, the increase of receipts from passengers was 30¾ per cent; increase from merchandise, 34½ per cent.

By reference to the tables of each year, it will be seen that the number of through-passengers is stated in 1844 less than in 1843. This is mainly owing to the fact that, in the greater part of 1843, the difference between the *through* and *way fare* was so great, that way-passengers, to a considerable extent, took through-tickets, and were thus registered as through-passengers. There was no inducement for such a practice in 1844. The whole number of tons, nett, carried one mile by the merchandise trains, was—

	tons.
In 1844	11,166,704
1843	9,414,621
Increase	1,752,083

The whole tonnage is equal to 71,581 tons carried over the whole length of the road, 156 miles. The number of miles run by merchandise trains in 1844 being 255,376, is equal to 1637 trips through, averaging 43¾ tons each train. The through freight from Boston to Albany, in 1843, was 5268 tons; in 1844, 6764—increase, 1496. The amount of freight received at, and sent from, Boston, in connexion with the Western road, was—in 1844, 69,842 tons; in 1843, 56,376 tons; increase, 13,474 tons.

The number of barrels of flour, from Greenbush and vicinity, to Boston, was—

	barrels.	barrels.
In 1844	154,413	
1843	123,366	—31,074

The whole number of barrels of flour sent from Greenbush to all stations, was, in 1844, 297,403. The amount charged on all merchandise forwarded eastward, from the Greenbush station, was—in 1844, 223,572 dollars; in 1843, 167,087 dollars; increase, 56,485 dollars.

The amount charged on merchandise forwarded from Greenbush eastward, in the month of January for three years, was—in 1843, 6622 dollars; 1844, 13,677 dollars; 1845, 20,216 dollars.

BOSTON AND WORCESTER RAILROAD.

STATEMENT of Income and Expenses, for the Year ending November 30th, 1844.

FREIGHT.	Boston and Worcester Road alone.	To and from Western Railroad.	To and from Northern and Western Railroad.	TOTAL.
	tons.	tons.	tons.	tons.
Tons carried one mile	1,381,128	3,201,444	441,298	5,023,870
	dollars.	dollars.	dollars.	dollars.
Earnings	90,833	83,802	24,135	198,820
Expenses	32,525	75,408	10,393	118,326
Nett income earned	58,358	8,394	13,742	80,494
PASSENGERS—	number.	number.	number.	number.
Passengers carried one mile	4,421,497	2,535,749	1,847,941	8,805,187
Equal to through	100,488	57,631	41,101	199,220
	dollars.	dollars.	dollars.	dollars.
Receipts	134,839	59,250	40,545	234,634
Expenses	58,347	33,463	23,866	115,676
Nett passenger income	76,492	25,787	16,679	118,958
Mail, rent, &c.	....	....	....	8,739
Gross income and earnings	235,722	143,052	64,680	442,193
Total expenses	90,872	108,871	34,259	234,002
Total nett income	134,850	34,181	30,421	208,191

The earnings on freight are given above, and not the receipts on freight.

Maine and Housatonic Railroad.—The length of this road, as we learn from the report of the directors, of the 20th of June, 1844, from the tide-water at Bridgeport, to the north line of the state of Connecticut, is 73 90-100 miles. In this distance there are twelve regular stations for the receipt and discharge of passengers and freight, namely: at Stepney, Botsford's, Newtown, Hawleyville, Brookfield, New Milford, Gaylord's Bridge, Kent, Cornwall Bridge, West Cornwall, Falls Village, and North Canaan. The maximum grade is forty feet to the mile, but more than half the length of the road is passed on grades of under twenty-six feet to the mile. The total expenditure, for the construction of the road and appendages, is 1,244,122 dollars 91 cents. This expenditure, for a road of seventy-four miles in length, with an ample outfit of engines and cars, will bear a favourable comparison with any other railroad in the United States, of similar construction.

The capital stock, by the resolutions of the company, and in pursuance of the charter, has been extended to 1500 shares of 100 dollars each.

		shares.
The whole subscription amounts to		8696
No payments have been made on	shares 195	
And but partial payments on	„ 334	
Making liable to forfeiture		529
And paid in full, and issued		8167

Should the shares liable to forfeiture be sold, and purchased by the company, it will hold for future subscription.

	shares.
The stock now liable to forfeiture	529
And the unsubscribed shares	6304
Making a total of	6833

The cash and bills receivable actually received for stock, are as follows:—

	dollars.	cts.
On 8167 shares, paid in full	816,700	00
On 334 „ in part	7,112	20
Total from capital stock	823,812	20

The board of directors request particular attention to the cost of the road, as stated, being

	dollars.	cts.
Cost	1,244,122	91
And the amount received from capital stock . . .	823,812	20
As the difference between these two amounts . .	420,310	71

forms the original debt of the company, and created its numerous embarrassments. This deficiency of capital, and consequent indebtedness, have compelled the company to prosecute its business on the most unfavourable terms; until, at length, it became more than probable that the whole property would be sacrificed to discharge the certified debt, scarcely exceeding in amount one-fifth of the cost of the road and appendages. Hence, also, arose the impression that the business of the company did not meet its expenses; and, because the profits of current business were not adequate, in two years, to reimburse one-fifth of what ought to have been capital, in addition to interest and expenses, that the whole enterprise was visionary, and the shares of no value. This disaster was, however, averted by the energy and confidence of those who, having embarked in the company with full knowledge of its resources and prospects, retained their belief in the intrinsic value of the road. The whole indebtedness of the company, with interest, to the 1st of June, 1844, amounts to 398,726 dollars 36 cents, qualified as follows:—

		dollars.	cts.
1st class—	Certified notes, interest at seven per cent.	277,138	97
2nd „	Land claim notes, interest at six per cent.	20,797	34
3rd „	Claims secured by second mortgage, ditto	69,427	89
4th „	Demands with no special security	31,362	16
Total		398,726	26

It will be observed, that a debt of 420,310 dollars 71 cents, bearing interest in part from 1841, and all from 1842, is thus liquidated on the 1st of June, 1844, at 398,726 dollars 26 cents. The receipts from the business of the road have, then, not only paid all current expenses of its management and repairs, and also the completion of many appendages, essential for the extended demands of trade, but have also actually discharged the interest, and reduced the principal.

The following is a statement of the receipts of the road, for a period of five months, in each of the years 1842, 1843, and 1844 :—1842, 32,310 dollars 27 cents ; 1843, 55,652 dollars 4 cents ; 1844, 68,148 dollars 30 cents.

Statistics of the Eastern railroad.—The annual report of the Eastern railroad has been distributed to the stockholders, and will be laid before the legislature of Massachusetts at its next session. From this report, we gather the following facts :—The whole cost of the road, in Massachusetts, has been 2,361,098 dollars. There has been received, from 18,000 shares, 1,800,000 dollars. State scrip, 500,000 dollars ; and sundry accounts, 61,098 dollars. The Eastern, in New Hampshire, has cost 482,500 dollars. The trains of the two companies have made 8583 trips, amounting to 196,097 miles, and conveying 443,403 passengers ; and on the Marblehead Branch, 34,531 ; making a total of 447,934 passengers transported during the past year. The receipts have been, from Marblehead Branch, 3460 dollars, and 293,401 dollars from main line of road. Of the whole receipts, 257,674 dollars were from passengers, 28,393 dollars from freight, 10,068 dollars from mails, and 124 dollars from incidental sources. The expenses have been 103,452 dollars ; leaving the net earnings of both roads 193,308 dollars. To this amount, rents of real estate, and Portsmouth Bridge dividends, add 5,969 dollars ; making a total of income, 199,278 dollars. The payments have been 25,000 dollars for interest on state scrip, 78,855 dollars for dividends on stock in January, and 79,887 dollars for dividends payable on and after July 3rd. The sum of payments, 183,742 dollars, when deducted, leaves a balance of 15,535 dollars to profit and loss ; which, with profits on sale of state scrip, 806 dollars ; Boston depôt estate, 858 dollars ; Cunard wharf, 2500 dollars ; East Boston lands, 5864 dollars ; and sundry estates, 313 dollars, makes an addition to surplus fund, after paying interest balances of 3132 dollars, to amount of 22,744 dollars. The

old surplus on reserved fund was 19,920 dollars; and that account is now increased to 42,664 dollars. The report concludes by stating, as the result of the year's operations, a dividend of seven per cent, and an addition of 22,744 dollars to the surplus fund. The expenses of the company were 7202 dollars less than last year, and 46,012 dollars less than the year before last.

The Portland, Saco (Mobile), and Portsmouth (New Hampshire) railroad company was incorporated March 14, 1837; organised December 25, 1840; renewed November 25, 1845. It is fifty-one miles long, connects with the Eastern by a bridge over the Piscataqua river, at Portsmouth, and with Boston and Maine at South Berwick, thirteen miles east of Portsmouth. For the year ending November 30, 1843, it divided three and a half per cent; and, for the past year, six per cent. Its cost is not definitely settled, but will amount to about 1,200,000 dollars, a little over 23,000 dollars per mile. It is laid with a T rail, fifty-six lbs. to the yard; highest grades, thirty-five feet per mile. Passes through the towns of Keeting, Elliot, South Berwick, North Berwick, Wells, Kennebunk, Saco, Scarborough, to Portland.

Years.	Gross income. dollars. cts.	Net income. dollars. cts.
1843	89,997 08	47,165 98
1844	124,497 39	74,841 25

The number of miles run being severally 102,036 and 117,008, and the expenditure forty-seven cents, and forty-two and a half cents per mile run.

The Eastern railroad, extending from Boston to Portsmouth, New Hampshire, fifty-four miles, was partially opened August 28, 1838, and, for the whole distance, November 9, 1840, and has also a branch of three miles, to Marblehead.

	dollars. cts.	dollars. cts.
Gross income for 1844	. . .	337,238 46
Current expenses, 53 341-1000 per mile run.	. . .	109,318 86
From the road, net income . . .	. . .	227,919 60
From rents, &c.	. . .	6,661 14
Total	. . .	234,580 74
Interest to state on 500,000 dollars loan .	25,000 00	
Dividend in July	79,887 50	
„ January	91,300 00	
		196,187 50
		38,393 24
Sales of property over costs	. . .	9,344 57
Surplus of 1844	. . .	47,737 81
Surplus previously	. . .	39,310 30
Total surplus	. . .	87,048 11

Number of miles run, 204,962; number of passengers, 544,994; average cost of carrying a passenger one mile, 1.166 cents; receipt from each company per mile, 3.351 cents.

Boston and Lowell railroad.—The distance from Boston to Lowell, by this road, is twenty-six miles. The total amount of capital paid in is 1,800,000 dollars. The amount of profits divided during the year 1844 was 144,000 dollars, in two dividends, of four per cent each, on a capital of 1,800,000 dollars. The amount of freight during the year has been much greater than in any preceding period, amounting to 151,731 tons. The freight and passenger tariff has been reduced since the last annual report. It was formerly one

dollar for passengers, in first-class cars ; it is now, in first-class cars, for passengers, from Boston to Lowell, seventy-five cents ; and fifty cents in second-class cars. Merchandise, generally, at one dollar fifty cents per ton ; if in cargoes, landed on the railroad wharfs at one dollar twenty-five cents per ton, without any charge for wharfage. Forty-five thousand four hundred and twenty tons were carried over this road for the factories, during the past year ; and the company have a special bargain with the Lowell factories. They are charged one dollar twenty-five cents for all cotton, wool, and goods made of those articles, and one dollar per ton for all other articles. The stockholders of the Western Branch railroad, incorporated in 1843, have transferred their rights and privileges to the Boston and Lowell company. This road begins seven miles from the depôt of the Lowell and Boston, out of the latter city. The road has a single tract, with a heavy Trail, of fifty-six lbs. to the yard, upon chesnut sleepers, seven feet long, and six inches in depth, two feet seven inches apart, resting upon a bed of clear gravel, two feet deep. The rails are in lengths of eighteen feet, and the joints are secured by a clasp chain of twenty lbs. weight.

The whole cost of the Boston and Lowell railroad, with its depôts, cars, engines, and appurtenances, and about fifty-eight miles of single track, amounts to 1,902,555 dollars 67 cents ; of which—

	dollars.	cts.
Land for tracks and land damages	73,909	48
Depôt lands and buildings	276,079	48
Engines and cars	127,238	43
Iron rails, bolts, and chairs	282,833	95
Bridges (sixty-six in number) and culverts	196,831	58
Road, excavation and embankment, trench walls, stone blocks and sleepers, laying rails, branch tracks at Lowell, superintendence, engineering, &c.	910,222	06
Woburn Branch railroad	35,440	68
Total	1,902,555	67

By the directors' report for 1844, it appears that the surplus on hand on the 30th of November, 1844, after paying the dividends of that year, amounts to 18,433 dollars 36 cents, which is the whole surplus remaining undivided, after nine or ten years' operations. The amount on hand in the year 1841, when it was largest, more than half of which was derived from withholding the winter dividend of 1836 (in which year only two per cent was divided), has been absorbed by the necessary expense of taking up and relaying the first track, on which too light a rail had originally been laid, as has been more fully stated in former reports. The cost of this work was 121,558 dollars 84 cents, and is spread over the three years 1841, 1842, 1843.

STATEMENT of Capital paid in at date, charged and credited to construction, and whole Cost of Construction at the end of each Year, from 1835 to 1844, inclusive.

November 30 of the years.	Capital paid in at that date.	Charged to construction in that Year.		Credited to construction in that Year.		Whole cost of construction at the end of the year.	
	dollars.	dlrs.	cts.	dlrs.	cts.	dlrs.	cts.
1835	1,200,000	....		....		1,312,239	54
1836	1,440,000	193,405	69	....		1,505,645	33
1837	1,500,000	2,749	52	....		1,508,394	75
1838	1,500,000	67,268	75	....		1,575,663	50
1839	1,650,000	32,812	71	....		1,698,476	21
1840	1,800,000	120,796	38	....		1,729,242	59
1841	1,800,000	105,650	48	....		1,834,893	07
1842	1,800,000	143,393	02	....		1,978,286	09
1843	1,800,000	10,743	10	31,638 20,886 72,758	24* 07† 72‡	1,863,746	16
1844	1,800,000	68,809	51	30,000	00§	1,902,555	67

* Cash received for old rail iron sold.
† Balance of interest account charged to expenses.
‡ Cost of rail iron for repairs, originally charged with rail iron for construction, and now transferred to its proper head.
§ Depreciation in value of engines and cars.

STATEMENT of the Receipts, Expenses, Dividends, Profits, Surplus, &c., in each Year, from 1835 to 1844.

YEARS.	Gross receipts from all sources.	Expenses.	Net profits.	Dividend of that year.	Rate per cent.	Surplus of the year.	Deficiency of the year.
	dollars. cts.	dollars. cts.	dollars. cts.	dollars.		dlrs. cts.	dlrs. cts.
1835	64,654 39	19,125 36	45,529 03	45,000	3¾	529 03	
1836	165,124 30	75,326 11	87,798 19	30,000	2	59,798 19	
1837	180,770 04	78,508 17	102,261 87	105,000	7	....	2,738 13
1838	191,778 57	75,597 94	116,180 63	105,000	7	11,180 63	
	241,219 94						
1839	9,190 63*	92,151 44	158,229 13	132,000	8	26,229 13	
	231,575 27						
1840	14,132 51*	41,400 17	154,307 61	138,000	8	16,307 61	
1841	267,541 34	119,469 32	148,072 02	144,000	8	4,072 02	
1842	278,310 68	165,174 79	113,135 89	144,000	8	....	30,864 11
		20,886 07†					
1843	277,315 06	109,366 88	74,303 29	144,000	8	....	69,696 71
		72,758 72†					
1844	316,009 58	139,293 88	147,615 70	144,000	8	3,615 70	
Total	2,238,492 31	1,059,058 95	1,149,433 36	1,131,000			

* Advance on 600 shares new stock sold at auction, for account of the corporation.
† Balance of interest account charged to expenses.

The cost of a share on the 30th of November, 1835, when the first annual settlement of accounts was made, after the opening of the road, including interest, at six per cent on the assessments from the time when they were laid, and deducting the dividend paid for the fraction of that year, amounted to 540 dollars 75 cents, or almost exactly eight per cent on the par value. Since then, in the nine years which have followed, the dividends have averaged 7.1-9 per cent on the par value of the shares.

THE Annexed Table of the Length, Cost, Receipts, Expenditures, &c., &c., of the Railroads in Massachusetts, is compiled for the *Merchants' Magazine*, from Annual Reports to the Legislature of Massachusetts. Deducting the Cost of the Fitchburg Railroad, which was only open to Acton, Twenty-seven Miles, on the 1st of October, 1844, the net Income was 7.11-100ths per cent upon their cost.

NAMES.	Length.	Cost.	Received from Passengers, in 1844.	Received from Merchandise, Mail, &c. &c., in 1844.	Total Receipts, in 1844.	Expenses.	Net Income.	Number of Miles run by Passenger Trains, in 1844.	Number of Miles run by Merchandise and other Trains, in 1844.	Total number of Miles, run in 1844.	Total Receipts per Mile, run in 1844.	Expenses per Mile, run in 1844.	Net Income per Mile, run in 1844.
	mls.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	miles.	miles.	miles	dlrs.	dlrs.	dlrs.
Worcester	44	2,914,078	234,634	193,803	428,437	233,273	195,164	140,900	79,723	220,623	1.94	1.05	0.89
Western	156	7,686,202	358,694	395,058	753,752	314,074	439,678	212,893	287,075	499,968	1.51	0.62	0.89
Norwich and Worcester	68	2,170,365	135,655	89,853	225,508	75,054	150,454	113,319	44,949	158,268	1.43	0.47	0.96
Berkshire*	21	250,000	....	....	17,737	....	17,737	13,240	14,405	27,645			
Providence	42	1,886,134	189,657	94,044	283,701	113,834	169,867	102,764	34,728	137,492	2.06	0.82	1.24
Taunton	11	250,000	22,525	27,580	50,105	24,945	25,160	13,944	7,626	21,570	2.32	1.15	1.17
New Bedford	21	430,961	46,744	18,253	64,997	24,180	40,817	26,880	13,516	40,396	1.60	0.59	1.01
Lowell	26	1,800,000	165,284	151,625	316,909	169,293	147,616	100,243	64,331	164,574	1.92	1.03	0.89
Nashua	14	380,000	47,165	47,422	94,587	59,643	34,944	28,875	13,475	42,350	2.23	1.40	0.83
Boston and Maine	55	1,485,460	120,180	59,954	180,134	84,069	96,065	132,300	35,796	168,096	1.07	0.50	0.57
Eastern	55	2,388,044	293,762	43,476	337,238	109,318	227,920	158,790	46,172	204,962	1.64	0.53	1.11
Charlestown Branch	6	280,259	7,787	26,866	34,653	20,683	13,970	8,771	19,155	27,926	1.24	0.74	0.50
Fitchburg†	49	1,150,000	22,447	20,312	42,759	15,924	26,835	27,600	27,724	55,324	0 78	0.28	0.50
Total	568	23,071,503	1,644,534	1,168,246	2,830,517	1,244,290	1,586,227	1,030,519	688,675	1,769,194	1.60‡	0.70‡	0.90‡

* Let to Housatonic railroad. † Open to Acton, twenty-seven miles, October 1st, 1844. ‡ Average.

CANALS AND RAILROADS OF NEW YORK.

THE ERIE CANAL.—This great work, by far the most important canal in the United States, extends from the tide waters of the Hudson river, at the city of Albany, to Lake Erie, terminating at the city of Buffalo. Its general course from Albany is a little north of west, passing up the valley of the Mohawk river, which it crosses at the lower aqueduct, then follows the left or north bank of the Mohawk for thirteen miles, which it recrosses at the upper aqueduct; thence pursues the south bank of the above river, through the counties of Schenectady, Montgomery, Herkimer, and Oneida, where it leaves the Mohawk valley, and continues west through the counties of Madison, Onondaga, Cayuga, the north-east angle of Seneca, Wayne, touching Ontario on the north at Port Gibson, Monroe, Orleans, Niagara, and Erie, where it terminates. Its whole length, including the basin at Albany, is 364 miles; passing through several flourishing towns and villages, many of which have sprung into existence since its completion. It is intersected by several lateral canals of much importance, all of them communicating with other navigable waters. At the Cohoes, in the town of Watervliet, it forms a junction with the Champlain canal; at Utica, it connects with the Chenango canal; at the village of Rome, with the Black River canal and Feeder; in the town of Vernon, with the Oneida Lake canal; at the village of Syracuse, with the Oswego canal; at the village of Montezuma, with the Cayuga and Seneca canal; and, at the city of Rochester, with the Genesee Valley canal. From Albany west there is a succession of locks, until what is termed the "long level" is reached, in the town of Frankfort, Herkimer county, elevated 425 feet above the Hudson, extending to Syracuse, a distance of sixty-nine miles and a half, without any intervening lock; from thence the line descends, and then re-ascends until it reaches Rochester, elevated 506 feet, where there is another continued level of sixty-four miles. At Lockport, the canal ascends the mountain ridge, by five double combined locks, each 12.4 feet rise. Nine miles west of Lockport, the canal enters the Tonawanda creek, with which, for a distance of about ten miles, it is identified; at a further distance of twelve miles, this magnificent work unites with Lake Erie. Total rise from the Hudson river to Lake Erie, 560 feet; rise and fall, 692 feet. It was commenced in 1817, and finished in 1825, at a total cost of 10,731,595 dollars.

By an act of the legislature in relation to the Erie canal, passed May 11, 1835, directing the canal commissioners to enlarge and improve the Erie canal, the very expensive project of enlarging this previously great work, was adopted; the want of additional facilities for conducting the increased trade flowing through this channel having become apparent. Considerable progress has been made on this stupendous undertaking, which, when finished, will command the admiration of the civilised world. There was put under contract prior to January, 1839, more than 100 miles of the enlarged canal, including the heavy rock cutting at Lock-

port, with all the mechanical structures thereon, comprising more than fifty double and single locks, besides the five double combined locks at Lockport; the aqueduct over the Genesee river at Rochester; the two aqueducts over the Mohawk river; one over the Schoharie creek, and many others over smaller streams, including culverts, bridges, &c. The estimated cost of all the work for the enlargement of the Erie canal, is 23,284,931 dollars, of which there was put under contract up to 1841, 11,021,932 dollars, on which there has been paid 10,011,146 dollars; leaving a further expenditure of 13,273,784 dollars to be provided for. (See Tables hereafter.) The Enlarged Erie canal, is to be seven feet deep, and seventy feet wide on the surface, with a slope of two feet to one foot in the banks, leaving a width at the bottom of forty-two feet; with double locks eighteen feet wide, and 110 feet long. The present width of the old Erie canal is forty feet on the surface, and twenty-eight feet at the bottom, and four feet deep; the locks are fifteen feet wide, and eighty feet long.

The state legislature has authorised the construction of the following canals, at the time opposite to each one respectively, in the following table. The length of each canal, together with the number of locks and the number of feet of rise and fall, are also appended :—

CANALS.	Time when authorised.	Length.	TOTAL.	Locks.	Total Rise and Fall.
	years.	miles.	miles.	number.	feet.
Erie canal	1817	363	....	84	689
Albany basin	....	1			
Navigable feeder	....	8			
			372		
Champlain canal	1817	64			
Glen's Falls navigable feeder	....	12			
Pond above Troy dam	....	3			
			79	38	339½
Cayuga and Seneca canal	1825	21			
Navigable feeder	....	2			
			23	11	80
Oswego canal	1825	....	38	14	123
Crooked lake canal	1829	....	8	27	269
Chemung canal	1829	23			
Navigable feeder	....	16			
			39	53	516
Chenango canal	1833	....	97	116	1021
Genesee Valley canal	1836				
as estimated, will be	....	120			
of which there is unfinished, sixty-eight miles; finished and navigable	....	41			
Dansville side-cut	....	11			
			52	114	1150
Black river canal and feeder	1836	....	....	108	1080½
as estimated, will be	....	45			
And is unfinished and suspended.					
Total unfinished and suspended canals	....	113			
Oneida lake canal and feeder, was purchased in.	1840	....	6		
Total navigable canals belonging to the state	....	....	714		
Delaware and Hudson Canal Company have	....	....	84		
Total navigable canals in the state	....	....	798		

All the above state canals, except the Erie and Champlain, are known as the lateral canals, of which there were finished and navigable in 1842. . . 263 miles.

Unfinished and suspended	113	„
Total lateral canals	376	„
Add Erie and Champlain canals	451	„
		„
Total finished and unfinished canals . . .	827	„

Total number of boats on all the state canals, 2140; estimated tonnage thereof, 117,453 tons. Delaware and Hudson Canal company have about 700 boats.

	dlrs.	cts.	dlrs.	cts.
The Erie canal cost	7,143,789	86	7,143,789	86
It was estimated to cost	4,881,738	00		
Excess of cost over estimate . . .	2,262,051	86		
Erie canal enlargement cost, thus far			13,291,616	00
Total			20,435,405	86
Revenue from the Erie canal, for the last fiscal year .			1,730,614	74
Champlain canal cost	1,257,604	26	1,257,604	26
It was estimated to cost	871,000	00		
Excess of cost over estimate . .	386,604	26		
Revenue from Champlain canal for the last fiscal year .			99,683	51
Total cost of Erie and Champlain canals . .			8,401,394	12
Cost of Erie enlargement, including interest . . .			13,291,616	00
Total			21,693,010	12
Total revenue of Erie and Champlain canals . .			1,830,298	25

For the above estimates of the cost of the Erie and Champlain canals, see Canal Commissioners' Report for 1843, Canal Documents, vol. ii., p. 115.*

The Oswego canal, from Salina to Lake Ontario, connects the waters of that Lake with the Erie canal, partly by means of slack water navigation, the expense of which was 525,115 dollars.

Cayuga and Seneca canal from Geneva, on the Seneca lake, to Montezuma, on the Erie canal, was constructed at an expense of 214,000 dollars.

Chemung canal, from the head waters of the Seneca lake to Tioga point, the cost of which with its feeder was estimated, in 1833, at 335,849 dollars.

Crooked Lake canal, from a lake of that name to Seneca lake, cost 136,101 dollars. The Erie and Champlain canals have also navigable feeders.

The Champlain canal connects the Erie with Lake Champlain. The communication is through a grazing, rather than a grain country, fast parting with its forests contiguous to the navigable waters; and, as is before seen, sending to market a surplus annually.

* In 1792, nine years after the close of the Revolutionary war, the Western Company completed a water communication from Schenectady to the falls of the Oswego river, and boats of burden were passed to within twelve miles of Oswego. At Oswego falls there was a portage of a mile, and the navigation was resumed by a smaller class of boats at the foot of the falls to Lake Ontario.

The works of the Western Inland Lock Navigation Company, principally consisted of a series of locks and a canal, at the falls of the Mohawk at Little Falls, a canal, with locks, at Fort Stanwix, from the Mohawk river to Wood Creek (a tributary of Oneida lake and the Oswego river), and a series of locks and dams on Wood Creek.

A boat leaving Schenectady followed the course of the Mohawk river to Fort Stanwix, and passing by the canal at that place into Wood creek and Oneida lake, entered the Oswego river eleven miles south of the falls, and twenty-three miles from Oswego. There was but one portage in the whole distance (at Oswego falls) between Schenectady and Lake Ontario. However imperfect the navigation, as compared with that of the Erie canal, which superseded it, its influence upon the prosperity, the early and rapid settlement of western New York, is incalculable.

STATEMENT of deferred Works to carry out the New York Canal System.

KIND OF IMPROVEMENT.	Dist. Miles.	Document.	Number.	Year.	REMARKS.	Value.	Total Value.
						dlrs. cts.	dlrs. cts.
Canal around Niagara Falls	10	Congress'l	214	1836	Porter's storehouse to Lewiston .	3,610,596 21	
					Gill creek route.....	4,616,423 47	
					Through artificial harbour	4,744,982 88	
					Lockport and Tonawanda route .	5,041,725 48	5,041,725 48
Extension of Black river canal ..	31½	Assembly	..	1840	To Sackett's harbour.....	1,444,614 28	
	27¾	....	..	..	To Dexter.....	1,394,036 02	
	34½	....	..	..	To French creek	1,327,874 67	
	79½	....	..	..	Ogdensburg, Oxbow, and Oswegatchie	1,681,150 41	4,453,639 36
	72⅝	....	..	..	Ogdensburg, *viâ* Gouverneur ...	2,515,199 87	
	72⅝	....	..	..	„ Little Oxbow landing	1,954,374 48	
Conewango canal, Buffalo to Pennsylvania line	82½	Assembly	160	1840	With stone locks	3,156,525 04	
Conewango extension to Warren	12	„	..	..	.....	209,213 60	3,365,738 64
					Woodlocks	2,402,310 05	
Oneida River improvement	19	„	59	1839	Locks, towing-path and dams...	100,050 00	100,050 00
Extension of Chemung canal feeder	3	„	244	1838	.....	49,500 00	49,500 00
Extension of Chemung canal, south	17½	„	32	1840	To Pennsylvania line	391,056 67	391,056 67
Extension of Chenango canal ...	39¼	„	116	1839	To Tioga point.....	436,460 65	436,460 65
Overflowed lands on Tonawanda and Ellicott creeks	..	„	124	1838	.....	289,517 08	289,517 08
Genesee valley canal feeder.....	..	„	30	1838	.....	84,442 26	84,442 26
Hudson River improvement....	84	Senate	61	1840	Above Glen's falls	1,348,820 55	1,348,820 55
RAILROADS.							
Ogdensburg and Champlain	133.1	Assembly	43	1841	Au Sable route	2,714,003 89	
					Potsdam route.....	1,923,108 09	
					Norfolk route	1,778,459 24	
					Cars and engines	214,000 00	2,137,108 09
Erie railroad	446	....	..	..	In addition to former law	3,000,000 00	3,000,000 00
New York and Albany	160	....	..	..	A loan asked for, of.....	750,000 00	750,000 00
Saratoga and Whitehall.....	..	....	..	..	Ditto.....	300,000 00	300,000 00
							21,748,057 78
Add enlargement recommended by Canal Board, Assembly document, April 8, 1839, adopting the estimates on the Erie enlargement, for Oswego canal, about.....						2,500,000 00	
Cayuga and Seneca canal about						1,300,000 00	
For giving an enlargement to the Champlain canal, corresponding to that recommended by the Canal Board for the above two canals.....						2,500,000 00	
On the principle of contributing ratably to railroads. For the railroad from Albany to Goshen, say.....						500,000 00	6,800,000 00
					Total.....dlrs.		28,548,057 78

THE Cost of the Canals, and the Revenue received from them, during the Year ending September 30, 1843, are shown in the following Table.

CANALS.	Cost.		Revenue, for 1843.		Estimated Expenditures, for 1844.		Estimated Revenue, for 1844.	
	dollars.	cts.	dollars.	cts.	dollars.	cts.	dollars.	cts.
Erie canal.....	7,143,789	86	1,730,614	74	1,236,305	29	1,985,726	38
Erie enlargement.....	13,291,616	00						
Champlain canal.....	1,257,604	26	99,683	51	47,065	20	30,300	00
Oswego canal.....	565,437	35	29,147	35	24,250	00	17,000	00
Cayuga and Seneca canal.....	236,804	74	16,557	15	52,434	60	9,000	00
Crooked Lake canal.....	156,776	90	460	82	10,400	00	1,300	00
Chemung canal.....	641,600	58	8,140	26	141,155	66	13,000	00
Chenango canal.....	2,417,000	00	13,323	54	83,500	83		
Black River canal.....	1,511,967	00						
Genesee Valley canal.....	3,555,000	00	12,292	44	212,219	96	14,000	00
Oneida Lake canal.....	50,000	00	225	04	5,250	00	500	00
Oneida River improvement.....	59,432	57	257	01	3,270	89		
Total.....	30,885,029	26	1,910,701	86	1,815,852	43	2,070,826	38

The annual interest upon 30,885,029 dollars 26 cents, at five and a half per cent the average interest upon the present state debt, is	1,698,676 60
The net revenue from all the state canals, for the year ending 30th of September, 1843, after deducting the cost of the collection of tolls, and the maintenance of the canals, is.....	1,456,760 60
Deficit of the canals to pay five and a half per cent upon the cost.....	241,915 91

POPULATION of the Canal Counties at Three Periods, and of those Counties through which the Erie Railroad is to run.

ERIE RAILROAD COUNTIES.	Population.		CANAL COUNTIES.	Population.		
	1830	1840		1825	1830	1840
	number.	number.		number.	number.	number.
Chautauque	34,617	49,975	Niagara	14,060	18,485	31,132
Cattaraugus	16,726	28,872	Orleans	14,460	18,779	25,132
Alleghany	26,218	40,975	Monroe	39,108	49,862	64,902
Steuben	33,975	46,138	Wayne	26,761	33,555	42,057
Tioga	27,704	20,527	Cayuga	42,743	47,947	50,338
Broome	17,382	22,233	Onondaga	48,435	58,974	67,911
Delaware	32,933	35,396	Madison	35,646	39,037	40,008
Sullivan	12,372	15,629	Oneida	57,847	71,326	85,310
Orange	45,372	50,739	Herkimer	33,040	35,869	37,477
Rockland	9,388	11,975	Montgomery	39,706	43,595	35,818
			Albany	42,821	53,560	68,593
Total	253,927	320,604	Total	394,636	470,983	548,673

Extract from the Report of the Canal Company:—

"The Erie canal, as before stated, originally cost the sum of 7,143,789 dollars 86 cents. When the project of enlarging the Erie canal was first advanced to the public mind, what was understood by the idea of enlarging? When an individual speaks of enlarging his house, he means adding a wing to it, or erecting an additional story, or some similar increase of his accommodations. The idea of incurring an expense greater than the cost of a new house of the same size, would scarcely enter his mind—much less an expense several times greater than the original cost. Had it been at first proposed to build a new canal adjacent to the old one, of the same size, the people would have promptly objected to it, on the ground of the expense, and on the ground that if an additional communication were needed with the far west, a route for it, or for a railroad, would have been sought through some portion of the state, not accommodated with a communication to market. Much more would they have objected, had it been proposed to construct three or more new Erie canals, adjacent and parallel to each other. Experience in the enlargement shows that four or five new Erie canals could have been built, at an expense no greater than the enlargement will require. Thus the Erie canal enlargement, like the construction of the three last-named lateral canals, may be said to have stolen a march upon the public mind, and obtained a high vantage ground by insidious steps. The amount expended thus far on the enlargement, is 13,291,616 dollars (see Comptroller's Report of 1844, p. 6), and no one believes it is more than half accomplished, on the plan undertaken."

CLASSIFICATION of the Canal Debts according to the different Rates of Interest.

	Principal.		Annual Interest.	
	dollars.	cts.	dollars.	cts.
At five per cent	14,872,009	95	743,600	50
At six per cent	1,892,145	23	112,762	44
At seven per cent	3,647,136	00	255,299	52
Total	20 411,291	18	1,111,662	46

More than 9,500,000 dollars of this debt is payable within five and a half years, viz.:—

	dollars.	cts.
Six per cent of 1837	12,771	27
In January, 1834, temporary loan	18,967	00
On the 1st of July, 1845	1,700,897	68
After 1845, say January, 1846	2,362,535	66
On the 1st of July, 1846	571,304	00
On the 1st of July, 1848	1,584,736	00
On the 1st of July, 1849	2,149,400	00
On the 1st of July, 1850	1,256,000	00
	9,656,611	61
Deduct available means on hand, 30th of September	1,987,538	89
Balance to be provided for in 5½ years	7,669,072	72

One half of the mill tax, hereafter to be applied to the payment of the canal debts, will add to the revenues applicable to canal purposes, 275,000 dollars per annum, which for six years, makes a total of 1,650,000 dollars. The surplus revenues of the canals may yield 3,000,000 dollars for the same period, making a total of 4,650,000 dollars; deducted from 7,669,072 dollars, it leaves a balance of debt unprovided for at the close of the fiscal year, in 1850, of 3,019,072 dollars. If the canal fund realises the amount due from insolvent banks, 575,184 dollars, there would still remain 2,443,887 dollars unprovided for. In the three years succeeding 1850, the amount of canal debt falling due is only 70,000 dollars.

A List of the Places on the Junction and Erie Canals, and their Distance from each other.

NAMES OF PLACES.	DISTANCE FROM—					NAMES OF PLACES.	DISTANCE FROM—				
	Place to place.	Albany.	Utica.	Rochester.	Buffalo.		Place to place.	Albany.	Utica.	Rochester.	Buffalo.
	mls.	mls.	mls.	mls.	mls.		mls.	mls.	mls.	mls.	mls.
Albany	0	0	110	269	364	Geddes	2	173	63	96	191
Port Schuyler	5	5	105	264	359	Belisle	4	177	67	92	187
Washington (Gibbonsville)	1	6	104	263	358	Nine-mile creek	1	178	68	91	186
West Troy	1	7	103	262	357	Camillus	1	179	69	90	185
Junction	2	9	101	260	355	Canton	5	184	74	85	180
Cahoes	1	10	100	259	354	Peru	2	186	76	83	178
Lower aqueduct	3	13	97	256	351	Jordan	4	190	80	79	174
Willow Spring	6	19	91	250	344	Cold Spring	1	191	81	78	173
Upper aqueduct	7	26	84	243	338	Weedsport	5	196	86	73	168
Schenectady	4	30	80	239	334	Centreport	1	197	87	72	167
Rotterdam	9	39	71	230	325	Port Byron	2	199	89	70	165
Phillip's locks	5	44	66	225	320	Montezuma (Lakeport)	6	205	95	64	159
Amsterdam	3	47	63	222	317	Lockpit	6	211	101	58	153
Schoharie creek	5	52	58	247	312	Clyde	5	216	106	53	148
Smithtown (Auriesville)	2	54	56	215	310	Lock Berlin	5	221	111	48	143
Caughnawaga (Fultonville)	3	57	53	212	307	Lyons	4	225	115	44	139
Big Nose	7	64	46	205	300	Lockville	6	231	121	38	133
Spraker's basin	2	66	44	203	298	Newark	1	232	122	37	132
Canajoharie	3	69	41	200	295	Port Gibson	3	235	125	34	129
Fort Plain	3	72	38	197	292	Palmyra	5	240	130	29	124
Diefendorf's landing	3	75	35	194	289	Macedonville	4	244	134	25	120
Minden dam (St. Johnsville)	2	77	33	192	287	Wayneport (Barrager's basin)	3	247	137	22	117
East Canada creek	4	81	29	188	283	Perrinton (Lindel's bridge)	2	249	139	20	115
Indian Castle (Nowandaga cr.)	2	83	27	186	281	Perrinton Centre (Col. Peters')	2	251	141	18	113
Fink's ferry	3	86	24	183	278	Fairport	1	252	142	17	112
Little Falls	2	88	22	181	276	Fullham's basin	1	253	143	16	111
Rankin's lock (No. 7)	3	91	19	178	273	Bushnel's basin	3	256	146	13	108
Herkimer lower bridge	4	95	15	174	269	Pittsford	3	259	149	10	105
Herkimer upper bridge	1	96	14	173	268	Billinghast's basin	4	263	153	6	101
Fulmer's creek	1	97	13	172	267	Lock No. 3.	2	265	155	4	99
Morgan's landing	1	98	12	171	266	Rochester	4	269	159	0	95
Steele's creek	1	99	11	170	265	Brockway's	10	279	169	10	85
Frankfort	2	101	9	168	263	Spencer's basin	2	281	171	12	83
Ferguson's	6	107	3	162	257	Adams' basin	3	284	174	15	80
Utica	3	110	0	159	254	Cooley's basin	3	287	177	18	77
York mills (Wetmore's)	3	113	3	156	251	Brockport	2	289	179	20	75
Whitesboro'	1	114	4	155	250	Holley	5	294	184	25	70
Oriskany	3	117	7	152	247	Scio	4	298	188	29	66
Rome	8	125	15	144	239	Albion	6	304	194	35	60
Wood cr. aqueduct (Fort Bull)	2	127	17	142	237	Gaines' basin	2	306	196	37	58
Hawley's basin	2	129	19	140	235	Eagle harbour	1	307	197	38	57
Stony creek	1	130	20	139	234	Long bridge	2	309	199	40	55
New London	2	132	22	137	232	Knowlesville	2	311	201	42	53
Higgins'	4	136	26	133	228	Road culvert	1	312	202	43	52
Loomis'	2	138	28	131	226	Medina	3	315	205	46	49
Oneida creek (Durhamville)	3	141	31	128	222	Shelby basin	3	318	208	49	46
Canastota	5	146	36	123	218	Middleport	3	321	211	52	43
New Boston (Canasaraga)	4	150	40	119	214	Reynold's basin	3	324	214	55	40
Chiteningo	3	153	43	116	211	Gosport	2	326	216	57	38
Pool's brook	3	156	46	113	208	Lockport	7	333	223	64	31
Little lake	2	158	48	111	206	Pendleton	7	340	230	71	24
Kirkville	2	160	50	109	204	Welch's	2	342	232	73	23
Manlius (Reels)	2	162	52	107	202	H. Brockway's	4	346	236	77	18
Limestone feeder	1	163	53	106	201	Tonnawanta	6	352	242	83	12
Orville feeder	2	165	55	104	199	Lower Black Rock	8	360	250	91	4
Lodi	5	170	60	99	194	Black Rock	1	361	251	92	3
Syracuse	1	171	61	98	193	Buffalo	3	364	254	95	0

28.90 chains over, to Lake Erie—Big Buffalo creek harbour.

RATES of Tolls established by the Canal Board on Persons and Property transported on all the Canals of the State, 1844, and also the minimum Rates fixed by the Constitution.

ARTICLES.	Rates for 1844.	Minimum Rates fixed by the Constitution.
	ct. m. fr.	ct. m. fr.
PROVISIONS, &c.		
1 On flour, salted beef and pork, butter, cheese, tallow, lard, beer and cider, per 1000 lbs. per mile	0 4 5	0 4 46
2 On bran and ship stuffs, in bulk, per 1000 lbs. per mile	0 4 5	0 4 46
IRON, MINERALS, ORES, &c.		
3 On salt manufactured in this state, 1000 lbs. per mile	0 2 3	0 2 23
4 On foreign salt, per 1000 lbs. per mile	3 0 0	0 2 23
5 1st. On gypsum, the product of this state, per 1000 lbs. per mile	0 2 3	0 2 23
2nd. On foreign gypsum, per 1000 lbs. per mile	0 4 5	0 4 46
6 On brick, sand, lime, clay, earth, leached ashes, manure and iron ore, per 1000 lbs. per mile	0 2 3	0 2 23
7 On pot and pearl ashes, window glass, or glassware manufactured in this state, kelp, charcoal, broken castings, and scrap iron, per 1000 lbs per mile	0 4 5	0 4 46
And on pig iron the same rate of toll, except when cleared on the Oswego and Champlain canals, and going towards tide water, when it is to be charged per 1000 lbs. per mile	0 4 5	0 4 46
8 1st. On mineral coal, (except coal to be used as fuel in the manufacture of salt, which shall pass free of toll.) going towards tide water, or going north on the Champlain canal, having come from the west, or going west from Utica or from any point west thereof, or going upon any lateral canal; and on anthracite coal going from tide water, per 1000 lbs. per mile	0 4 5	0 4 46
2nd. On all other mineral coal than such as above specified, per 1000 lbs. per mile	0 4 5	0 4 46
9 On stove and all other iron castings, per 1000 lbs. per mile	0 4 5	0 4 46
10 On copperas and manganese going towards tide water, per 1000 lbs. per mile	0 4 5	0 4 46
11 On bar and pig lead going towards tide water, per 1000 lbs. per mile	0 4 5	0 4 46
FURS, PELTRY, SKINS, &c.		
12 On furs, peltry (except deer, buffalo, and moose skins), per 1000 lbs. per mile	1 0 0	0 4 46
13 On deer, buffalo, and moose skins, per 1000 lbs. per mile	0 5 0	0 4 46
14 On sheep skins, and other raw hides, of domestic animals of the United States, per 1000 lbs. per mile	0 4 5	0 4 46
15 On imported raw hides, of domestic and other animals, per 1000 lbs. per mile	0 5 0	0 4 46
FURNITURE, &c.		
16 On household furniture, accompanied by, and actually belonging to, families emigrating, per 1000 lbs. per mile	0 4 5	0 4 46
17 On carts, waggons, sleighs, ploughs, and mechanics' tools, necessary for the owners' individual use, when accompanied by the owner, emigrating for the purpose of settlement, per 1000 lbs. per mile	0 4 5	0 4 46
STONE, SLATE, &c.		
18 On slate and tile, for roofing, and stoneware, per 1000 lbs. per mile	0 4 5	0 4 46
19 On all stone, wrought and unwrought, per 1000 lbs. per mile	0 2 3	0 2 23
LUMBER, WOOD, &c.		
20 On timber, squared and round, per 100 cubic feet per mile, if carried in boats	0 5 0	0 5 00
21 On the same, if carried in rafts, (except dock sticks as in next item,) per 100 cubic feet per mile	1 0 0	0 5 00
22 On round dock sticks, passing in cribs separate from every other kind of timber, per 100 cubic feet per mile	1 0 0	0 5 00
23 On blocks of timber for paving streets per 1000 lbs. per mile	0 2 0	
24 1st. On boards, plank, scantling, and sawed timber, reduced to inch measure, and all siding, lath, and other sawed stuff, less than one inch thick, carried in boats (except such as are enumerated in regulations, numbers 26 and 35), per 1000 feet per mile	0 5 0	0 5 00
2nd. On the same, if transported in rafts	2 0 0	0 5 00
25 On mahogany (except veneering), reduced to inch measure, per 1000 feet per mile	1 5 0	0 5 00
26 On sawed lath, of less than ten feet in length, split lath, hoop poles, hand-spikes, rowing oars, broom handles, spokes, hubs, tree nails, felloes, boat-knees, plane stocks, pickets for fences, and stuff, manufactured or partly manufactured for chairs and bedsteads, per 1000 lbs. per mile	0 2 0	
PRESENT RATES ON STAVES.		
27 On staves and heading, transported in boats, per 1000 lbs. per mile,		
1st. For pipes and hogsheads	0 1 5	
2d. For barrels	0 2 0	
28 On the same, if transported in rafts, per 1000 lbs. per mile	0 5 0	
CONSTITUTIONAL RATES.		
On stave and heading for pipes, per 1000 lbs. per mile	....	1 0 00
On staves and heading for hogsheads, per 1000 lbs. per mile	....	0 7 00
On staves and heading for barrels or less, per 1000 lbs. per mile	....	0 5 00
29 On shingles per M. per mile, carried in boats	0 1 0	0 1 00
30 On the same, if conveyed in rafts, per M. per mile	0 4 0	0 1 00
31 On split posts (not exceeding ten feet in length), and rails for fencing (not exceeding fourteen feet in length) per M. per mile, carried in boats	2 0 0	2 0 00
32 On the same, if conveyed in rafts, per M. per mile	8 0 0	2 0 00
33 On wood for fuel, except such as may be used in the manufacture of salt, which shall be exempt from toll.) and tan bark, per cord per mile	1 0 0	1 0 00
34 On the same, if transported in rafts, per cord per mile	2 0 0	1 0 00
35 On sawed stuff for window blinds, not exceeding one-fourth of an inch in thickness, and window sashes per 1000 lbs. per mile	0 5 0	

(*continued*)

ARTICLES.	Rates for 1844.	Minimum Rates fixed by the Constitution.
	ct. m. fr.	ct. m. fr.
AGRICULTURAL PRODUCTIONS, &c.		
36 On cotton and wool, per 1000 lbs. per mile	0 4 5	0 4 46
37 On live cattle, sheep, and hogs, per 1000 lbs. per mile	0 4 5	0 4 46
38 On horses (and each horse when not weighed, to be computed at 900 lbs.) per 1000 lbs. per mile	0 5 0	0 4 46
39 On rags, per 1000 lbs. per mile	0 4 5	0 4 46
40 On hemp, manilla, and unmanufactured tobacco, per 1000 lbs. per mile	0 4 5	0 4 46
41 On pressed hay, per 1000 lbs. per mile	0 2 3	0 4 46
42 On wheat and all other agricultural productions of the United States, not particularly specified, and not being merchandise, per 1000 lbs. per mile	0 4 5	0 4 46
43 On merchandise, per 1000 lbs. per mile	0 9 0	0 8 92
ARTICLES NOT ENUMERATED.		
44 On all articles not enumerated or excepted, passing from tide water, per 1000 lbs. per mile	0 9 0	0 4 46
45 On all articles not enumerated or excepted, passing towards tide water, per 1000 lbs. per mile	0 4 5	0 4 46
BOATS AND PASSENGERS.		
46 On boats used chiefly for the transportation of persons, navigating any of the canals, except the Junction canal, per mile	5 0 0	5 0 00
47 On boats used chiefly for the transportation of persons navigating the Junction canal, and not connected with regular lines of boats for the transportation of persons on the Erie or Champlain canals, per mile	5 0 0	5 0 00
48 On boats, used chiefly for the transportation of property, per mile	2 0 0	
CONSTITUTIONAL RATES.		
On boats made and used chiefly for the transportation of property, on each ton of their capacity, per mile	....	0 1 00
49 On all persons over ten years of age, per mile	0 5 0	
50 On articles of the manufacture of the United States, going towards tide water, although they may be enumerated in the foregoing list, per 1000 lbs. per mile	0 4 5	0 4 5

The secretary of state, pursuant to the resolution of the Assembly, of February 2, 1843, has submitted the second annual report of the several roads in the state to the legislature. The document has not yet been printed, but a gentleman at Albany has furnished us with the tabular statement which follows, carefully copied and compiled from the official manuscript documents. Much care has been taken to compare and verify the various columns, and it may be regarded as strictly correct.

It should be observed, that the column showing the net income of the road, does not, in all cases, express the legitimate earnings of the road. The receipts for the year past include sales of surplus materials, and other extraneous items.

The first seven roads in the table form the continuous line, in the order in which they are placed, from the Hudson to Lake Erie. The average cost per mile, of the whole number of roads, is 30,700 dollars. By reference to the cost of construction given in the table, and deducting the cost of the Schenectady and Troy, and the Albany and West Stockbridge roads, from which no revenue is derived, the total cost of the other roads is shown to be 17,197,251 dollars, from which are derived the aggregate income of 1,100,016 dollars. From this statement results 17,197,251 dollars: 1,100,016 dollars:: 1: 64 or 6 4-10 per cent on the capital invested.

This is an increase of nearly one per cent over the results for the year 1843. The railroads of Massachusetts ranged about the same for that year. The rate per cent of income, on some 2000 miles of railroads in the United States, as ascertained by Chevalier de Gerstner, in 1839, was very nearly the same. The whole number of miles run on all the roads, is 1,257,529; the cost for running

and repairs is 799,752 dollars; which gives the average cost per mile, sixty-four cents.

The West Stockbridge road is run in connexion with the western railroad, forming a continuous line between Greenbush and Worcester. No separate account has been kept of through and way passengers.

The Mohawk and Hudson Railroad company have an undivided interest with the Utica and Schenectady, Syracuse and Utica, Auburn and Syracuse, and Auburn and Rochester Railroad companies, in 100 passenger cars, and twenty-eight mail and baggage cars.

Of the seventeen railroad corporations of the state, eleven of them have complied with the requirements of February 2, 1843, leaving the following companies in default, viz.: New York and Erie, Buffalo and Black Rock, Hudson and Berkshire, Lewiston, Long Island, and New York and Harlem.

NAME OF ROAD.	Miles.	Cost of Construction.	Annual Expenditure.	Receipts from Passengers, Mails, &c.	Excess of Receipts.	Dividends.	Receipts from all Passengers.	Income from all sources.
	No.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
Mohawk and Hudson ...	17	1,317,802 51	34,040 69	217,172 32	183,131 63	none	66,293 81	150,878 51
Utica and Schenectady..	78	2,168,665 00	132,838 41	384,391 59	251,553 18	160,000 00	306,278 65	78,112 84
Syracuse and Utica.....	53	1,151,575 98	71,068 81	194,532 32	123,463 51	80,000 00	181,647 34	12,884 98
Auburn and Syracuse...	26	760,656 60	44,193 76	96,737 88	52,544 12	31,547 00	80,553 17	16,184 71
Auburn and Rochester..	78	1,796,342 49	85,660 12	237,667 38	152,007 26	105,000 00	215,246 95	22,420 43
Tonawanda	43	727,331 87	38,311 93	114,177 28	75,865 35	23,333 33	92,639 06	21,538 22
Attica and Buffalo	31	336,211 37	25,215 10	73,248 14	48,033 04	....	64,339 97	8,908 17
Saratoga & Schenectady.	22	303,658 06	26,209 03	35.747 64	9,538 61	....	28,067 55	7,680 09
Schenectady and Troy ..	20½	640,799 60	33,560 81	32,862 59	Def. 698 00	none	31,067 25	1,795 34
Rensselaer and Saratoga.	25	475,801 10	29,530 89	41,931 64	12 400 75	10,500 00	23,638 61	18,293 03
Long Island.....	96	1,610,221 00	94,460 47	153,455 83	58,995 36	none	143,300 99	10,154 84
New York and Erie	53	4,762,434 77	66,045 00	126,020 44	59,075 44	none	46,178 84	79 841 60
New York and Harlem .	27	1,204,846 00	78,286 11	140,684 90	62,398 79	none	138,190 04	2,494 86
Albany and West Stockbridge.....	38¼	1,768,687 95	15,431 68					
Hudson and Berkshire..	31	575,613 00	24,000 00	35,029 64	11,029 64	....	9,088 00	25,941 00
Total.....	638¾	19,606,737 30	799,752 81	1,883,658 59	1,100,016 68	....	1,426,530 33	457,128 62

NAME OF ROAD.	Through Passengers.	Way Passengers.	Miles run by all Trains.	Miles run by Freight Trains.	Locomotives.	Passenger cars.	Freight cars.	Mail and other cars.	Machine shops.	Horses.	Men employed.	Repairs, &c.
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	dollars.
Mohawk and Hudson.....	132,685	none	34,112	27,400	6	..	68	34	1	8	93	58,780
Utica and Schenectady ...	101,215	60,634	126,573	38,333	12	41	70	..	1	3	120	128,850
Syracuse and Utica.....	82,038	39,708	87,000	20,000	9	..	27	..	1	..	85	66,800
Auburn and Syracuse.....	80,538	9,716	41,548	7,858	3	..	18	..	..	..	45	38,530
Auburn and Rochester....	50,512	70,857	128,696	30,407	10	..	17	..	2	4	136	100,200
Tonawanda.....	52,962	26,570	49,880	8,200	5	12	52	3	1	4	84	43,610
Attica and Buffalo.....	64,646	9,303	39,296	7,559	..	..	..	..	..	..	..	19,150
Saratoga and Schenectady	14,541	23,424	33,166	..	3	6	10	..	1	4	24	25,810
Schenectady and Troy....	60,677	2,409	42,245	..	3	7	19	24	1	none	27	30,410
Rensselaer and Saratoga..	10,871	19,698	20,090	8,500	3	15	20	..	none	8	29	22,300
Long Island.....	130,000	thr. & w.	89,856	28,404	11	22	63	10	2	12	100	No reprt
New York and Erie.....	11,976	68,044	57,302	41,690	5	6	25	4	1	none	112	do.
New York and Harlem...	no acc.	no. acc.	123,616	no acc.	7	34	5	..	1	137	150	do.
Albany and W. Stockbridge	..	..	54,838	76,780	none	none	none	none	1	none	none	do.
Hudson and Berkshire....	3,035	14,367	34,180	P. & frt.	4	4	36	..	1	4	33	do.
Total.....	....	....	962,398	295,131								

CANALS AND RAILROADS OF PENNSYLVANIA.

Canals and Railroads constructed by the State.—In 1791, a report was made by a committee of the legislature, recommending the improvement of the Delaware, Lehigh, and Lackawana rivers; a canal from the Schuylkill to the Susquehanna, by way of the Tulpehocken and Swatara; the improvement of the Susquehanna, with its north and west branches, and a connexion by way of the Sinnemahoning between the west branch of Susquehanna and the Alleghany river and Lake Erie. A portage connexion was also proposed from the head waters of the Juniata to those of the Conemaugh, in order to form a communication from the Susquehanna to Pittsburg. As railroads were then unknown, it was proposed to connect the canals by means of good turnpike-roads across the dividing summits.

Nothing was done by the state on the subject of internal improvements until 1824, when an act was passed authorising the governor to appoint three commissioners to explore a route for a canal from Harrisburg to Pittsburg, by the waters of the Juniata and Conemaugh rivers; and also the route for a connexion by way of the west branch of Susquehanna and Sinnemahoning, with the waters of the Alleghany river. An examination of the country between the Schuylkill and Susquehanna, through the great valley of Chester and Lancaster counties, was also directed; together with a route "beginning at a point on the river Schuylkill, in the county of Schuylkill, thence by Mahanoy creek, the river Susquehanna, the Moshannon, Clearfield, and Black Lick creeks, the Conemaugh, Kiskiminetas, and Alleghany river to Pittsburg."

In 1825, an act was passed authorising the appointment of a board of canal commissioners, and directing the following additional surveys to be made: "one from Philadelphia through Chester and Lancaster counties, and thence by the west branch of the Susquehanna and the waters thereof to the Alleghany and Pittsburg; also from the Alleghany to Lake Erie; one other from Philadelphia by the Juniata to Pittsburg, and from thence to Lake Erie; one from the city of Philadelphia to the northern boundary of the state towards the Seneca or Cayuga lake; one through Cumberland and Franklin counties to the Potomac river; and one by the Conecocheague, or Monococy and Conewago to the Susquehanna." A survey was also directed, by the same act, to be made through the county of Bedford, to connect the route of the proposed Chesapeake and Ohio canal with the Juniata route.

By the act of the 25th of February, 1826, the canal commissioners were directed "to locate and put under contract a canal on the east side of the Susquehanna river, from the mouth of the Swatara to a point opposite the mouth of the Juniata; and one from Pittsburg to the mouth of the Kiskiminetas; thus commencing two sections of the main line of communication from Philadelphia to Pittsburg. They were also authorised, as soon as they might deem it practicable

and expedient, to construct a navigable feeder of a canal from French creek to the summit level at Conneaut lake, and to survey and locate a route for a canal from that to Lake Erie."

"In order to sustain the credit of the commonwealth, an internal improvement fund was established (April 1, 1826) under the control of the secretary of the commonwealth, the auditor-general, and the state-treasurer, as commissioners; which fund was specifically appropriated, pledged, and set apart for the purpose of paying the interest and reimbursing the principal of the state debt which might be created in consequence of the construction of the canals and public improvements: the accounts of the fund to be kept separate from the other public accounts." This fund consists of the tolls which were to be received on all the public works, the auction duties, the net proceeds of all escheats, and the dividends on road, canal, and bridge stocks owned by the state. By subsequent enactments, the tax on collateral inheritances, taxes on certain property, and sundry other appropriations were added to the fund.

By the act of April 9, 1827, "the construction of a canal up the Juniata as far as Lewistown; another up the Kiskiminetas and Conemaugh to Blairsville, and one up the Susquehanna to Northumberland were duly authorised." By the same act, "surveys were directed to be made of the route across the Alleghany mountain from Frankstown on the Juniata to Johnstown on the Conemaugh, with a view of determining whether the portage should be by a smooth and permanent road of easy graduation, or by a railway with locomotive and stationary engines or otherwise." Surveys were also ordered between the west branch and the Alleghany river; up the north branch from Northumberland to the state line, and from Pittsburg to Erie by the route of Beaver and Shenango. A survey for a railroad was also directed to be made "from Philadelphia, through Chester and Lancaster counties to the Susquehanna, and also to ascertain the practicability of connecting the north branch of the Susquehanna and Lehigh rivers, by a canal or railway." A survey was, by the same act, directed to be made for extending the canal down the Susquehanna, from the mouth of Swatara to the Maryland line. Operations for the construction of the *French Creek feeder* (to Conneaut lake) was ordered, and surveys directed from Conneaut to Lake Erie. The commissioners were instructed to make a survey for a canal from Philadelphia up the valley of the Delaware to Carpenter's point; "and if found practicable, to locate and contract for the construction of such portion of it as should not exceed the cost of 100,000 dollars, provided that the average expense thereof should not exceed 12,000 dollars per mile."

By the act of the 24th of March, 1828, "the extension of the canals on the Susquehanna, from the mouth of Swatara to Columbia; from Lewistown to Hollidaysburg on the Juniata; from Northumberland along the west branch of the Susquehanna to Bald Eagle; from Northumberland to the New York state line, on

Northumberland, at the junction of the north and west branches, where it unites with the north and west branch divisions. Ascent, eighty-six and a half feet; length, thirty-nine miles.

The *North Branch section* opens at Northumberland, and follows the north branch of the Susquehanna to the mouth of Lackawana, in Luzerne county, above Wilkesbarre. There is a dam across the river at Nanticoke, and the upper end of the canal is supplied with water from the Lackawana. Locks, seventeen feet by ninety feet; total lockage, 112 feet; length, seventy-three miles.

The *North Branch extension* is unfinished; it was intended to communicate with the New York state, by joining the Chenango canal, as a northern outlet for the coal and iron of Pennsylvania, and to obtain back freights of salt and gypsum. From Lackawana, it follows the north branch to Athens, in Bradford county, near the northern line of the state. The cost of work done on this extension up to December 1, 1841, amounted to 2,348,276 dollars; estimated cost of work remaining to be done, 1,298,416 dollars; total estimated cost, 3,646,692 dollars. Length of canal, ninety miles; lockage, 193 feet.

The *West Branch section* is a lateral canal from the Susquehanna section, beginning at Northumberland, and extending up the west branch of the Susquehanna, by Milton, Williamsport, and other places, to the bituminous coal region in the vicinity of Farrandsville.

Two lateral branches from the West Branch section extend, one to Lewisburg, about half a mile, and the other to Bald Eagle creek, near Lock Haven, three miles and a half in length.

The *Sinnemahoning extension* is a continuation of the West Branch canal to the mouth of Sinnemahoning creek, a distance of about thirty-six miles above Farrandsville. It is unfinished, the work being suspended in 1839.

The *Wiconisco canal* is also unfinished. It extends along the east bank of the Susquehanna, from the dam at Clark's ferry, near Duncan's island, to Millersburg, at the mouth of Wiconisco creek, a distance of twelve miles; ascent, thirty-five feet. By the act of July 13, 1842, this canal was transferred to an incorporated company, "reserving the right to the state to reclaim it after twenty years, upon paying to the company the amount expended by them in its completion."

The *Western section*, near Johnstone, the western termination of the Alleghany Portage railroad, the Western section of the canal, opens and continues down the Conemaugh and Kiskiminetas to the River Alleghany; crossing which, near the mouth of Kiskiminetas, this canal winds along the western bank of the river to Alleghany city, opposite Pittsburg, where it crosses an aqueduct, and thence runs through Pittsburg to the Monongahela river. There are ten dams on the route, and upwards of twenty miles of slack water, navigable on

their pools. Below Blairsville, the canal passes through a tunnel 817 feet in length. Descent by lockage, 471 feet; distance, 105 miles.

The *Beaver section* extends from a town of the same name, on the Ohio, up Beaver river to the Shenango, and thence up that stream to the head of slack water navigation, about six miles above Newcastle. Length, thirty-one miles; ascent, 132 feet.

A little below Newcastle, at the mouth of Mahoning creek, this section is crossed by the Mahoning canal, which extends into Ohio, and at Akron it intersects the Ohio and Erie canal. The Beaver section is only a part of a canal, intended to connect the Ohio river, by way of Conneaut lake, with Lake Erie.

The *Erie extension* is unfinished, it is divided into the *Shenango* section, commences at the head of the Beaver section, above Newcastle, and extends northward to the town of Erie. The ascent from the Shenango pool to the summit at Conneaut lake, is 287 feet; the descent thence to Lake Erie, 510 feet. The level of Conneaut lake is 419 feet above low water in the Ohio, at Beaver, and the surface of Lake Erie, ninety-one feet lower than the Ohio. Length of the Erie extension, 105 miles.

The *French Creek feeder*, is a navigable canal, twenty-seven miles in length, from French creek above Meadville to the Erie extension at Conneaut lake.

The *Franklin line* joins it at the aqueduct, seven miles below Meadville, where the water in the feeder is on a level with Conneaut lake, and gives it an extension to Franklin on the Alleghany river. Descent of lockage, 128 feet; length twenty-two miles.

Pennsylvania State Railroads.—The *Philadelphia* and *Columbia railroad* commences at Philadelphia, crosses the Schuylkill by a viaduct about two miles from the city, and follows a western course by Downingtown and Lancaster, to Columbia on the Susquehanna, a distance of eighty-two miles. Here it joins the eastern section of the Pennsylvania canal.

The Schuylkill viaduct for the rails is 984 feet in length, it has also a way for carriages and foot passengers. Immediately west of this, the road ascends by an inclined plain, 2805 feet in length, with a rise of 187 feet, on which cars ascend and descend at the same time, by being attached to an *endless* rope, moved by a stationary engine of sixty-horse power. The railroad then ascends gradually to near the West Chester railroad, about twenty-two miles from Philadelphia, where its height is 543 feet above tide-water. The railroad then descends 293 feet, at a grade of twenty-nine feet to the mile, to the Brandywine viaduct near Downingtown; from thence it again ascends, after crossing the West Brandywine near Coatesville, over the North Valley hill, at Mine Ridge gap, by a grade increased for about three-quarters of a mile, to forty-five feet per mile. From this

height the road descends 250 feet into the Lancaster valley, by the city of Lancaster, and descends but twenty-five feet, by a route of six miles, to the Susquehanna river, Columbia.

There are several viaducts over the streams crossed by this railroad, particularly those over Valley creek and West Brandywine; the latter is 835 feet in length, and seventy-two feet above the water. Those over the Big and Little Conestoga creeks are 1412 feet and 804 feet long. The highest embankment is eighty feet, and the deepest cuttings from thirty to forty feet. The locomotive engines for the transportation of freight, are capable of drawing upwards of 100 tons each, exclusive of the weight of cars, engine, &c., or nearly 200 tons in all, at an average speed of ten or twelve miles per hour.

The *Alleghany Portage railroad* commences at Hollidaysburg, at the western termination of the Juniata canal, and crosses the Alleghany ridge at Blair's gap; thence it descends to the valley of the Conemaugh, to Johnstown, at the western division of the Pennsylvania canal. There are ten inclined planes on this railroad from Johnstown eastward, and eleven "levels," or graded lines of road, the inclination of which is from ten feet to fifteen feet to the mile, except that between Johnstown and the first plane, which has a grade of about twenty-four feet, between the eastern plane and Hollidaysburg, where the maximum grade is fifty-two feet. Blair's gap is 2325 feet above the level of mean high water of the tide on the Susquehanna; the ascent from Hollidaysburg to the summit, is 1398 feet in ten miles, and the descent to Johnstown 1171 feet in twenty-six miles and a half. There are five inclined planes on each side of the summit; the longest being the third one west of Hollidaysburg, which is 3117 feet in length, with a rise of 307½ feet; and the shortest, the third east of Johnstown, 1480 feet in length, rising 130½ feet.

At the head of each inclined plane, there are two stationary engines of about thirty-five horse power each, which draw up and let down, by *the endless* rope, the cars attached. Four cars, each loaded with a burden of 7000 pounds, can be drawn up at once, and as many let down at the same time, from six to ten times in an hour. On the short levels between the planes, horses are used for drawing the cars.

A viaduct over the Conemaugh, consists of a single arch of eighty feet span, at a height of seventy feet above the water of the stream. Through a ridge near the head of the first plane, east of Johnstown, there is a tunnel, 901 feet in length, twenty feet wide, and nineteen feet high. This railroad is thirty miles and a half long.

The *Gettysburg railroad*, intended to communicate between the Pennsylvania improvements and those of Maryland, from the Baltimore to the Ohio railroad, and also with the Chesapeake and Ohio canal. After expending more than 700,000 dollars, on the eastern end between Gettysburg and the summit of the south mountain, the work was suspended.

PENNSYLVANIA CANALS AND RAILROADS CONSTRUCTED BY COMPANIES.—The *Lehigh navigation* consists of a succession of canal and slack water navigation constructed by the Lehigh company, numerous dams built across the river form navigable pools, and between these there are canals of various lengths. These works join the Delaware section of the state canal at Easton on the Delaware, and extend up the Lehigh river by Bethlehem and Allentown to Mauch Chunk, at the eastern termination of the great southern anthracite coal basin. The canals are sixty feet wide at the water line, forty-five feet at bottom, and five feet deep; locks 100 feet long and twenty-two feet wide, capable of passing boats carrying more than 100 tons; dams from 300 feet to 564 feet long, and eight feet to nineteen feet and a half high. Distance, forty-six miles and a half, with a rise in lockage of 353 feet.

From Mauch Chunk the navigation is continued up the river to Whitehaven, twenty-four miles and three quarters; and thence to the falls at Stoddartsville, thirteen miles and a half, there is a descent for boats by artificial freshets, chiefly for bringing down lumber. The distance from Mauch Chunk to the northern termination of the works, is thirty-eight miles and a quarter. Ascent, 936 feet. The locks above Mauch Chunk are of the same length as those below, and twenty feet wide; one of them has a lift of thirty feet, and can be filled or emptied in two minutes and a half. On this upper division of the work are twenty dams, from fourteen to thirty-eight feet high, and from 187 to 375 feet long. Total length of the Lehigh navigation, eighty-four miles and a half.

The *Lackawaxen canal* is an extension of the Delaware and Hudson canal into Pennsylvania. It enters the state near the mouth of Lackawaxen, and extends up that stream to Honesdale, in Wayne county, where it connects with a railroad to the Lackawana coal mines at Carbondale. Length, twenty-five miles; lockage rise, 187 feet from the Delaware to Honesdale, which is 870 feet above tide water.

The *Schuylkill navigation* commences at Fair Mount dam, near Philadelphia, and follows the Schuylkill by Norristown and Reading to Port Carbon. It opens a water carriage between the Philadelphia and the Schuylkill coal region. It was commenced in 1815, and completed in 1826. Like the Lehigh navigation, it consists of pools formed across the river, with intervening lines of canal, sometimes on the east and sometimes on the west side of the river, which the canal crosses several times. Near Reading it is intersected by the Union canal, which joins the Susquehanna, and the state canals of the interior. Length of navigation from Philadelphia to Port Carbon, 108 miles, of which fifty-eight is canal and fifty slack water. The longest line of canal on the route is twenty-two miles, called the Girard, the upper end of which is five or six miles below Reading. Width of canal, thirty-six feet at top, twenty-two at bottom, and four feet deep. Locks, eighty feet by seventeen; total ascent, 610 feet.

The *Union canal* passes from the Schuylkill, near Reading, westward up the valley of Tulpehocken creek, to the summit between the head waters of that stream and those of the Quitapahilla, a branch of the Swatara. It then descends the Swatara to the Susquehanna, near Middletown. A branch, twenty-three miles in length, serves the double purpose of a navigable canal and a feeder, and extends up the Swatara northward to Pine Grove, in Schuylkill county, from which railroads extend to the coal mines. Near the gap by which the Swatara passes through the Blue mountain, a large dam is constructed which forms a pool or reservoir several miles in extent. The feeder on the Swatara being lower than the summit level of the canal near Lebanon, water works have been constructed, which are now aided by steam engines, for the purpose of raising the water, which is conducted in a trunk several miles to the main canal. From the commencement of this canal on the Schuylkill to the summit level, the decline is forty-one miles and a quarter; ascent of lockage, 311 feet. The summit level is seven miles long, and 498½ feet above tide water. From this to the Susquehanna is thirty-three miles and three quarters; descent, 208½ feet. Width of canal, thirty-six feet; depth, four feet. Locks, seventy-five feet by eight feet and a half. Length of canal, eighty-two miles.

The *Susquehanna* or *Tide Water canal*, commencing at Wrightsville, opposite Columbia, and continues along the west side of the Susquehanna river to Havre-de-Grace, in Maryland. This canal opens a communication between the eastern division of the Pennsylvania canal and the tide water of Chesapeake bay. Canal, fifty feet wide, five feet deep; locks with double chamber, admitting the passage of two boats at the same time, or of a raft 170 feet long, and sixteen feet wide. Length, forty-five miles; descent, 233 feet.

The *Conestoga navigation* consists of dams and locks, on Conestoga creek, from the city of Lancaster to the Susquehanna river. Locks, 100 feet by twenty-two feet; length of navigation, eighteen miles; descent, sixty-two feet.

The *Codorus navigation*, by dams, locks, and canals on Codorus creek, from the borough of York to the Susquehanna river. Length, eleven miles.

Bald Eagle and *Spring Creek navigation*, extends from the West Branch State canal, at Lock Haven, in Clinton county, up the Bald Eagle and Spring creeks to Bellefonte, in Centre county. Length, twenty-five miles; nineteen of which are finished. Lockage, 183 feet.

Monongahela Improvement navigation, extending up that river to the Virginia line; unfinished. Length, about forty miles.

Mahoning canal, eight miles of which are in Pennsylvania, extends from the Beaver division of the State canal, near Newcastle, in Mercer county, up the valley of Mahoning river into the state of Ohio, and joins the Ohio and Erie canal at Akron, Ohio. Length, eighty-five miles.

Corporated Railroads.—There are in the city of Philadelphia and the

incorporated districts adjoining, several short railroads joining or uniting the greater railroads which approach the city in different directions.

The *City railroad* extends along Broad-street from the Columbia railroad, at Vine-street, to the Southwark railroad, at Cedar-street or South-street, one mile; with a branch down Market-street from Broad-street to Third-street, and thence down Third-street and Dock-street to the city warehouses near Dock-street wharf. Length, one mile and a quarter.

The *Southwark railroad* extends from the City railroad at South-street down Broad-street to Prime-street, and thence by the latter to the Delaware above the Navy-yard; nearly two miles. A branch of this road, half a mile in length, extends up Swanson-street to Cedar-street, near the wharf.

The *Northern Liberties* and *Penn Township railroad* branches off from the Columbia railroad and down Willow-street to the Delaware railroad, joining the Germantown, Norristown, and the Philadelphia and Trenton railroads. Length, one mile and a quarter.

The *Philadelphia* and *Trenton railroad*, from Philadelphia to Frankford, Holmesburg, Bristol, and Morrisville, opposite Trenton, on the Delaware. Rails across the bridge into Trenton, form a communication with the railroad from Trenton to New York. Length, about twenty-eight miles.

The *Philadelphia* and *Wilmington railroad* joins the Southwark railroad at Broad-street and Prime-street, in Philadelphia, crosses the Schuylkill by a viaduct, passes through Chester to the state boundary, thence to Wilmington, in Delaware, where it joins the Wilmington and Susquehanna railroad to Baltimore. Length, twenty-seven miles.

The *Philadelphia, Germantown,* and *Norristown railroad,* seventeen miles in length, along the eastern side of Schuylkill, by Manayunk, to Norristown, in Montgomery county. About three miles from this city, a branch leaves this road and proceeds to Germantown, three miles.

The *West Philadelphia railroad,* extends from the Schuylkill, opposite Philadelphia, north-westward, joining the Columbia railroad about eight miles from the Schuylkill. It is unfinished. The most abrupt grade is nearly fifty-seven feet, the average grade forty-three feet, per mile.

The *Valley railroad* branches from the Philadelphia and Reading railroad on the west side of the Schuylkill, near Norristown, up the valley, to intersect the Philadelphia and Columbia railroad east of Downingtown, about thirty-one miles from the city. Length, twenty miles. Maximum grade, thirty-five feet and three quarters per mile. Road unfinished.

The *West Chester railroad* branches from the Philadelphia and Columbia railroad, twenty-two miles from the city, to West Chester, about ten miles.

The *Philadelphia* and *Reading railroad,* joins the Columbia railroad, below the inclined plane, on the west side of the Schuylkill, near Philadelphia, extends

up that river to Pottsville, opening a line of communication between Philadelphia and the Schuylkill coal region. The whole line, from Pottsville to Philadelphia, is composed of levels and descending grades, which gives great advantages to the descending transportation. A locomotive engine of eleven tons' weight has conveyed from Reading to the Columbia railroad, near Philadelphia, 101 cars with 423 tons, at an average speed of ten miles the hour. There are three tunnels on this road; one at Flat Rock, eight miles from the city, 960 feet in length; another near Phœnixville, of 1932 feet; and the third near Port Clinton, 1600 feet. Near the second tunnel, about thirty miles from Philadelphia, the road crosses to the east side of the river by a viaduct, 288 feet in length, and twenty-four feet above the water. Length, from the Columbia railroad to Reading, fifty-four miles; from Reading to Pottsville, thirty-six miles. A branch, five miles long, from the Falls of Schuylkill, crosses eastward to the Delaware, at Richmond, about three miles from Philadelphia.

The *Little Schuylkill railroad* extends from Port Clinton, at the junction of the two main branches of Schuylkill above the Blue mountain, up the Little Schuylkill to the Tamaqua coal mines, near the south side of the Broad mountain. Ascent, 406 feet; length, twenty-three miles.

The *Mine Hill* and *Schuylkill Haven railroad,* extends from Schuylkill Haven, up the west branch of Schuylkill, to the coal mines in the neighbourhood of Mine hill. Length of road and branches, twenty miles.

The *Mount Carbon railroad* commences a mile below Pottsville, passes up Norwegian creek to the commencement of the Danville and Pottsville railroad, and thence extends by branches to several coal mines. Length, seven miles.

The *Schuylkill Valley railroad* commences at Port Carbon, where the Schuylkill navigation terminates, thence up the Schuylkill through the coal region to Tuscarora, ten miles. It has many branches to coal mines, the length of which is twelve or fifteen miles.

The *Mill Creek railroad* from Port Carbon to the mines about Mill creek, four miles, with branches amounting to five miles.

Danville and Pottsville railroad parts from Mount Carbon railroad three miles above Pottsville, crosses the Broad mountain by a summit 1014 feet above the level of the Susquehanna at Sunbury, and then across the valley of Mahanoy creek, and over the ridge between that stream and Shamokin creek, down which to Sunbury on the Susquehanna. On this railroad there is a tunnel 700 feet long, and seven inclined planes: one 1650 feet in length, with an ascent of 345 feet. Chain cables are used on the inclined planes instead of ropes. The eastern section is completed to Girardville, fourteen miles from Pottsville. A tunnel 2500 feet long has been cut through Bear ridge, on the Girard estate, for the purpose of obtaining coal. The western section of the road is completed from Sunbury, twenty-one miles, to the extensive coal mines, a furnace for

smelting iron with anthracite, to the far town of Shamokin: length of the railroad, forty-four miles and a half. A branch, seven miles, to Danville, on the north branch of the projected Susquehanna.

The *Little Schuylkill and Susquehanna*, or *Catawissa railroad*, extends from the termination of the Little Schuylkill railroad at Tamaqua, across the ridge dividing the waters of Little Schuylkill and Catawissa creek, thence down the valley of the latter to the town of Catawissa on the north branch of Susquehanna, about thirty-five miles. Unfinished.

It is proposed to extend this road from Catawissa to Williamsport in Lycoming county. A branch, twelve miles in length, extends from this road near the summit north of Tamaqua, down the valley of Quakake, to the Beaver Meadow railroad near the Lehigh.

INCORPORATED RAILWAYS.—The *Mauch Chunk railroad*, from the coal landing at Mauch Chunk to the summit mines. Length, nine miles. Ascent, 936 feet; highest grade, 133 feet per mile. There is also a railroad of five miles and a quarter, from Mauch Chunk to the company's coal mines on Room Run. Ascent, 534 feet.

The *Beaver Meadow railroad*, from Parryville on the Lehigh, six miles below Mauch Chunk, up the river to the mouth of Quakake creek, and thence up that stream to the Beaver Meadow mines. Length, twenty miles.

The *Hazelton railroad*, branches off from the Beaver meadow road and leads to the coal mines near Hazelton. Length, eight miles.

The *Lehigh and Susquehanna railroad*, constructed by the Lehigh Coal and Navigation company, from Whitehaven on the Lehigh to Wilkesbarre on the Susquehanna joins the North Branch canal. It has one tunnel and three inclined planes. Length, nineteen miles and three quarters.

The *Carbondale and Honesdale railroad* joins the Hudson and Delaware canal navigation on the Lackawana. It extends from Honesdale to the coal mines near Carbondale. Length, sixteen miles and a half. The summit on Moosic mountain, at an elevation of 912 feet, is passed by means of inclined planes.

The *Pine Grove railroad* extends from the Union canal navigation at Pine Grove in Schuylkill county, to the coal mines. Length, four miles. The *Lorberry* and *Swatara* railroads, to other mines in the same region, extend eight miles.

The *Lykens' Valley railroad*, from Millerstown on the Susquehanna, extends along the north side of Berry's mountain to the Wiconisco coal mines at Bear gap, in Dauphin county. Length, sixteen miles.

The *Williamsport and Elmira railroad* is completed from the West Branch canal at Williamsport, up Lycoming creek to Ralston. Length, twenty-five miles. Thence it is intended to extend northward to Elmira in New York, to join the Chemung canal. Projected length, seventy-three miles and a half.

The *Blossburg and Corning railroad*, from the bituminous coal region at Blossburg to the Chemung canal at Corning, New York. Projected length, forty miles ; part finished.

The *Harrisburg and Lancaster railroad* branches from the Philadelphia and Columbia railroad near Lancaster, and extends by Mountjoy and Portsmouth to Harrisburg, where it joins the Cumberland Valley railroad. Near Elizabethtown there is a tunnel of 850 feet. Highest grade, forty-two feet to the mile, generally less than thirty-five feet. Length, thirty-six miles.

The *Cumberland Valley railroad* commences at Harrisburg, crosses the Susquehanna, and continues westward by Carlisle, Newville, and Shippensburg to Chambersburg in Franklin county. The bridge by which this road crosses the Susquehanna has the railroad laid upon a flat roof, with carriage ways beneath. Length of road, fifty-two miles. A route for another railroad to join this, and to extend from Chambersburg to Pittsburg, has been surveyed.

The *Franklin railroad* joins the Cumberland Valley railroad at Chambersburg; thence southward by Greencastle to the state boundary, and to Hagerstown in Maryland. Length, about twenty miles. It is projected to continue this road to the Potomac.

The *York and Wrightsville railroad* extends from the western termination of the Philadelphia and Columbia railroad, across the Susquehanna to Wrightsville; thence westward to York, thirteen miles, where it intersects the Baltimore and Susquehanna railroad.

The *Baltimore and Susquehanna railroad* extends southward from York, up the valley of Codorus creek to the Maryland boundary, eighteen miles, and thence to Baltimore. Whole length, fifty-six miles.

RECAPITULATION.

	miles.		miles.
Length of state canals	848	Length of state railroads	118
„ company canals	432	„ company railroads	602
		„ private railroads to mines, &c.	75
Total length of canals	1280	Total length of railroads	795

The *Turnpike Roads and Bridges* of Pennsylvania are numerous and well made. They have been nearly all constructed by incorporated companies. Mr. Frego observes,

"That few of them have ever yielded dividends equal to the interest on the cost of construction, and most of them little more than sufficient to keep them in repair, yet they should not be considered as an improvident and wasteful expenditure of capital. The advantages resulting to those portions of the state which they connect, and through which they pass, from increased facilities of travelling, and the transportation of produce and merchandise, the additional value which they consequently give to the lands adjacent to them, the easy and direct communication afforded by their means between different sections of the country, previously separated by impassable mountains or impenetrable wilderness, have altogether far exceeded in value the cost of all the turnpikes in Pennsylvania.

"These roads are usually constructed of a bed of broken stone, from one to two feet

thick, having a convex surface so as to permit the water to drain off freely, and sufficiently wide to allow the passage of two or three carriages abreast. On each side of this artificial road is another track, commonly called the summer road, which is made on the natural soil, and being generally smoother than the stoned road, is usually preferred when the ground is dry. On the steep mountain sides the turnpikes ascend by a winding series of regularly graded slopes, seldom exceeding three or four degrees, no angle exceeding five degrees being permitted by law.

"The Philadelphia and Lancaster turnpike, sixty-two miles in length, is said to be the first road of this kind undertaken in the United States. It was commenced in 1792, and finished two years afterwards, at a cost of about 465,000 dollars. Other turnpikes have since been connected with it, forming a continuous line across the state throughout its whole length, from Trenton on the Delaware to the state of Ohio on the west, a distance of nearly 350 miles. Numerous other turnpikes intersect this main line, leading off from it in different directions, and again branching out and intersecting others, so as to form a network of communication to every part of the commonwealth, and rendering the most remote districts of comparatively easy access.

"The common roads are under the care of supervisors elected by the voters of each township, and are kept in repair by a tax laid upon the inhabitants. It is the custom in many townships for those who prefer it to work on the road to the amount of their tax, being duly notified by the supervisor when and where their services will be required. Bridges over small streams are erected at the expenses of the townships; but if the estimated cost of a required bridge appears to be larger than the township should reasonably bear, the court, grand jury, and county commissioners, may, on application, direct it to be built by the county.

"The number and excellence of the bridges in Pennsylvania is a frequent subject of remark by travellers. It would be useless for us to attempt a particular notice of the vast number erected at the expense of the several counties, over the streams within their limits; many of them being substantial and well-built structures, costing from 20,000 dollars to 50,000 dollars. Those across the Delaware, Susquehanna, Alleghany, Monongahela, and others of our large streams, amounting in number to seventy or eighty, have been mostly built by incorporated companies; and many of them are so distinguished for excellence of construction and ingenuity of combination, as well as scientific boldness and beauty of design, that it may well be doubted whether any other part of the world can compete with Pennsylvania in the art of building wooden bridges."

The following statement from the "Monthly Commercial Chronicle," in *Hunt's Merchants' Magazine*, contains the most accurate information that we have been able to procure. "The state of Pennsylvania, which failed in paying the interest of its debt, has advertised its public works, for the construction of which those debts were contracted, for sale, to take its stock at par in payment. That stock is nominally at forty cents on the dollar in the market. This being the peculiar position of the debt of the state of Pennsylvania, we will here annex a table of the leading works, with their extent, cost, and aggregate revenue and expenditures for ten years, from 1830 to 1840 inclusive:—"

Cost, Revenue, and Expenditures of the Finished Lines of Pennsylvania Canals and Railroads.

NAME AND DESCRIPTION.	Distance.	Cost.	Revenue.	Expenditure.
	miles.	dollars.	dollars.	dollars.
Eastern division of the Pennsylvania canal — Extends from Columbia to Duncan's island	43	1,734,958	1,047,826	422,805
Juniata Division—Extends from Duncan's island to Hollidaysburg	130	3,437,334	491,104	592,180
Western division — Extends from Johnstown to Pittsburg	105	2,964,882	887,013	889,834
Delaware division—Extends from Bristol to Easton	60	1,374,774	586,515	638,831
Susquehanna division — Extends from Duncan's island to Northumberland	39	867,874	141,730	314,253
North Branch division—Extends from Northumberland to Lackawannock	73	1,491,894	63,559	390,624
West Branch division—Extends from Northumberland to Dunnsburg	72	1,708,579	60,859	333,738
French Creek division — Extends (including the feeder) from Franklin to Conneaut lake	45	784,754	4,767	133,979
Beaver division—Extends from Beaver to Newcastle	25	522,258	15,924	139,082
Columbia and Philadelphia railway—Extends from Columbia to Philadelphia	82	3,983,302	1,205,419	585,343
Railroad tolls	....	....	824,319	862,074
Motive power	....	....	....	436,579
Locomotives, ropes, &c.				
Alleghany Portage railway—Extends from Hollidaysburg to Johnstown	38	1,783,176	413,504	293,135
Railroad tolls	....	....	443,480	539,507
Motive power	....	....	....	122,236
Locomotives, ropes, &c.				
Total	....	20,653,791	6,181,624	6,694,206

In addition to this, there are the following canals in progress, and nearly completed:—

	miles.
North Branch extension, from Lackawana to New York line	90
Erie extension, from Greenville to Erie harbour	63½
Wiconisco canal, from Duncan's island to Wiconisco creek	12¼
Total miles of canals in progress	165¾

These have cost nearly 10,000,000 dollars, making the total funded debt, with money borrowed to pay interest and other expenses, 36,331,005 dollars. The property of the state is as follows:—

	dollars.	c's.
The value of public improvements, estimated at cost, is	29,292,165	33
The state owns bank stock which cost, at par	2,108,700	00
The state owns turnpike and bridge stock	831,778	66
The state owns railroad stock	350,546	00
Money due on unpatented lands, estimated at	1,000,000	00
Total	33,583,189	99

The works may become valuable, but as seen in the above table, in ten years, including a most prosperous season, the expenses exceeded the receipts 512,585 dollars, independent of the interest on the debt contracted for their construction. We have gone thus into details, because it is a novel feature in the money market for an independent state to become bankrupt, and tender its property for sale in payment.

In New Jersey the Delaware, and Morris canal was begun in 1824, and completed in 1836, and cost about 2,500,000 dollars. It extends from Easton, on the Delaware, to Jersey city, 101 miles. A large amount of coal, from the coal region of Pennsylvania, is transported on it. It has recently been widened at a great

expense. The Delaware and Raritan canal extends from New Brunswick, on the Raritan, to Bordentown, on the Delaware, below Trenton, and is forty-three miles in length. It forms part of an important communication between the cities of New York and Philadelphia. Salem canal extends from Salem creek, four miles to Delaware river.

The NEW JERSEY *railroads* are more important even than her canals. The Camden and Amboy railroad was incorporated in 1829, and completed in 1832, extending from Camden, on the Delaware, opposite to Philadelphia, to South Amboy, at the mouth of the Raritan, sixty-one miles. The New Jersey railroad was incorporated in 1832, and opened in 1836, extending from Jersey city, through Newark, New Brunswick, and Trenton, to Bordentown, where it forms a junction with the Camden and Amboy road. The Paterson railroad was incorporated in 1831, and completed in 1834, and branches off from the New Jersey railroad at Bergen hill, and extends fifteen miles to Paterson. The Morris and Essex railroad extends from Newark to Morristown, twenty miles. The Elizabethport and Somerville railroad communicates between the two places, twenty-five miles. The Camden and Woodbury railroad extends, from the one place to the other, nine miles.

In DELAWARE and MARYLAND, the Chesapeake and Delaware canal is the most important internal improvement. It crosses the northern part of the state, commencing at Delaware city (which has only forty houses), forty-six miles below Philadelphia, and extends thirteen miles and a half to Back creek, a navigable branch of Elk river. Being sixty-six feet wide at the surface, and ten feet deep, it is navigable for sloops and steamboats. The Deep Cut in this canal is four miles in length, through a hill ninety feet high. This canal was commenced in 1824, and completed in 1829, at a cost of 2,200,000 dollars. The Newcastle and Frenchtown railroad also forms a connexion between the Delaware and Chesapeake. It extends from Newcastle on the Delaware river, to Frenchtown on Elk river, is sixteen miles and a quarter long, and was finished in 1832, at an expense of 400,000 dollars.

"Two of the greatest works of internal improvement in the United States have been projected and commenced by Maryland. The first is the Chesapeake and Ohio canals, commencing at Georgetown, district of Columbia, and to extend to Cumberland, on the Potomac, and thence by Wills creek and the Youghiogheny and Monongahela rivers to Pittsburg, a distance of 341 miles and a quarter. It would require a tunnel through the Alleghany mountains four miles and eighty yards in length. The whole amount of lockage will be 3215 feet. The estimated cost is 9,347,408 dollars. The state of Maryland has subscribed 3,000,000 dollars, and the United States 1,000,000 dollars, towards the completion of the undertaking. A charter was granted by Virginia in 1824, and confirmed by Maryland and the Congress of the United States in 1825, and the work was commenced in 1828. It has been nearly completed from Georgetown to Cumberland, 185 miles; and has been extended to Alexandria."—*U. S. Gaz.*

"The second great work is the Baltimore and Ohio railroad, designed to extend from Baltimore to Wheeling, on the Ohio, 360 miles. It was incorporated by the legislature of Maryland, Virginia, and Pennsylvania, in 1827, and commenced July 4th,

Tariff of Freights on the South Carolina Railroad.

ARTICLES.	FROM CHARLESTON TO Columbia.		FROM CHARLESTON TO Hamburg.	
	dlrs.	cts.	dlrs.	cts.
Salt, per sack, not exceeding four bushels	0	40	0	40
Drygoods, shoes, saddlery, boxes, furniture, hats, bonnets, and all measurement goods .....per cubic foot	0	12½	0	12½
Bacon, bagging, bees'-wax, confectionery, coffee, copper, drugs, glass, hides, hardware, lard, butter, leather, molasses in barrels, mill and grindstones, oil, paints, rope, rice, sugar, tallow, tobacco, tin, and all other articles by weight. ..... per 100 lbs.	0	25	0	25
Hogsheads of molasses and oil.....do.	0	40	0	40
—— ditto, ditto, if at risk at shippers .do.	0	25	0	25
—— and pipes of liquor, not exceeding 120 gallons	3	00	3	00
Quarter casks, and barrels of liquor, beef and pork, tongues and fish...each	0	75	0	75
Half barrels of liquor, beef and pork, tongues and fish.....do.	0	50	0	50
Kegs of liquor, not exceeding five gallons .....do.	0	25	0	25
—— ditto, ten gallons.....do.	0	50	0	50
Demijohns, jars, and jugs, not exceeding two gallons.....do.	0	25	0	25
—— ditto, five gallons.....do	0	75	0	75
Carboys of vitriol.....do.	1	25	1	25
Barrels of beets, bread, crackers, flour, potatoes, fruit, oysters, onions, and ice, and all light barrels .....do.	0	50	0	50
Half barrels of beets, bread, crackers, flour, potatoes, fruit, oysters, onions, and ice.....do.	0	37½	0	37½
Barrels of lime, by the car-load .....do.	0	50	0	50
—— ditto, by less quantity .....do.	0	75	0	75
Smith's bellows.....do.	1	50	1	50
Buckets and tubs in nests.....do.	0	50	0	50
Shovels, spades, scythes, and brooms, per dozen	0	37½	0	37½
Chairs .....do.	3	00	3	00
Rocking-chairs .....each	0	75	0	75
Cotton-gins, fans, and mills .....do.	3	50	3	50
Straw cutters .....do.	1	50	1	50
Ploughs and wheelbarrows .....do.	0	50	0	50
Collars .....per dozen	0	75	0	75
Close carriages, and stage-coaches..each	15	00	15	00
Barouches and phaetons .....do.	10	00	10	00
Buggies and waggons.....do.	7	50	7	50
Gigs, sulkeys, and common Jersey waggons, or carryalls .....do.	5	00	5	00
Specie, per 1000 dollars.....do.	1	00	1	00
All small packages .....do.	0	25	0	25
DOMESTIC PRODUCE.				
Cotton, in round and square bales, at present rate per 100 lbs. (subject to variation by bale or by weight).....	0	25	0	25

ARTICLES.	FROM CHARLESTON TO Columbia.		FROM CHARLESTON TO Hamburg.	
	dlrs.	cts.	dlrs.	cts.
Cotton yarns, cotton fabrics, and indigo per 100 lbs.	0	25	0	25
Grain—oats, bran, rice-flour in sacks per bushel	0	8	0	8
—— corn meal, grist, peas, beans, ground-nuts .....do.	0	10	0	10
—— wheat, rye, and grass seeds .....do.	0	12½	0	12½
Hay, blades, and straw in bales per 100 lbs.	0	20	0	20
A single horse, mule, ox, or cow....each	10	00	10	00
Two ditto, ditto, ditto .....do.	7	50	7	50
Three ditto, ditto, ditto .....do.	6	00	6	00
Four ditto, ditto, ditto.....do.	5	00	5	00
Live sheep and goats, by car-load....do.	0	50	0	50
Lambs, kids, and pigs, ditto.....do.	0	37½	0	37½
Calves .....do.	1	00	1	00
Hogs .....per 100 lbs.	0	40	0	40
One or more of the above, if boxed, by measurement, per passenger train, per foot	0	12½	0	12½
Larger quantities of live stock will be taken by weight, by the head or car, as may be agreed on by superintendent of transportation.				
Geese and turkeys, in coops ...per head	0	10	0	10
Ducks and fowls, ditto.....do.	0	3	0	3
Eggs, in boxes, baskets, or tubs..per doz.	0	2	0	2
Fruit and vegetables, dried peaches and apples.....per barrel	0	50	0	50
In smaller quantities, in boxes, baskets, &c., pro rata, no box or basket less....	0	25	0	25
Dogs in baggage-car, whole distance each	1	00	1	00
Ditto ditto, fifty miles .....do.	0	50	0	50
Ditto ditto, twenty-five miles do.	0	25	0	25
Marl, per bushel, for first ten miles, five cents; one cent for every ten miles additional.	To be loaded and unloaded by the owners.			
Bricks, per 1000, for first ten miles, two dollars; and fifty cents for every ten miles additional.				
Wood, per cord, one dollar for first ten miles; and twenty-five cents for every ten miles additional.				
Spokes and staves, one dollar fifty cents per 1000, for first ten miles; and twenty-five cents for every ten miles additional.				
Shingles, seventy-five cents per 1000, for first ten miles; and twenty-five cents for every ten miles additional.				
Lumber, one dollar fifty cents per 1000, for first ten miles; and twenty-five cents for each additional ten miles.				

The rate of freight between Columbia and Hamburg, will be as above; and to all intermediate stations between Branchville, Columbia, and Hamburg, where the present freight exceeds, it shall be reduced to the rate specified as above.

The company does not engage to notify consignees of the arrival of goods and produce. They are considered as delivered when they have reached the depôt; but if not taken away, will be stored at the depôt, at the risk of the owner.

Goods, wares, produce, and merchandise, consigned to the company's agent in Charleston, will be forwarded and shipped to any place of destination, free of commissions. The same, if intended for the interior of the Carolinas, Georgia, Tennessee, and Alabama, unless otherwise directed, will be despatched by the first waggons offering for the place to which the goods may be consigned. If destined for the Georgia railroad, they will be sent to the depôt in Augusta immediately; provision being made, in all the above cases, for the payment of freight and expenses on the road, to the agent in Charleston, or to the company's agent at the depôt, by whom the goods are forwarded.

GEORGIA.—This state has several important works of internal improvement. The Savannah and Ogeechee canal extends sixteen miles, from Savannah to Ogeechèe river, completed, in 1829, at an expense of 165,000 dollars. The Brunswick canal extends from tide water on the Altamaha, twelve miles to Brunswick, at a cost of 500,000 dollars.

The Georgia railroad extends from Augusta, 165 miles, to De Kalb county. The Athens branch extends from the Georgia railroad, thirty-three miles, to Athens. Cost of the whole, including the Athens branch, 3,300,000 dollars. The Western and Atlantic railroad continues the Georgia railroad from De Kalb county, 140 miles, to Chattanoga, on Tennessee river, at a cost of 2,130,000 dollars. The Central railroad extends from Savannah, 197 miles, to Macon, estimated to cost 2,300,000 dollars. The Monroe railroad extends from Macon, 101 miles, to Whitehall. The Ocmulgee and Flint river railroad, seventy-six miles in length, is designed to connect the navigable waters of these rivers, so as to form a communication from the Atlantic to the Gulf of Mexico.—(See Public Works of United States hereafter.)

FLORIDA.—A railroad extends from Tallahassee, twenty-two miles, to St. Mark's. One also extends from Lake Wicomico, twelve miles, to St. Joseph, and another from St. Joseph, thirty miles, to Iola, on the Appalachicola. Several other railroads and canals have been projected.

The Muscle Shoals canal is designed to overcome the obstruction in the Tennessee river. It extends from the head of the falls, thirty-five miles and three-quarters, to Florence, and cost 571,835 dollars. But to extend the work to its completion will cost 1,361,057 dollars. The Huntsville canal extends from Triena on the Tennessee, sixteen miles, to Huntsville.

The Alabama and Florida railroad extends from Pensacola, 156 miles and a half, to Montgomery, and cost 2,500,000 dollars. The Selma and Cahawba railroad is a branch of the Alabama and Florida railroad, extending from Selma, ten miles, to Cahawba.

The Montgomery and Westpoint railroad extends from Montgomery, the northern termination of the Pensacola and Montgomery railroad to Westpoint, at the head of the rapids of the Chattahoochee river, thirty miles above Columbus. It is eighty-seven miles long. The Tuscumbia, Cortland, and Decatur railroad extends from Tuscumbia, forty-four miles, to Decatur. The Wetumpka railroad extends ten miles, and is designed to connect, when completed, the Tennessee and Alabama rivers at Wetumpka.

MISSISSIPPI.—The following works of internal improvement have been undertaken. West Feliciana railroad extends from St. Francisville, in Louisiana, on the Mississippi, twenty-seven miles and three-quarters, to Woodville in Mississippi, and cost 500,000 dollars. Vicksburg and Clinton railroad extends from Vicksburg, forty-five miles, to Jackson, the capital of the state, with a branch to

Raymond, six miles and a half. The New Orleans and Nashville railroad will extend through this state. The Mississippi railroad to extend from Natchez, 112 miles, to Jackson, is finished to Malcolm, a distance of forty miles. The Jackson and Brandon railroad is fourteen miles long, and connects these places. The Grand Gulf and Port Gibson railroad is seven miles and a quarter long, connecting the two places. Several other railroads are proposed, which are those from Natchez to Woodville, forty-one miles; from Manchester to Benton, fourteen miles; from Princeton to Deer creek, twenty miles; from Brandon to Mobile, and from Columbus to Aberdeen.

Louisiana.—This state has a number of important works of internal improvement. Pontchartrain railroad extends from New Orleans, four miles and a half, to Lake Pontchartrain, at a cost of 450,000 dollars. West Feliciana railroad extends from St. Francisville, twenty miles, to Woodville, Mississippi. New Orleans and Carrollton railroad extends from New Orleans, four miles and a quarter, to Lafayette. Orleans-street railroad, extends from New Orleans, four miles and a quarter, to the Bay of St. John's. The Mexico Gulf railroad, extends from New Orleans east, to Pascagoula sound. The Orleans Bank canal extends from New Orleans, six miles, to Lake Pontchartrain, and cost 1,000,000 dollars. Canal Carondelet extends from New Orleans, one mile and a half, to the Bay of St. John's. Barataria canal extends from New Orleans, eighty-five miles, to Berwick bay. Lake Veret canal extends from Lake Veret, eight miles, to Lafourche river. The New Orleans and Nashville railroad extends eighty miles in this state, and if completed, will be 564 miles in length. It is in progress.

Tennessee.—The internal improvements of Tennessee consist of several railroads. Lagrange and Memphis railroad extends from Memphis, on the Mississippi, fifty miles, to Lagrange, in Lafayette county. Somerville branch extends from the main road at Moscow, sixteen miles, to Somerville. The Hiwassee railroad extends from Knoxville, ninety-eight miles and a half, to the Georgia line, where it unites with the Western and Atlantic railroad of Georgia. The New Orleans and Nashville railroad is designed to pass through this state.—(See Railroads of the United States hereafter.)

Kentucky.—A short but most important work of internal improvement, is the Louisville and Portland canal, two miles and a half long, around the rapids in the Ohio river at Louisville. It admits steamboats of the largest class, is excavated ten feet deep, in solid limestone, and cost 730,000 dollars. The navigation of Kentucky, Licking, and Green rivers, has been extensively improved by dams and locks. The Lexington and Ohio railroad extends from Lexington to Frankfort, and is intended to be continued to Louisville. Several other railroads have been projected.

Michigan.—The Illinois and Michigan canal is 100 miles in length, sixty feet wide, and six feet deep; it has fifteen locks, each 110 feet in length, and

eighteen feet in width. The canal will be navigable for boats carrying from 100 to 150 tons. Five million dollars have already been expended upon it, and 1,600,000 dollars are required to complete it. It connects the navigable waters of the Illinois river, one of the main tributaries of the Mississippi, with Lake Michigan.

The security offered to the subscribers to the new loan consists of the following property:—

	dollars.
The canal itself, which has cost	5,000,000
230,476 acres of canal land, valued at ten dollars per acre	2,304,670
Lots in Chicago, valued at	350,000
" Lockport, valued at	300,000
" Ottawa, valued at	350,000
" La Salle, valued at	500,000
" Juliet and Du Page, valued at	300 000
Coal beds and stone quarries, valued at	100,000
Total	9,204,670

Illinois.—The Illinois and Michigan canal extends from Chicago, 106 miles, to near Peru, at the head of steamboat navigation on the Illinois. This distance includes a navigable feeder of four miles, and a few miles of river navigation. It was commenced in 1836, and is estimated to cost 8,654,337 dollars. A railroad extends from Meredosia, fifty-three miles, to Springfield. Coal Mine Bluffs railroad extends from the Mississippi river, six miles, to the coal mine. Besides these, a large system of railroads has been projected, and partly executed, the principal of which is denominated the Central railroad, extending from Cairo, at the junction of the Ohio and Mississippi, and terminating near the south termination of the Illinois and Michigan canal; and thence extending in a north-west direction to Gallena; the whole distance being 457½ miles, at an estimated cost of 3,800,000 dollars. This is designed to be intersected by railroads to the east and west, some of them crossing the state. But none of these works are yet completed.

Ohio.—The Ohio canal extends from Cleveland, on Lake Erie, 307 miles to Portsmouth, on the Ohio. It has a navigable feeder of fourteen miles to Zanesville; one of ten miles to Columbus; and one of nine miles to Lancaster; one to Athens of fifty miles; the Walholding branch of twenty-three miles; the Eastport branch of four miles, and the Dresden of two miles. This great work was begun in 1825, and was finished in 1832, at a cost of 5,000,000 dollars. The Miami canal extends from Cincinnati, 178 miles, to Defiance, where it meets the Wabash and Erie canal. The cost was 3,750,000 dollars. The whole distance to Lake Erie is 265 miles. The Warren canal, a branch of the above, extends from Middletown, twenty miles to Lebanon. The Sandy and Beaver canal is to extend from the Ohio canal, at Bolivar, seventy-six miles, to Ohio river, at the mouth of Little Beaver creek. Cost estimated at 1,500,000 dollars. The Mahoning canal extends from the Ohio canal, at Akron, eighty-eight miles, eight

miles of which are in Pennsylvania, to Beaver river, at a cost of 764,372 dollars. Milan canal extends from Huron, three miles, to Milan, to which steamboats now ascend. The Mad river and Sandusky city railroad extends from Tiffin, thirty-six miles, to Sandusky city. The Ohio railroad extends from Manhattan, forty miles, to Sandusky city.

CANALS and Roads in Ohio.

CANALS AND ROADS.	Miles.	Cost.
	number.	dollars.
Ohio canal and branches	334	4,694,934
Miami canal	87	1,337,552
Wabash and Erie canal	89	2,257,164
Miami extension	125	2,468,307
Hocking canal	56	842,657
Walhonding	25	568,264
Muskingum river	81	1,432,235
Pennsylvania and Ohio	86	420,000
Milan	10	23,392
Cincinnati and White Water	25	100,000
Macadamised roads, about	631	881,820
Total	1559	15,926,328

INDIANA.—The greatest works of internal improvement undertaken by this state is the Wabash and Erie canal, which extends from Lafayette on the Wabash, 187 miles, to Lake Erie, at Toledo, on the Maumee bay; eighty-seven miles and a quarter of it being in Ohio, and ninety-nine miles and three quarters in Indiana. The White Water canal extends from Lawrenceburg, thirty miles, to Brookville. This canal, when completed, will connect Cambridge, on the national road, with the Ohio river, the entire length being seventy-six miles, at an estimated cost of 1,400,000 dollars. The central canal is designed to connect the Wabash and Erie canal at Peru, with the Ohio river at Evansville, passing through Indianapolis. The entire length will be 290 miles, and the estimated cost 3,500,000 dollars. Parts of this work have been completed. Terre Haute and Eel river canal will connect Terre Haute, the southern termination of the Wabash and Erie canal, with the central canal in Greene county, at a distance of forty miles and a half, and an estimated expense of 629,631 dollars. This work is not completed. The Madison and Indianapolis railroad extends from Madison, on the Ohio river, ninety-five miles to Indianapolis. It is nearly completed. Several other canals and railroads have been projected.

MICHIGAN has projected and commenced an extensive system of internal improvements. The Central railroad extends from Detroit, forty-four miles, to Ann Arbor, and when completed is designed to extend 194 miles to St. Joseph on Lake Michigan. The Erie and Kaalmazoo railroad extends from Toledo, thirty-three miles, to Adrian. This road is designed to be continued until it meets the Central railroad, which it will leave at Kalamazoo and terminate at Allegan. The whole distance from Toledo to Kalamazoo is 183 miles. The Ypsilanti and Tecumseh railroad leaves the Central railroad at Ypsilanti, and

connects with the Erie and Kalamazoo railroad at Tecumseh, twenty-five miles. The Detroit and Pontiac railroad extends from Detroit, twenty-five miles, to Pontiac. Numerous other railroads have been laid out and commenced; and the Clinton and Kalamazoo canal is designed to unite the waters of Lake Michigan and St. Clair. The whole length is 216 miles, and is estimated to cost 2,250,000 dollars.

The state of WISCONSIN commenced in 1838, the Portage canal, one mile and a quarter long, to connect the Wisconsin and Fox rivers, which completes a steam-boat navigation from Lake Michigan to the Mississippi. The Milwaukie and Rock river canal, sixty miles in length, to connect Rock river with Lake Michigan, is in progress.

CHAPTER XV.

INTERNAL TRADE AND NAVIGATION OF THE UNITED STATES OF AMERICA.

THE internal trade of North America has increased to its present enormous extent since the beginning of the present century, from little more than a mere interchange of manufactures for the skins of wild beasts, by those who have proceeded into the western and northern wilderness, in order to carry on the fur trade. Exclusive of this there was little internal navigation, except in carrying up the rivers, in canoes or boats, provisions and other supplies for the wood-cutters, and floating down the timber which they had felled and prepared for the markets of the sea-ports. In the same ratio as the wilderness was explored, and settlements were made, west of the Alleghanys, and on the banks of the great lakes, and of the Mississippi, Ohio, Missouri, and other rivers which drain the great valleys, plains, and mountains of the west, there arose fresh resources, and prospects. Those magnificent wilds possessed all the natural elements which yield, by culture and art, sustenance and wealth to man, and accommodation and prosperity to communities. Labour, skill, implements, and capital, were directed with spirit, and judgment, to the lands, waters, forests, and minerals of those regions. Enterprise and industry opened the means of intercourse between the old and the new settlements: first by common roads, and common river boats; then by canals; and soon after by railroads and steamboats. The consequent increase of population, and of the internal navigation and trade, in less than half a century, has been unparalleled in the history of the world.

One of the most remarkable characteristics of the settlement of America, is the tendency (of which England has been the example more than any other country, except, perhaps, Flanders), of the people to reside in towns. We

believe, however, that this tendency has always kept pace, in all ages, and in all countries, with the extension of trade. For in every case where trade and manufactures have been established, and maintained,—and have increased and prospered, we find that the population and wealth have increased in about the same ratio. The wealth and population of towns have always declined along with the decrease of manufactures and commerce. Among the numerous examples of this fact, we have Venice, Augsburg, and many other once flourishing cities. In all cases of the decline of large prosperous towns,—the rents,—the agriculture, —and the value of the crops, and pastures, of the surrounding rural districts, have diminished, in at least as great a degree, as the decreased trade and riches of the cities. We believe, at the same time, that the population of the great cities of antiquity have been greatly exaggerated in numbers.

David Hume was justly of opinion that no ancient city contained as many inhabitants as London: that was about 800,000, when he wrote. He considered that there were inherent causes which would check a much greater increase of the population: even of the most favourably circumstanced towns. At that time, the means of supply, and of payment, within the bounds of any one place, might possibly justify his conclusion. When Hume wrote, cattle from the Highlands could not be brought to Smithfield in as many days as they now can be brought in as many hours. The smacks which brought salmon were often as many days, during boisterous weather, making their passage to London, as the steamers are now performing the voyage in the same number of hours. The drover followed the routes, through Scotland and England, with his cattle, where they could best bite up the grass to subsist on. They arrived lean, and were afterwards fattened by the English graziers. Splendid wood or iron steam ships of from 600 to 1000 tons, now bring the cattle fattened on the pastures of the Aberdeenshire Highlands, and on the brows of the Grampians, rapidly and direct, without losing flesh, to the quays of the Thames.

Neither the power-loom, the canal, the steam-engine, nor the railroad, nor the steam-ship, nor the splendid docks of London or Liverpool, were then contemplated by Mr. Hume. It is, therefore, not to be wondered at that he was sceptical as to the population of towns exceeding 800,000.

The first canal in England was begun by the Duke of Bridgewater, in 1760. In 1760, Hargreaves gave us the spinning jenny. Arkwright, soon after, the spinning frame. Crompton, in 1779, combined the two, and called it the *mule.* In 1785, Watt brought the steam-engine to that perfect state, for acting, which made it powerful and profitable. Cartwright then invented the power-loom, but it came only into general use in 1820.

To the Bridgewater canal, and the canals which it originated; to the steam-engine, spinning-jenny, mule, and power-loom; to coal and iron conveniently interstratified for the one to smelt the other; to the coal fields, generally, of the

north, central, and western counties, and of Wales; to the coal and iron of the Clyde; to the salt mines of Cheshire; to the copper and tin mines of Cornwall; to the perseverance and industry of the people; to the enterprise of her manufacturers, and the skill of her artisans; to her geographical position and seaports; to her fisheries, which originated her naval architecture, and her fleets; to the adventurous spirit of her princely merchants; and to the hardy intrepidity of her brave mariners, does Great Britain owe her power and prosperity; her manufacturing and commercial wealth; her ability to pay high taxation and high rents;—in despite of monopolies, protective duties, and dear food; in despite of all these *banes to national prosperity: banes to national progress,* which all countries, and none more so than the United States, would act wisely to banish from their legislation.

As to the increase of population, and the inhabited extension of settlement, in the United States, we must refer to the detailed tables which we have given. We shall now briefly view the subject, as bearing on the past, present, and future internal industry and trade of these fertile and extensive regions. From a series of articles on the internal trade of the United States, written by Mr. Scott, of Ohio, in which, although he reasons frequently on the most fallacious principles, he conveys much information, and some curious and not improbable computations, we extract the following passages:—

"In the states of Massachusetts, New York, Pennsylvania, and Ohio, the improvements of the age operated to some extent on their leading towns from 1830 to 1840. Massachusetts had little benefit from canals, railways, or steam power; but her towns felt the beneficent influence of her labour-saving machinery moved by water power, and her improved agriculture and common roads. The increase of her nine principal towns, commencing with Boston and ending with Cambridge, from 1830 to 1840, was 66,373, equal to fifty-three per cent; being more than half the entire increase of the state, which was but 128,000, or less than twenty-one per cent. The increase, leaving out those towns, was but eleven per cent. Of this eleven per cent, great part, if not all, must have been in the towns not included in our list.

"The growth of the towns in the state of New York, during the same period, is mainly due to her canals. That of the fourteen largest, from New York to Seneca, inclusive, was 204,507, or sixty-four and a half per cent; whereas, the increase in the whole state was less than twenty seven per cent, and of the state, exclusive of these towns, but nineteen per cent. Of this, it is certain, that nearly all is due to the other towns not in the list of the fourteen largest.

"Pennsylvania has canals, railways, and other improvements, that should give a rapid growth to her towns. These works, however, had not time, after their completion, to produce their proper effects, before the crash of her monetary system nearly paralysed every branch of her industry, except agriculture and the coal business. Nine of her largest towns, from Philadelphia to Erie, inclusive, exhibit a gain, from 1830 to 1840, of 84,642, being at the rate of thirty-nine and one-third per cent. This list does not include Pottsville, or any other mining town. The increase of the whole state was but twenty-one and three-quarters per cent.

"Ohio has great natural facilities for trade, in her lake and river coasts; the former having become available only since the opening of the Erie canal, in 1826, and that to little purpose before 1830. She has also canals, which have been constructing and coming gradually into use since 1830. These now amount to about 760 miles. For the last five years, she has also constructed an extent of M'Adam roads exceeding any other state,

and amounting to hundreds of miles. Her railways, which are of small extent, have not been in operation long enough to have produced much effect. From this review of the state, it will not be expected to exhibit as great an increase in town population, from 1830 to 1840, as will distinguish it hereafter. The effects of her public improvements, however, will be clearly seen in the following exhibit. Eighteen of her largest towns, and the same number of medium size and average increase, contained, in 1830, 58,310, which had augmented, in 1840, to 138,916; showing an increase of 138 per cent. The increase of the whole state, during the same period, was sixty-two per cent. The north-west quarter of the state has no towns of any magnitude, and has but begun to be settled. This quarter had but 12,671 inhabitants in 1830, and 92,050, in 1840.

"The increase of the twenty largest towns of the United States, from New York to St. Louis, inclusive, from 1830 to 1840, was fifty-five per cent, while that of the whole country was less than thirty-four per cent. If the slave-holding states were left out, the result of the calculation would be still more favourable to the towns.

"The foregoing facts clearly show the strong tendency of modern improvements to build towns. Our country has just begun its career; but as its progress in population is in a geometrical ratio, and its improvements more rapidly progressive than its population, we are startled at the results to which we are brought, by the application of these principles, to the century into which our inquiry now leads us.

"In 1840, the United States had a population of 17,068,666. Allowing its future increase to be at the rate of thirty-three and one-third per cent, for each succeeding period of ten years, we shall number, in 1940, 303,101,641. Past experience warrants us to expect this great increase. In 1790, our number was 3,927,827. Supposing it to have increased each decade, in the ratio of thirty-three and one-third per cent, it would, in 1840, have amounted to 16,560,256; being more than 500,000 less than our actual number as shown by the census. With 300,000,000 we should have less than 150 to the square mile for our whole territory, and but 220 to the square mile for our organised states and territories. England has 300 to the square mile. It does not, then, seem probable that our progressive increase will be materially checked within the 100 years under consideration. At the end of that period, Canada will probably number at least 20,000,000. If we suppose the portion of our country, east and south of the Apalachian chain of mountains, known as the Atlantic slope, to possess at that time 40,000,000, or near five times its present number, there will be left 260,000,000 for the great central region between the Apalachian and Rocky mountains, and between the Gulf of Mexico and Canada, and for the country west of the Rocky mountains. Allowing the Oregon territory 10,000,000, there will be left 250,000,000 for that portion of the American states lying in the basins of the Mobile, Mississippi, and St. Lawrence. If, to these, we add 20,000,000 for Canada, we have 270,000,000 as the probable number that will inhabit the North American valley at the end of the one hundred years, commencing in 1840. If we suppose one-third, or 90,000,000 of this number to reside in the country as cultivators and artisans, there will be 180,000,000 left for the towns—enough to people 360, each containing 500,000. This does not seem so incredible as that the valley of the Nile, scarcely twelve miles broad, should have once, as historians tell us, contained 20,000 cities.

"But, lest 100 years seem too long to be relied on, in a calculation having so many elements, let us see how matters will stand fifty years from 1840, or forty-seven years from this time. The ratio of increase we have adopted cannot be objected to as extravagant for this period. In 1890, according to that ratio, our number will be 72,000,000. Of these, 22,000,000 will be a fair allowance for the Atlantic slope. Of the remaining 50,000,000, 2,000,000 may reside west of the Rocky mountains, leaving 48,000,000 for the great valley within the states. If, to these, we add 5,000,000 as the population of Canada, we have an aggregate of 53,000,000 for the North American valley. One-third, or say 18,000,000, being set down as farming labourers and rural artisans, there will remain 35,000,000 for the towns, which might be seventy in number, having each 500,000 of souls. It can scarcely be doubted that, within the forty-seven years, our agriculture will be so improved, as to require less than one-third to furnish food and raw materials for manufacture for the whole population. Good judges have said that we are not now more than twenty or thirty years behind England in our husbandry. *It is certain that we are*

rapidly adopting her improvements in this branch of industry; and it is not to be doubted, that very many new improvements will be brought out, both in Europe and America, which will tend to lessen the labour necessary in the production of food and raw materials.

"The tendency to bring to reside in towns all not engaged in agriculture that machinery and improved ways of intercourse have created, has already been illustrated by the example of England and some of our older states. Up to this time our North American valley has exhibited few striking evidences of this tendency. Its population is about 10,500,000; but, with the exception of New Orleans, Cincinnati, and Montreal, it has no large towns. In Ohio, the oldest (not in time but in maturity) of our western states, the arts of manufacture have commenced their appropriate business of building towns. Cincinnati, with its suburbs, has (1840) upwards of 50,000 inhabitants; a larger proportion of whom are engaged in manufactures and trades, than of either of the sixteen principal towns of the union, except Lowell. The average proportion so engaged in all these towns, is 1 to 8.79. In Cincinnati, it is 1 to 4.50. Indeed, our interior capital has but two towns (New York and Philadelphia) before her, in number of persons, engaged in manufactures and trades. Our smaller towns, Dayton, Zanesville, Columbus, and Steubenville, having each about 6000 inhabitants, have nearly an equal proportion engaged in the same occupation.

"These examples are valuable only as indicating the direction to which the industry of our people tends, in those portions of the west, where population has attained a considerable degree of density. Of the 10,500,000 now inhabiting this valley, little more than 500,000 live in towns; leaving about 10,000,000 employed in making farms out of the wilds, and producing human food and materials for manufactures. Even since the late period when these remarks were written, many of the interior towns have greatly increased in population.

"When, in 1890, our number reaches 53,000,000, according to our estimate, there will be but one-third of this number (to wit, 18,000,000) employed in agriculture and rural trades. Of the increase up to that time (being 42,500,000), 8,000,000 will go into rural occupations, and 34,500,000 into towns. This would people sixty-nine towns, with each 500,000.

"Should we, yielding to the opinion of those who may believe that more than one-third of our people will be required for agriculture and rural trades, make the estimate on the supposition that one-half the population of our valley, forty-seven years hereafter, will live on farms, and in villages below the rank of towns, the account will stand thus: 26,500,000 (being the one-half of 53,000,000 in the valley) will be the amount of the rural population; so that it must receive 16,500,000 in addition to the 10,000,000 it now has. The towns, in the same time, will have an increase of 26,000,000, in addition to the 500,000 now in them. Where will these towns be, and in what proportion will they possess the 26,500,000 inhabitants?

"One of them will be either St. Louis or Alton. Every body will be ready to admit that. Still more beyond the reach of doubt or cavil, is Cincinnati. We might name also Pittsburg and Louisville; but we trust that our readers, who have followed us through our former articles, are ready to concur in the opinion that the greatest city of the Mississippi basin will be either Cincinnati or the town near the mouth of the Missouri, be it Alton or St. Louis. Within our period of forty-seven years, we have no doubt it will be Cincinnati. She is now in the midst of a population so great and so thriving; and, on the completion of the Miami canal, which will be within two years, she will so monopolise the exchange commerce at that end of the canal between the river and lake regions, that it is not reasonable to expect she can be overtaken by her western rival for half a century.

"But such has been the influx of settlers within the last few years to the lake region, and so decided has become the tendency of the productions of the upper and middle regions of the great valley to seek a market at and through the lakes, that we can no longer withstand the conviction that, even within the short period of forty-seven years, a town will grow up on the lake border greater than Cincinnati. The staple exports, wheat and flour, have for years so notoriously found their best markets at the lake towns, that every cultivator, who reasons at all, has come to know the advantage of having his farm as near

as possible to lake navigation. This has, for some years past, brought immigrants to the lake country from the river region of these states, and from the states of Pennsylvania, Maryland, and Virginia, which formerly sent their immigrants mostly to the river borders. The river region, too, not being able to compete with its northern neighbour in the production of wheat, and being well adapted to the growth of stock, has of late gone more into this department of husbandry. This business, in some portions, almost brings the inhabitants to a purely pastoral state of society, in which large bodies of land are of necessity used by a small number of inhabitants. These causes are obviously calculated to give a dense population to the lake country, and a comparatively spare settlement to the river country. There are other causes not so obvious, but not less potent or enduring. Of these, the superior accessibility of the lake country from the great northern hives of emigration, New England and New York, is first deserving attention. By means of the Erie canal to Oswego and Buffalo, and the railway from Boston to Buffalo, with its radiating branches, these states are brought within a few hours' ride of our great central lake; and at an expense of time and money so small, as to offer but slight impediment to the removal of home, and household gods. The lakes, too, are about being traversed by a class of vessels, to be propelled by steam and wind, called Ericson propellers, which will carry immigrants with certainty and safety, and at greatly reduced expense.

"European emigration hither, which first was counted by its annual thousands, then by its tens of thousands, has at length swelled to its hundred thousands, in the ports of New York and Quebec. These are both but appropriate doors to the lake country. It is clear, then, that the lake portion will be more populous than the river division of the great valley."

These and the following remarks must be considered as speculative. Some scarcely probable, though none are impossible.

"It has been proved that an extensive and increasing portion of the river region seeks an outlet for its surplus productions through the lakes. In addition to the proof given on that subject, we will compare the exports, in bread-stuffs and provisions, of New Orleans and Cleveland—the former for the year beginning the 1st of September, 1841, and ending the 31st of August, 1842; and the latter for the season of canal navigation, in 1842. All the receipts of Cleveland, by canal, are estimated as exports; as there is no doubt that she receives, coastwise and by waggon, more than enough to feed her people. The exports from New Orleans of the enumerated articles, and their price, are as stated in No. 4, vol. vii., of this magazine. Of the articles, then, of flour, pork, bacon, lard, beef, whiskey, corn, and wheat—

	dollars.
New Orleans exported to the value of	4,446,989
Cleveland	4,431,739

"The other articles of bread-stuffs and provisions received at New Orleans during that year, from the interior, are of small amount, and obviously not sufficient for the consumption of the city. Not so with Cleveland. The other articles of grain and provision, shipped last year from this port, added to the above, will throw the balance decidedly in her favour. If we suppose, what cannot but be true, that all the other ports of the upper lakes sent eastward as much as Cleveland, we have the startling fact, that this lake country, but yesterday brought under our notice, already sends abroad more than twice the amount of human food that is shipped from the great exporting city of New Orleans, the once-vaunted sole outlet of the Mississippi valley.

"Two short canals—one of about 100 miles, connecting the Illinois canal with the Mississippi, at or near the mouth of Rock river; and the other of about 175 miles, connecting the southern termination of the Wabash and Erie canal, at Terre Haute, with the Mississippi, at Alton—would, with the canals already finished or in progress, secure to the lakes not less, probably, than three-fourths of all the external trade of the river valley. With the Wabash and Erie, and the Miami canal, brought fairly into operation, the lakes will make a heavy draft on the trade of the river valley; and every canal, and railroad, and good highway, carried from the lakes, or lake improvements, into that valley, will add to the draft. The lake towns will then not only have a denser population in the region immediately about them, and monopolise all the trade of that region, but they will have at least half the trade of the river region. They will be nearer and more accessible to the great marts of trade and commerce of the old states and the old world; and this advantage will be growing, in consequence of the progressive removal of impediments to navigation between the lakes and the ocean.

"Long within the period under consideration, the position of Cleveland will be much more

favourable for concentrating the business of the surrounding country than that of Buffalo. *Canada will, before that time, form a part of our commercial community, whether she be associated with us in the government or not. She will then have about 5,000,000 of people. The American shores of the lakes lying above the latitude of Cleveland will be still more populous.*

"Cleveland is the lake port for the great manufacturing hive at the head of the Ohio river—so made by the Mahoning canal, which connects her with Pittsburg. She commands, and she will long command, by means of her 500 miles of canal and slack-water navigation, the trade of a part of western Pennsylvania, most of western Virginia, and nearly all the east half of the state of Ohio, in the intercourse of their inhabitants with the lake coasts, the eastern states, Canada, and Europe. Her position is handsome; and although her water-power is small, the low price of coal will enable her to sustain herself as a respectable manufacturing town. Her harbour, like that of Buffalo, though easy of entrance, is not sufficiently capacious. If coal should not be found on Lake Huron, more accessible to navigation than the beds on the canal, south of Cleveland, this article will greatly increase her trade with the other lake ports. It is now sold on her wharfs at eight cents per bushel.

"A glance at the map of the country will suffice to show that Buffalo is not well situated to be a place for the exchange of agricultural productions of the cold regions for those of the warm regions of the valley. In that respect, Cleveland, though not unrivalled, is clearly in a better position than Buffalo. As a point for exchanging the products of the field for manufactured goods, Buffalo will not probably, for any long time, have the advantage of Cleveland. Such traders as live within the influence of the canals and rivers that pour their surplus products into Cleveland, and stop short of New York and Boston, will, it seems to us, be more likely to purchase in Cleveland than in Buffalo. Not every man who supplies a neighbourhood with store-goods relishes a voyage on the sometimes tempest-tossed waters of the lake; and, as we before remarked, Buffalo now being but a few hours' ride from New York or Boston, by a pleasant and safe conveyance, will hardly stop many purchasers of goods from those great markets. On the completion of the Canadian canals, Cleveland will have the advantage of Buffalo, in foreign trade, for the following reasons:—Her articles of export will be cheaper; and, by that time, as we believe, more abundant. By means of her canals and roads, Cleveland is a primary gathering-point of these articles. Not so Buffalo. To arrive at her store-houses, these products must be shipped from the store-houses of other ports up the lakes, where they must be presumed to bear nearly the same price as at Cleveland. The cost of this shipment, together with a profit on it, will then be added; and, by so much, enhance their price in Buffalo.

"Is it probable, that within the period under consideration, Cleveland will have successful rivals in Maumee, Detroit, or Chicago?

"We dare say that when the people of the city of old and renowned English York were informed, that in the wilds of America, some settlers had named their collection of rude houses New York, they felt no other emotion than contempt, and treated the presumptuous ambition of the settlers with derision. It is probable that the inhabitants of old English Boston held in like contempt the assumption of the name of their town by those who planted the capital of New England. Who, forty-seven years ago, would not have ridiculed the opinion, if any one had been visionary enough to express it, that, within that time, there would grow up, in the valley of the Ohio, a city containing 50,000 inhabitants; and that within the same period, that part of the north-western territory, now composing the state of Ohio, would contain nearly 2,000,000 of people? We then had, as a basis of increase, but 4,000,000; whereas it is now over 18,000,000;—and, including Canada, near 20,000,000. For the past forty-seven years, our growth has been from 4,000,000 to near 20,000,000. During the next forty-seven years it will be, according to our estimate, from near 20,000,000, to 77,000,000; or, according to the more elaborate and probably more correct estimate of Professor Tucker, 55,000,000. This increase will certainly make it necessary that many towns, now small, should become great; and sensible men, when contemplating their probable destiny for half a century in advance, will look at the natural and artificial advantages of our lake towns, rather than at the few thousands, more or less, of present population. The towns under consideration are all destined to become large. The leading advantages of Cleveland have been already stated. Detroit has a pleasant site, and a noble harbour. A few M'Adam roads, leading north, north-west, and west, into the interior, would give her the direct trade of a large and fertile portion of Michigan. Until such roads, or some reasonably good substitute, are made, the railways leading north and west will, at least while they are new and in good order, make the chief gathering points of trade at their interior terminations, and at convenient points on their line. Pontiac, Ypsilanti, Ann Arbor, and other towns west, will cut off from Detroit, and centre in themselves the direct trade with the farmers, which, with good waggon-roads, without the railways, would have centered in Detroit. One train of cars will now bring to her warehouses what would have been brought to her stores by 100 waggons.

"Maumee has a harbour capacious enough to accommodate the commerce of a great city. Good harbours may be made, without a very heavy cost, at Cleveland and Chicago, either by excavating the low grounds bordering their present harbours, or by break-waters and piers in the lakes

outside. Some expenditure will also be needed to deepen the entrance into the Maumee harbour, and to remove obstructions within it. In water-power, Maumee has greatly the advantage over her rivals. Cleveland has but a small amount; whereas, Maumee has it to an extent unrivalled by any town on the lake borders, above Buffalo—and it is so placed, as to possess the utmost availability. Along her harbour, for thirteen miles, the canal passes on the margin of the high bank that overlooks it. This canal—a magnificent mill-race, averaging near seven feet deep, and seventy feet wide at the water-line—is fed from the Maumee river, seventeen miles above the head of the harbour, and is carried down on the level of low water in the river above, for twenty-two miles, to a point two miles below the head of the harbour; where it stands on a table-land, sixty-three feet above the harbour. Descending, then, by a lock seven feet, the next level is two miles long, and stands fixty-six feet above the harbour. Descending again, by a lock, seven feet, the level below is three miles and a half long, and stands forty-nine feet above the harbour. Again descending, within the city of Toledo, by four locks, thirty-four feet, the next and last level is nearly five miles long, and stands fifteen feet above the harbour. At many points of these thirteen miles, the water may be used conveniently from the canal to the harbour; and at most of these points, it may be used directly on the harbour.

"In the exchange of agricultural products of a warm and of a cold climate, Cleveland, by her canals and her connexion with the Ohio, can claim south, as against the Miami canal, no farther than western Virginia and eastern Kentucky. Maumee will supply the towns on the lakes Erie, Huron, and probably Ontario, with cotton, sugar, molasses, rum (may its quantity be small), rice, tobacco, hemp (perhaps), oranges, lemons, figs, and, at some future day, such naval stores as come from the pitch-pine regions of Tennessee, Mississippi, and Louisiana. Chicago will furnish a supply of the same articles to Lake Michigan, Lake Superior, when that lake becomes accessible to her navigation, and perhaps the northern portion of Lake Huron.

"Maumee will have in this trade the chief control of not less than 100,000 square miles—say 12,000 in Ohio, 30,000 in Kentucky, 30,000 in Indiana, 10,000 in Illinois, 13,000 in Tennessee, 5000 in Mississippi and Alabama, and 5000 in Michigan; to say nothing of her claim on small portions of Missouri and Arkansas. This domain is half as large as the kingdom of France, and twice as fertile. The Miami canal, connecting Maumee with Cincinnati, will, with that part of the Wabash and Erie, which forms the common trunk after their junction, be 235 miles long. The Wabash and Erie canal, from Maumee to Terre Haute, will be 300 miles long. Of this, all but thirty-six miles, at its northern extremity, will be in operation the present season. By means of these canals, and the rivers with which they communicate, great part of this extensive region will enjoy the advantage of a cheap water transport for its rapidly increasing surplus.

"Chicago, on the completion of the Illinois canal, may command, in its exchange of agricultural for manufactured products, an extent of territory as large as that controlled by Maumee."

CHAPTER XVI.

AMERICAN STEAM NAVIGATION—TRADE OF THE RIVER HUDSON—CANALS AND RAILWAYS.

UNDER the description of New York, will be found an account of the trade of that port. Its importance, however, depends on the trade and navigation of the Hudson, of the canals and railroads which communicate between this river and with the rivers and lakes of the north and west—the statistics of which we have condensed from various official returns, and from various *statements*.

In 1782, James Rumsey, of Virginia, invented a plan for propelling boats by steam, and in 1784 obtained from the legislature of Virginia the exclusive right of navigating with such boats. In 1778 he published his project, with numerous certificates from some of the leading characters in Virginia, among whom was General Washington. His project asserted that a steamboat was actually con-

structed, which moved with half her burden on board, at the rate of three or four miles an hour, against the current of the Potomac, although the machinery was in a very imperfect state.

In 1785, John Fitch, a poor uneducated watchmaker in Philadelphia, conceived the design of propelling a boat by steam. He applied to Congress for assistance, but was refused; he offered, without success, his invention to the Spanish government, to be used in the navigation of the Mississippi. A company was formed for the building of a steamboat, and in 1788, his vessel was launched on the Delaware.

Mr. Fitch, instead of wheels, used oars, which worked in frames. When the boat was ready for trial, she started off for Burlington. "Those," says Judge Hall, "who had sneered, began to stare, and they who had smiled in derision, looked grave." Away went the boat, and the happy inventor triumphed over the scepticism of an unbelieving public. The boat performed her trip to Burlington, a distance of twenty miles; but unfortunately burst her boiler in rounding to the wharf at that place, and the next tide floated her back to the city. Fitch persevered, and with great difficulty procured another boiler. After some time, the boat performed another trip to Burlington and Trenton, and returned in the same day. She is said to have moved at the rate of eight miles an hour; but something was continually breaking, and the unhappy projector only conquered one difficulty to encounter another. Fitch became embarrassed with debt, and was obliged to abandon the invention, after having satisfied himself of its practicability.

This ingenious man wrote three volumes, which he sealed up, in manuscript, and deposited in the Philadelphia library, to be opened thirty years after his death. It is recorded that he died and was buried near the Ohio. His three volumes were opened about twelve years ago, and were found to contain his speculations on mechanics. He detailed his embarrassments and disappointments. "He confidently predicted the future success of the plan, which, in his hands, failed only for the want of pecuniary means. He prophesied that in less than a century we should see the western rivers swarming with steamboats; and then expressed his wish to be buried on the shores of the Ohio, "where the song of the boatman would enliven the stillness of his resting-place, and the music of the steam-engine soothe his spirit." A feeling very natural to the mind of an ardent projector, whose whole life had been devoted to one object; but which it was not his fate or fortune to accomplish. In one of his journals he says, "the day will come when some more powerful man will get fame and riches from my invention; but nobody will believe that *poor John Fitch* can do any thing worthy of attention." In less than thirty years after his death, his predictions were verified. He died about the year 1799.

NAVIGATION ON THE HUDSON.

Exclusive of the splendid steamships for passengers, the Hudson is navigated by vessels of nearly all descriptions for the conveyance of goods. Of the principal passenger steamships, we have the following description of the morning and evening lines which ply between New York and Albany.

The Troy, and Empire, of the Morning Line of Steamers, form the morning line between New York and Albany, leaving either place at seven o'clock. The Troy was built in 1840, is 294 feet long, with twenty-eight feet breadth of beam, or sixty-one feet extreme breadth, and measures 750 tons' burden. She has two patent horizontal steam-engines, low pressure, and is fitted up exclusively for a day boat.

The Empire was completed in 1843, is 330 feet in length, thirty-one feet in breadth of beam, or sixty-two feet extreme breadth, with a measurement of 1012 tons. She is fitted up as a day or night boat, and has fifty state-rooms, a saloon, 200 feet long and seventeen feet wide, on her promenade deck, with two patent horizontal half beam low-pressure engines.

The Troy and Empire are built on the most approved model, in the most substantial manner, and of the best materials. They are propelled by powerful low-pressure steam engines. Although appointed in a neat and plain style of finish, they are surpassed by none, either for comfort or convenience. The cabins, saloons, and rooms, are spacious, airy, chaste, and comfortable.

The common subordinate officers are courteous, efficient, and attentive; the crews active in their duties, and obliging to the traveller; the servants neat, civil, and attentive; and the stewards' department will bear as favourable comparison with other parts of those floating palaces as any other in the United States, and that is to say with any in the world.

The People's Line consists of the steamboats Knickerbocker, South America, Rochester, North America, and Utica, forming two daily evening lines between New York and Albany; one at five o'clock, p. m., stopping at the intermediate landings; and the other at seven o'clock, p. m., which proceeds direct, without landing.

The Rochester is 275 feet long, and twenty-five feet beam. She has, in her main cabins below, 300 berths, fifty in the ladies' saloon on the main deck, which is eighty feet in length, and fifty-two in a suite of twenty-six state-rooms on the upper deck, which, together with two large rooms on the guards, afford sleeping accommodations for about 450 persons.

The South America is 275 feet long, twenty-seven feet wide, nine feet six inches deep, and measures 640 tons. She has 200 berths in the gentlemen's

cabin, forty-eight in the ladies' saloon, which is eighty-one feet in length on the main deck aft, and fifty-two in twenty-two splendid state-rooms, which enclose a fine sitting-room on the upper deck.

The North America is 250 feet long, twenty-six feet beam, and nine feet depth of hold. She has accommodations in her cabins and state rooms for about 300 persons.

The steamboat Utica is used as a spare boat, and, in the winter season, for hard service, has rendered herself celebrated for her formidable encounters with the ice. She is 200 feet in length, and twenty-three in breadth, and can accommodate about 300 persons with berths.

The proprietors of this line have spared neither pains nor expense in the construction and fitting out of these boats. They have adopted all the new improvements which have been proved to lessen the risk of accident, or add to the comfort and convenience of passengers. The Knickerbocker is 325 feet long, thirty-two feet wide, nine feet nine inches depth of hold, and will measure 1042 tons; a greater amount of tonnage than any other American steam vessel. Her engine was built at the Phœnix foundry. The cylinder is sixty-five inches in diameter, and ten feet stroke. The main water-wheel shafts are of wrought iron, forged at Cold Spring, New York, are sixteen inches in diameter, and weigh 31,760 lbs. The boilers are made for burning anthracite coal, aided by a blast from blowers, driven by two small engines. The water-wheels are thirty-two feet in diameter, and eleven feet face.

The hull is built of the best materials, well fastened, and unusually strong, in order that she may run, if necessary, on other waters than the Hudson. The main cabins below are *three hundred feet* in length, and are furnished with *three hundred berths, sixty of which are in state-rooms.* The ladies' saloon is ninety feet long, twenty-nine feet wide, and has sixty-four berths, twenty-four of which are in twelve state-rooms. On the upper deck, there are fifty-six state-rooms, extending on the sides of the boat from the pilot's wheel to the promenade deck, between which is a large saloon, intended for a ladies' and gentlemen's sitting-room. Her state-rooms number, altogether, 103, twelve of which are in the ladies' cabin, thirty in the dining cabin below, fifty-six on the upper deck, and five on the main deck.

An account of one of her voyages against the stream of the Hudson, to Albany, is given as follows, viz.:—

	Miles.	Hours.	Minutes.
Left State Prison Dock, New York.....	....	2	5
Passed Yonkers.....	18	2	55
" Caldwell's.....	44	4	11
" West Point.....	52	4	35
" Newburgh.....	60	5	3
" Poughkeepsie.....	78	5	49
" Catskill.....	115	7	43
" Hudson.....	120	7	57
" Albany.....	150	9	55

Deducting detentions, as stopping for steamboats Troy and Columbia, in expectation of receiving the mayor, and other guests from Albany, and for repairing the blower-engine, seventeen minutes, her running time, from dock to dock, was but seven hours and thirty-three minutes.

In 1840, there were twenty steam-packets and fifty steam tugs, plying regularly between New York and Albany, and the intermediate places on the Hudson.

The vessels belonging to the New Jersey Steam Navigation Company are described as new and splendid ships. They ply from New York to Stonington, from which there is a railway to Boston.

Long Island Sound is navigated by magnificent and powerful steam ships, especially the New York and Norwich line, which form a quick and pleasant intercourse between New York and Boston, by means of the steamboats to Norwich, and the railway from the latter to Boston.

Steam ships traverse the American shores from Maine to the mouth of the Mississippi.

The steamboats on the Delaware, Schuylkill, and those plying on the Chesapeake, are generally powerful vessels.

CARRYING TRADE OF THE NEW YORK CANALS.

From the opening of the Erie and Champlain canals to the present time, the interior trade has steadily increased, and it now employs an amount of inland navigation tonnage larger than that of all the foreign and domestic shipping, entering and departing from the city of New York.

The following table of the population and prosperity of the state and city of New York, for fifty years, exhibits the rapid increase of wealth which followed the opening of its inland navigation.

YEARS.	Population of the State.	Population of the City.	Real and Personal Estate of the State.	Real and Personal Estate of the City.
	number.	number.	dollars.	dollars.
1790	340,120	33,131		
1800	586,050	60,489		
1810	959,049	96,273		
1814	....	95,519	281,838,057	77,398,243
1816	1,043,236	95,519	....	82,074,200
1817	....	....	323,406,505	78,895,735
1818	....	....	314,913,695	80,154,091
1819	....	....	281,018,280	79,113,065
1820	1,372,812	123,706	256,021,494	69,530,753
1821	....	....	241,983,232	68,285,070
1822	....	....	245,626,878	71,289,144
1823	....	....	275,742,636	70,940,820
1824	....	....	274,481,560	83,075,676
1825	1,616,458	166,086	314,787,970	101,160,046
1830	1,919,404	203,007	364,715,830	125,288,518
1835	2,174,517	270,089	514,329,941	218,723,703
1840	2,429,476	312,932	641,359,818	252,135,515

From the commencement of the Erie canal, in 1817, to its completion in 1825, nine years, the increase of population in the city of New York was seventy-four per cent, but the valuation of real and personal estate was only a million more in 1824 than it was in 1816.

The increase of population in the first five years, subsequent to the completion of the Erie canal was twenty-two per cent, and of real and personal estate twenty-four per cent. The increase of population in the fifteen years immediately preceding the completion of the canal, was seventy-two per cent.

Increase of population in fifteen years after the completion of the canal, or from 1825 to 1840, eighty-eight per cent, and of property 149 per cent. The above comparisons are no less remarkable as applied to the population and property of the whole state.

The opening of the Erie canal has advanced the commerce of the upper lakes from comparative insignificance to the foremost rank. Prior to 1818, there were no steamboats on the upper lakes, and the aggregate of American tonnage was 2068 tons. The tonnage owned on the Canada side was inconsiderable.

From 1817 to 1825, there were but three steamboats launched upon the upper lakes. The aggregate tonnage in 1825, including steamboats, was about 2500 tons. In 1840, the aggregate tonnage of steamboats alone exceeded 17,000 tons; and of other craft there was about 18,000 tons. There are about sixty steamboats now employed on the upper lakes, and the number of other vessels is 225.

BUSINESS on the New York State Canals.

YEARS.	Boats arrived at, and cleared from, Albany.	Lockages West of Schenectady.	Tons going from Tide-water.	Tons arriving at Tide-water.	Tolls.
	number.	number.	tons.	tons.	dollars.
1824	8,760	6,166	34,136	....	340,642
1825	13,110	10,985	33,438	....	566,279
1826	....	15,156	35,435	302,170	765,104
1827	....	13,004	....	....	859,260
1828	23,662	14,579	56,792	....	838,444
1829	21,490	12,619	52,621	....	813,137
1830	23,874	14,674	70,154	....	1,056,922
1831	26,882	16,284	86,945	....	1,223,801
1832	25,826	18,601	....	....	1,229,483
1833	31,460	20,649	119,463	....	1,463,820
1834	32,438	22,911	114,608	553,596	1,341,329
1835	36,690	25,798	128,910	753,191	1,548,986
1836	34,190	25,516	133,796	696,347	1,614,336
1837	31,082	21,055	122,130	611,781	1,292,627
1838	32,120	25,962	142,808	640,481	1,590,911
1839	31,882	24,234	142,035	602,128	1,616,382
1840	30,456	26,987	129,580	669,012	1,775,747
1841	33,782	30,320	162,715	774,334	2,034,882

CLOSING of the Erie Canal, from 1824 to 1841.

In 1824,	it closed	December 4th.	In 1833,	it closed	December 12th.
„ 1825	„	December 5th.	„ 1834	„	December 12th.
„ 1826	„	December 13th.	„ 1835	„	November 30th.
„ 1827	„	December 18th.	„ 1836	„	November 26th.
„ 1828	„	December 20th.	„ 1837	„	December 9th.
„ 1829	„	December 17th.	„ 1838	„	November 25th.
„ 1830	„	December 17th.	„ 1839	„	December 16th.
„ 1831	„	December 1st.	„ 1840	„	about Dec. 1st.
„ 1832	„	December 21st.	„ 1841	„	November 28th.

According to Mr. Pitkin, the whole quantity of property received at Albany, by canals, from the interior, on which freight is charged by the ton, in 1833, amounted to 152,935 tons, of 2000 lbs. each, or 305,870,000 lbs.

The following are enumerated in the collectors' returns for 1833, viz. :—

ARTICLES.	Av. Value.		Av. Value.			Av. Value.	
	dlrs.	cts.	dlrs.	cts.		dlrs.	cts.
734 133 barrels flour	5	50	4 037,731	50	Brought forward...	6,671,665	40
22,922 „ ashes.....	20	0	458,440	0	enumerated, 88,341,000 lbs. Amongst these		
13,489 „ beef and pork..	10	0	134,890	0	may be named, wool, butter, cheese, lard,		
19,908 „ whiskey	12	0	238,896	0	eggs, dried fruit, feathers, cabinet ware,		
873 hhds. „	40	0	34,920	0	wooden ware, brooms, tobacco, seed, &c.		
17,116 bushels salt.....		40	6,846	0	The articles wool, butter, cheese, lard, and		
298,504 „ wheat.....	1	12½	335,815	75	seed, reported by the collector at West		
122,944 „ coarse grains.		62½	76,840	0	Troy, weighed 7,184,816 lbs., and were worth		
257,252 „ barley.....		60	154,352	20	836,632 dollars forty-six cents; and the same		
2,187 boxes glass.....	2	25	4,920	75	amount may safely be set down for Albany..	836,632	46
The following not chargeable by the ton:—					leaving still not enumerated, 81,156,184 lbs.		
20,960 cords wood ... value	4	0	83,840	0	The average value of the articles enume-		
74,350 cubic feet timber „		20	14 870	0	rated is two and a half cents per lb. It		
55,338,547 feet lumber..per tb.	15	0	830,078	20	would be safe, therefore, to estimate the		
74,350 shingles..... „	3	50	259,225	0	amount, not enumerated, at one cent per lb.,		
					say 81,156,184 lbs., at one cent per lb., is..	811,561	84
Carried forward....	....		6,671,665	40	The article of staves is entirely omitted in		
The articles upon which toll is charged					the list of lumber; a single house in Albany		
per ton enumerated above, weigh 217,529,000					received, in 1833, to the amount of 75,000		
lbs., whilst the articles actually received,					dollars; this may be safely enumerated at..	100,000	0
amounted to 305,870,000 lbs., leaving not						8,419,859	70

Amount of merchandize, furniture, and sundries, sent up the canal, from Albany, 68,321 tons, or 136,642,000 lbs. Amount of toll received at Albany, in 1838, 323,689 dollars, or, being an increase over 1832, of 87,053 dollars fifty-six cents.

Number of boats arrived and departed, 16,834.

STATEMENT of Freight from the West and North, which passed through the West Troy side cut, into the Hudson River, during the Year 1833.

ARTICLES.	Average Value.		Average Value.		ARTICLES.	Average Value.		Average Value.	
	dolls.	cts.	dolls.	cts.		dolls.	cts.	dolls.	cts.
45,493,516 feet of boards and					Brought forward.....	....		3,456,323	12
scantling.....	15	0	682,402	74	609,951 lbs. of tobacco.....	0	6	36,597	06
1,562,960 cubic feet of timber...	0	20	212,592	20	2,122,736 „ butter and lard	0	10	212,273	0
17,562 shingles...	3	50	41,417	0	3,422,448 „ cheese.....	0	6	205,346	88
10,273 cords of wood	4	0	41,092	0	419,088 „ seed, say 8340				
4,098 tons of staves.....	10	0	40,980	0	bushels	2	0	16,680	0
8,565 „ stone	2	0	17,030	0	19,003 barrels of domestic				
189,128 barrels of flour.....	5	50	1,040,204	0	liquor	12	0	288,836	0
17,731 „ beef & pork	10	0	117,310	0					
9,161 „ ashes.....	20	0	183,220	0				4,216,056	06
11,681 „ salt	2	0	23,362	0	16,256,776 lbs. of articles not enu-				
9,016 boxes of glass.....	2	25	22,540	0	merated, estimated value,				
623,003 bushels of wheat.....	1	12½	700,878	38	one cent per lb., as in the				
84,196 „ barley.....	0	60	56,517	60	Albany statement, is.....	....		162,567	76
52,640 „ oats & corn.	0	62½	32,900	0					
609,693 lbs. of wool.....	0	40	243,877	20	Total value entered at West				
					Troy.....	....		4,378,623	82
Carried forward	....		3,456,323	12					

RECAPITULATION.

Total value of property received at Albany by canals	8,419,859 70
Ditto ditto ditto at West Troy, ditto	4,317,823 82
	12,737,683 52

In the above estimate, property that entered the river at Waterford is not included. This would increase the amount to at least 13,000,000 dollars.

The tonnage of the canals, whether in boats or rafts, having reference to its source, naturally falls under five general heads of classification, as follows: 1st, the products of the forest; 2nd, agriculture; 3rd, manufactures; 4th, merchandise; 5th, other articles.

We have prepared, from the reports of the commissioners of 1841, 1842, and 1843, the following table, which exhibits a comparative view of the amount of toll received on each canal, during the season of navigation, in each of those years, as follows:—

CANALS.	1843		1842		1841	
	dollars	cts.	dollars	cts.	dollars	cts.
Erie	1,880,314	55	1,568,946	56	1,813,650	58
Champlain	102,308	50	95,957	54	117,841	14
Oswego	36,203	93	31,222	19	38,344	22
Cayuga and Seneca	19,417	38	16,948	16	23,583	37
Chemung	9,726	56	7,702	05	9,396	42
Crooked Lake	1,328	18	989	39	2,017	32
Chenango	16,194	75	13,615	38	18,815	48
Genesee valley	15,291	78	13,204	11	9,927	69
Oneida Lake	507	74	462	63	462	02
Seneca River Towing Path	296	80	149	51	844	58
Total	2,081,590	17	1,749,197	52	2,034,882	82

There is an increase in the tolls of 1843, compared with the year 1842, of 332,394 dollars. Of this increase, 209,820 dollars, or sixty-three per cent, is on descending, and 122,574 dollars or thirty-six per cent, is on ascending freight.

The total movements of property on all the canals, for the year of navigation, of 1843, showing the value at the place of shipment, the tons of, and tolls on each article, is given in the following statement:—

TONS and Value of Articles transported on the Canals, in 1843.

ARTICLES.	Quantity.	Tons.	Value.	Tolls.
BOATS.	number.	number.	dollars.	dollars.
Toll at two cents	....	....	....	131,734
Toll on packets	....	....	....	19,091
Total boats	....	....	....	150,825
PASSENGERS.				
Statements, and reported	....	....	....	5,179
Total passengers	....	....	....	5,179
THE FOREST.				
Fur and peltry ....lbs.	2,704,000	1,352	1,257,346	2,935
Product of wood:—				
Boards and scantling....feet	203,733,000	339,555	2,999,880	141,234
Shingles....M.	79,893	11,984	137,627	15,003
Timber....cubic feet	2,591,850	51,837	198,365	27,440
Staves....lbs.	65,364,000	32,682	220,947	37,583
Wood....cords	80,209	229,586	149,208	15,254
Ashes....barrels	80,752	20,188	1,689,707	51,306
Total forest	274,633,704	687,184	6,653,080	290,755
AGRICULTURE.				
Product of animals:—				
Pork....barrels	85,433	12,815	789,863	32,012
Beef....do.	54,386	8,158	304,241	18,700
Cheese....lbs.	25,500,000	12,750	1,209,245	16,397
Butter and lard....do.	20,790,000	10,395	1,779,615	22,394
Wool....do.	7,594,000	3,797	2,168,702	6,280
Total product of animals....tons	54,023,819	47,915	6,251,666	95,783
Vegetable food:—				
Flour....barrels	3,321,611	250,734	9,703,623	629,103
Wheat....bushels	3,132,300	93,969	2,684,096	102,713
Rye....do.	65,871	1,581	31,548	891
Corn....do.	287,033	8,611	122,866	14,935
Barley....do.	521,458	12,515	196,164	18,247
Other grain....do.	859,866	19,347	252,656	25,736
Bran and ship-stuffs....do.	1,008,800	10,088	75,121	15,426
Peas and beans....do.	14,100	423	11,532	644
Potatoes....do.	41,600	1,040	8,359	905
Dried fruit....lbs.	2,056,000	1,028	66,504	1,998
Total vegetable food....tons	11,308,639	399,336	13,152,469	810,598
Grand total carried forward....	339,966,162	1,134,435	25,057,215	1,197,136

ARTICLES.	Quantity.	Tons.	Value.	Tolls.
	number.	number.	dollars.	dollars.
Grand total brought forward...	339,966,162	1,134,435	25,057,215	1,197,136
AGRICULTURE—*continued.*				
All other agricultural products:—				
Cotton ....lbs.	4,556,000	2,278	387,000	2,762
Tobacco ....do.	4,242,000	2,121	407,352	4,747
Clover and grass-seed ....do.	4,302,000	2,151	245,152	6,454
Flax-seed ....do.	3,030,000	1,515	53,140	1,885
Hops ....do.	962,000	481	91,339	478
Total other agricultural products..tons	17,092,000	8,546	1,183,983	16,326
Total agriculture ....tons	82,424,448	455,797	20,588,118	922,707
MANUFACTURES.				
Domestic spirits....gallons	1,076,400	5,382	249,522	8,935
Leather....lbs.	2,608,000	1,304	588,175	1,417
Furniture ....do.	16,906,000	8,453	1,730,153	16,563
Bar and pig lead ....do.	1,910,000	955	62,758	2,799
Pig iron....do.	9,706,000	4,853	131,995	4,521
Ironware ....do	6,534,000	3,267	247 210	5,872
Domestic woollens ....do.	748,000	374	678,778	396
Domestic cottons ....do.	1,516,000	758	470,669	830
Salt ....barrels	659 540	98,931	7[illegible]6,285	51,898
Total manufactures....tons	41,661,940	124,277	4,925,545	93,231
Merchandise....lbs.	238,418,000	119,209	40,651,798	502,617
Other articles:—				
Stone, lime, and clay ....lbs.	102,438,000	51,219	212,655	9,589
Gypsum....do.	34,972,000	17,486	57,992	5,029
Mineral coal ....do.	40,542,000	20,271	92,562	32,588
Sundries ....do.	75,992,000	37,996	3,095,159	69,067
Total other articles....tons	253,944,000	126,972	3,458,368	116,273
Grand total ....do.	891,082,090	1,513,439	76,276,909	2,081,587

The total tonnage of all the property transported on the New York canals, ascending and descending, its value and the amount of tolls collected for 1843, was 1,512,430 tons, 76,276,909 dollars value, 2,081,599 dollars tolls.

The whole quantity of wheat and flour, that came to the Hudson river, with the aggregate market value of the same, and the amount of tolls received on all the wheat and flour transported on the canals, for 1843, as follows:—248,780 tons, 10,283,454 dollars value, 731,816 dollars tolls.

The number of tons going upwards from tide-water, in 1843, was as follows viz.:—

CLEARED AT	Merchandise.	Furniture.	Other Articles.	TOTAL.
	tons.	tons.	tons.	tons.
Albany....	46,440	1888	9,581	57,909
West Troy....	66,841	1089	16,735	84,665
Schenectady....	405	253	363	1,021
Total	113,686	3230	26,679	143,595

The number of tons coming to tide-water, in 1843, is as follows, viz.:—

ARRIVED AT	Erie Canal.	Champlain Canal.	TOTAL.
	tons.	tons.	tons.
Albany....	363,580	77,453	441,033
West Troy	269,187	124,083	393 270
Waterford	....	2,558	2,558
	632,767	204,094	836,861
Add the number of tons going from tide-water			143,595
Total number of tons ascending and descending			980,456

One hundred and eighty-seven tons came over the railroad from Schenectady, which is not included in the above.

There is an increase of merchandise going up the canals, of 19,473 tons, and an increase in the quantity of other articles of 828 tons ; making a total increase in the ascending quantity, comparing 1842 with 1843, of 20,301 tons.

The tons coming to tide-water have increased 170,235, comparing 1843 with 1842.

The merchandise cleared at Albany, West Troy, and Schenectady, in 1843 (113,686 tons), was left on the several canals in the following proportions, viz :—

CANALS.	Tons.	CANALS.	Tons.
Erie	74,035	Brought forward	106,451
Champlain	13,152	Crooked Lake	1,496
Oswego	11,607	Chenango	2,883
Cayuga and Seneca	6,310	Genesee Valley	2,856
Chemung	1,347	Total	113,686
Carried forward	106,451		

Large quantities of the products of the western states, pass over the canals of New York, by way of Buffalo, Black Rock, Oswego, &c. The amount for 1843, coming from other states, by way of Buffalo and Black Rock, was as follows :—

YEAR.	Products of the Forest.	Agriculture.	Manufactures.	Other Articles.	TOTAL.
	tons.	tons.	tons.	tons.	tons.
1843	31,211	172,258	2026	2751	208,246

The tonnage of property coming from other states, by way of Oswego, in 1843, was as follows :—

YEAR.	Products of the Forest.	Agriculture.	Manufactures.	Other Articles.	TOTAL.
	tons.	tons.	tons.	tons.	tons.
1843	5564	12,207	51	118	17,940

The number of tons of wheat and flour shipped at Buffalo and Oswego, in 1843, and the total tons of wheat and flour, which arrived at the Hudson river, were as follows :—

YEAR.	Buffalo.	Black Rock.	Oswego.	TOTAL.	Total arrived at tide-water.
	tons.	tons.	tons.	tons.	tons.
1843	146,126	12,882	5358	184,866	248,780

The following is a statement of the quantity of merchandise and furniture going to other states, by the way of Buffalo, in 1843, were :—merchandise, 32,798 tons ; furniture, 3613 tons.

The merchandise and furniture passing to other states, by way of Buffalo, during the year 1843, was distributed as follows, viz:—

STATES, &c.	Furniture.	Merchandise.	STATES, &c.	Furniture.	Merchandise.
	tons.	tons.		tons.	tons.
Pennsylvania	763	26	Brought forward	32,593	3549
Ohio	14,528	692	Missouri	65	3
Michigan	8,252	746	Tennessee	35	2
Indiana	2,256	126	Alabama	2	
Illinois	3,476	638	Iowa	28	12
Wisconsin	2,890	1315	Canada	75	47
Kentucky	428	6			
Carried forward	32,593	3549	Total	32,798	3613

The following table, compiled from the returns of the collector at Buffalo, shows the quantity of wheat, flour, beef and pork, and pot and pearl ashes, coming from other states, and cleared at that office, on the Erie canal, during the year 1843:—

FROM	Wheat.	Flour.	Beef and Pork.	Pot and Pearl Ashes.
	bushels.	barrels.	barrels.	barrels.
Pennsylvania	488	91	51	1,886
Ohio	748,004	528,751	45,315	16,914
Michigan	245,365	307,580	6,234	11,881
Indiana	175,098	29,721	5,681	811
Illinois	444,961	11,998	16,459	17
Wisconsin	75,864	718	842	306
Total	1,689,780	878,859	74,564	31,815

The total movement of articles on all the canals, from 1836 to 1843, is as follows:—

YEARS.	Products of Forest.	Agriculture.	Manufactures.	Merchandise.	Other Articles.	TOTAL.
	tons.	tons.	tons.	tons.	tons.	tons.
1836	755,252	225,747	88,810	127,895	113,103	1,310,807
1837	618,741	208,043	81,735	94,777	168,000	1,171,296
1838	665,089	255,227	101,526	124,290	186,879	1,333,011
1839	667,581	266,052	111,968	132,286	257,826	1,435,713
1840, G. V. C. opened	587,647	393,780	100,367	112,021	222,231	1,416,046
1841	645,548	391,905	127,896	141,954	215,258	1,521,661
1842	504,597	401,276	98,968	101,446	130,644	1,236,931
1843	687,184	455,797	124,277	119,209	126,972	1,513,439
Total for 8 years	5,131,639	2,597,827	835,547	952,978	1,420,913	10,938,904
Yearly average for 8 years	641,455	324,728	104,443	119,122	177,614	1,367,363
Per cent of each class	46.91	23.75	7.64	8.71	12.99	100
Annual average from 1836 to 1839, 4 years	676,666	238,767	96,010	119,122	181,452	1,312,707
Annual average from 1840 to 1843, 4 years	606,244	410,690	112,877	118,432	173,776	1,422,019

The annual average of the tons of the total movement of articles on all the canals, is as follows:—

	tons.
From 1836 to 1839, 4 years	1,312,707
" 1840 to 1843, 4 "	1,422,019
Increase	109,312

The average increase or decrease of each class of articles, which results in the above total increase, is as follows:—

CLASS OF ARTICLES.	Decrease.	Increase.
	tons.	tons.
Products of the forest	70,422	....
Agriculture	....	171,923
Manufactures	....	16,867
Merchandise	1,380	
Other articles	7,676	
	79.478	188,790
		79,478
Increase	....	109,312

The tolls paid on the "total movement" of articles, and upon boats and passengers annually, from 1837 to 1843, both years inclusive, are as follows:—

YEARS.	Boats and Passengers.	Products of the Forest.	Agriculture.	Manufactures.	Merchandise.	Other Articles.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1837	195,508	211,118	370,041	75,507	380,826	56,430	1,289,430
1838	210,457	229,998	468,495	74,941	526,911	78,555	1,589,357
1839	181,323	253,710	479,534	81,251	535,486	83,662	1,614,966
1840, G. V. C. opened	185 022	197,904	808 623	75,765	427,966	80,467	1,775,747
1841	179,819	313,444	785,943	95,595	558,003	102,078	2,034,882
1842	165,515	211,979	805,376	70,611	393,875	101,840	1,749,196
1843	156,004	290,755	922,710	93,231	502,617	116,273	2,081,590
Total for 7 years	1,273,648	1,708,908	4,640,722	566,901	3,325,684	619,305	
Yearly average	181,949	244,130	662,960	80,986	475,098	88,472	
Per cent of each class	10.09	14.08	38.24	4.68	27.41	5.10	
Average from 1837 to 1839, three years	195,763	231,609	439,356	77,233	481,074	72,882	
Average from 1840 to 1843, four years	171,590	253,521	830,663	83,801	470,615	100,160	

The particular articles which are classed as "other articles," in the foregoing statement, are as follows:—

YEARS.	Stone, Lime, and Clay.	Gypsum.	Mineral Coal.	Sundries.	TOTAL.
	tons.	tons.	tons.	tons.	tons.
1836	58,820	24,577	6,253	23,448	113,103
1837	112,640	23,983	7,012	24,365	168,000
1838	132,295	23,153	7,325	24,106	186,879
1839	192,540	30,669	8,410	26,207	257,826
1840	165,307	22,991	10,416	23,517	222,231
1841	130,310	30,886	24,697	29,365	215,258
1842	48,110	23,875	26,733	31,926	130,644

The annual average of the tolls paid on the total movement of articles, and upon boats and passengers, is as follows:—

	dollars.
From 1837 to 1839, 3 years	1,497,917
" 1840 to 1843, 4 "	1,910,354
Increase	412,437

The increase or decrease in the tolls on each class of articles, &c., which results in the above increase, is as follows:—

CLASS OF ARTICLES.	Decrease.	Increase.
	dollars.	dollars.
Boats and passengers	24,173	....
Products of the forest	....	21,912
Agriculture	....	391,307
Manufactures	....	6,568
Merchandise	10,459	
Other articles	....	27,282
	34,632	447,069
		34,632
Increase	....	412,437

In all reports heretofore made by the canal commissioners, showing the tonnage arriving at tide-water in each year, the Champlain canal has never been separated from the Erie canal, so as to show the character and quantity of tonnage coming from each canal.

For the first time, the separation is now made; and the following statements show under general heads, the description and number of tons delivered at West Troy and Albany, in the last nine years, from each canal:—

STATEMENT, showing the Tons of each class of Articles delivered at Albany, from 1835 to 1843, both years inclusive, and coming from the Champlain canal.

YEARS.	Products of the Forest.	Agriculture.	Manufactures.	Merchandise.	Other Articles.	TOTAL.
	tons.	tons.	tons.	tons.	tons.	tons.
1835	107,321	602	107	2	1,134	109,166
1836	124,731	574	111	..	1,897	127,313
1837	100,547	342	105	2	4,908	105,904
1838	107,820	672	157	..	2,888	111,537
1839	91,311	998	96	4	3,158	95,567
1840	77,100	1122	120	2	1,869	80,213
1841	94,728	630	210	..	2,711	98,279
1842	98,035	1006	252	..	4,037	103,330
1843	71,658	1948	122	4	3,701	77,433
Total	873,251	7894	1280	14	26,303	908,742

STATEMENT, showing the Tons of each class of Articles delivered at West Troy, from 1835 to 1843, both years inclusive, and coming from the Champlain canal.

YEARS.	Products of the Forest.	Agriculture.	Manufactures.	Merchandise.	Other Articles.	TOTAL.
	tons.	tons.	tons.	tons.	tons.	tons.
1835	132,937	2,904	1,550	28	8,767	146,186
1836	134,758	6,556	1,989	20	6,586	149,909
1837	102,826	5,409	1,669	36	8,431	118,371
1838	94,093	7,445	1,101	40	7,016	109,695
1839	100,681	7,705	1,783	90	10,035	120,294
1840	104,025	6,811	1,890	76	8,682	121,484
1841	116,847	3,690	4,903	13	18,082	143,535
1842	66,754	4,243	5,357	42	6,751	83,147
1843	104,930	5,224	5,829	63	8,037	124,083
Total	957,851	49,987	26,071	408	82,387	1,116,704

STATEMENT, showing the number of Tons of each Class of Articles which came to the Hudson river, from the Erie canal, from 1835 to 1843, both Years inclusive.

YEARS.	Products of the Forest.	Agriculture.	Manufactures.	Merchandise.	Other Articles.	TOTAL.
	tons.	tons.	tons.	tons.	tons.	tons.
1835	299,944	167,448	7,191	2055	21,201	497,839
1836	214,179	165,870	10,806	1156	27,115	419,125
1837	181,644	145,718	8,350	356	51,438	387,506
1838	198,964	174,025	7,229	258	38,773	419,249
1839	185,728	155,082	6,686	405	38,366	386,267
1840	140,584	294,423	6,655	26	25,627	467,315
1841	237,520	263,920	12,778	142	16,160	532,520
1842	156,691	287,928	10,406	143	24,981	480,149
1843	239,585	338,968	23,542	134	33,116	635,345
Total for 9 years	1,854,839	1,995,382	93,643	4675	276,776	4,225,315
Yearly average	206,0 3	22',709	10,405	519	30,753	469,479
Per cent of each class	43 89	47 23	2 22	0 11	6 55	100
	tons.	tons.	tons.	tons.	tons.	tons.
Average from 1835 to 1838, 4 years	223,683	163,265	8,394	956	34,631	430,930
Average from 1839 to 1843, 5 years	192,021	268,464	12,013	170	27,650	500,319

The annual average of the total number of tons which arrived at the Hudson river from the Erie canal, is as follows:—

	tons.
From 1839 to 1843, 5 years	500,319
„ 1835 to 1838, 4 years	430,930
Increase	69,389

The average increase or decrease of each class of articles, for the same period, which results in the above total increase, is as follows:—

CLASS OF ARTICLES.	Decrease.	Increase.
	tons.	tons.
Products of the forest	31,662	
Agriculture	....	105,199
Manufactures	....	3,619
Merchandise	786	
Other articles	6,981	
Total	39,429	108,818
		39,429
Increase	....	69,389

STATEMENT, showing the Tons of each Class of Articles which came to the Hudson river, from the Champlain canal, from 1835 to 1843, both Years inclusive.

YEARS.	Products of the Forest.	Agriculture.	Manufactures.	Merchandise.	Other Articles.	TOTAL.
	tons.	tons.	tons.	tons.	tons.	tons.
1835	240,258	3,506	1,657	30	9,901	255,352
1836	259,489	7,130	2,100	20	8,483	277,222
1837	203,373	5,751	1,774	38	13,339	224,275
1838	201,913	8,117	1,258	40	9,904	221,232
1839	191,992	8,703	1,879	94	13,193	215,861
1840	181,125	7,933	2,010	78	10,551	201,697
1841	211,575	4,320	5,113	13	20,793	241,814
1842	164,789	5,249	5,609	42	10,788	186,477
1843	176,588	7,172	5,951	67	11,738	201,516
Total for nine years	1,831,102	57,881	27,351	422	108,690	2,025,446
Yearly average	203,456	6,431	3,039	47	12,077	225,049
Per cent of each class	90 41	2 85	1 35	0 02	5 37	100
	tons.	tons.	tons.	tons.	tons.	tons.
Average from 1835 to 1838, 4 years	226,258	6,126	1,697	32	10,407	244,520
Average from 1839 to 1843, 5 years	185,214	6,675	4,112	59	13,413	209,473

The annual average of the total number of tons which arrived at the Hudson river, from the Champlain canal, was as follows:—

YEARS.	Tons.
	number.
From 1835 to 1838, four years	244,520
„ 1839 to 1843, five years	209,473
Annual average diminution in the last five years	35,047

The average increase or decrease of each class of articles, for the same period, which results in the above total decrease, were as follows:—

CLASS OF ARTICLES.	Decrease.	Increase.
	tons.	tons.
Products of the forest	41,044	
Agriculture	....	549
Manufactures	....	2,415
Merchandise	....	27
Other articles	....	3,006
Total	41,044	5,997 41,044
Diminution	....	35,047

The total number of tons of each class of articles which came to the Hudson river, from the Erie and Champlain canals, from 1835 to 1843, were as follows:—

TOTAL Tons of each Class of Articles.

YEARS.	Products of the Forest.	Agriculture.	Manufactures.	Merchandise.	Other Articles.	TOTAL.
	tons.	tons.	tons.	tons.	tons.	tons.
1835	540,202	170,954	8,848	2085	31,102	753,191
1836	473,668	173,000	12,906	1176	35,597	696,347
1837	385,017	151,469	10,124	394	64,777	611,781
1838	400,877	182,142	8,487	298	48,677	640,481
1839	377,720	163,785	8,565	499	51,559	602,128
1840	321,709	302,356	8,665	104	36,178	669,012
1841	449,095	270,240	17,891	155	36,953	774,334
1842	321,480	293,177	16,015	185	35,769	666,626
1843	416,173	346,140	29,493	201	44,854	836,861
Total for nine years	3,685,941	2,053,263	120,994	5097	385,466	6,250,761
Yearly average	409,549	228,140	13,444	566	42,829	694,529
Per cent of each class	58 97	32 85	1 94	0 08	6 16	100
	tons.	tons.	tons.	tons.	tons.	tons.
Average from 1835 to 1838, 4 years	449,941	169,391	10,091	988	45,038	675,449
Average from 1839 to 1843, 5 years	377,235	275,139	16,126	229	41,062	709,792

The annual average of the total number of tons which arrived at the Hudson river, were as follows:—

YEARS.	Tons.
	number.
From 1839 to 1843, five years	709,792
„ 1835 to 1838, four years	675,450
Increase	34,342

The average increase or decrease of each class of articles, for the same period, which results in the above total increase, were as follows:—

CLASS OF ARTICLES.	Decrease.	Increase.
	tons.	tons.
Products of the forest	72,706	
Agriculture	....	105,748
Manufactures	....	6,035
Merchandise	759	
Other articles	3,976	
Total	77,441	111,783 77,441
Increase	....	34,342

The per cent of each class of property which came from each canal, in the last ten years, is as follows, viz.:—

CLASS OF ARTICLES.	Champlain.	Erie.	TOTAL.
Products of the forest	90 41	43 89	58 97
" agriculture	2 85	47 23	32 85
Manufactures	1 35	2 22	1 94
Merchandise	0 02	0 11	0 08
Other articles	5 37	6 55	6 16
Total	100 00	100 00	100 00

A reference to the foregoing statements shows that the produce of the forest diminishes, on the average, on both canals; though, on the Erie canal, the tonnage of the forest delivered at tide-water, does not diminish as fast as the tonnage of agriculture from the western states increases.

The Champlain canal is sixty-six miles long, and with Lake Champlain, which is about 150 miles in length, opens an internal navigation of 216 miles. This communication is through a grazing, rather than a grain country. The forests of which, contiguous to the navigable waters, are rapidly disappearing. The agricultural surplus will not materially, if at all, increase; for the largest surplus of agriculture always comes from a comparatively new country, and decreases with the increase of population. The tonnage of the forest will not, of course, increase; for it is plain that in every locality the supply is in an inverse ratio to the demand. Population multiplies, but trees cut down do not soon renew themselves.

That portion of the Erie canal over which the largest volume of tonnage passes, and which, of course, requires the largest capacity, is between Utica and the Hudson river. It is over this portion of the canal that most of the tonnage moves which reaches tide-water.

The course of the lockages between Utica and Albany is furnished by the lockages at Alexander's lock, the first lock west of Schenectady, and which passes more boats than any other lock on the Erie canal. The lockages in the last nine years have been as follows:—

YEARS.	Lockages.	YEARS.	Lockages.
	number.		number.
1835	25,798	1840	26,987
1836	25,516	1841	30,320
1837	21,055	1842	22,869
1838	25,962	1843	23,184
1839	24,234		

The average of the up tonnage, for the preceding nine years, is, to the down tonnage, about as 1 to 5. As the up tonnage is merchandise, mainly, and the down tonnage is principally the product of the forest and of agriculture, it is not probable that the former will ever equal the latter.

That portion of the Erie canal over which the largest number of boats pass, is also between Utica and Albany. The number of boats which arrived at and departed from Albany and West Troy, during the last eleven years, was as follows:—

YEARS.	Boats.	YEARS.	Boats.
	number.		number.
1833	31,460	1839	31,882
1834	32,438	1840	38,456
1835	36,690	1841	33,782
1836	34,190	1842	32,840
1837	31,082	1843	32,826
1838	32,120		

Owing to the internal demand of this state for bread-stuffs, consequent upon the increase of population, it is not probable that the delivery, at tide-water, of the surplus of wheat and flour, the growth of this state, will much, if any, exceed that of past years. The increased delivery at tide-water, for the last eight years, has been, and that of future years probably will be, wholly of the growth of western states. And this increased delivery, it should be borne in mind, is not to be proportioned to the capacity of those states to produce, but to the demand for consumption at tide-water, on the Hudson river. This lengthened transportation of the products of agriculture, which pay nearly half the tolls, will thus increase the revenue much beyond the relative increase of the tons arriving at tide-water.

That the increase of delivery of flour and wheat, at tide-water, is the product of western states, is evidenced by the following statement:—

Tons of Flour and Wheat.

YEARS.	FIRST CLEARED.			Arriving at Tide-water.
	Product of this State.	Product of Western States.	TOTAL.	
	tons.	tons.	tons.	tons.
1836	134,507	25,241	159,748	124,982
1837	124,769	31,933	156,702	116,491
1838	128,290	60,925	189,515	133,080
1839	145,090	64,196	209,286	124,683
1840	220,840	99,507	320,347	244,862
1841	178,724	120,258	298,982	201,360
1842	163,317	124,267	287,584	198,231
1843	187,160	157,453	344,703	248,780

The tolls collected at Albany and West Troy, in each of the last ten years, on merchandise going from tide-water, and at Buffalo and Black Rock, on the products of western states going towards tidewater, is as follows:—

YEARS.	Albany.	West Troy.	TOTAL.	Buffalo.	Black Rock.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1834	245,811	133,129	378,940	91,204	....	91,204
1835	357,602	153,446	511,048	106,213	....	106,213
1836	389,327	160,248	549,575	158,075	....	158,075
1837	279,623	129,128	408,751	128,570	....	128,570
1838	357,187	182,516	539,703	202,891	....	202,891
1839	343,007	206,580	549,587	214,183	40,778	254,961
1840	295,563	186,947	482,510	321,417	54,164	375,581
1841	344,037	265,890	609,927	348,688	83,935	432,623
1842	249,353	204,215	453,568	374,780	35,436	410,216
1843	274,496	291,648	566,144	505,319	38,889	544,208

The following table is given as the result of the canal commissioners' statement. The tolls of the Erie canal, for the last ten years, have been paid as follows:—

TOLLS on Agricultural and other Products.

YEARS.	From other States.	From this State.	TOTAL.	On Merchandise.	Total tolls on Erie Canal.
	dollars.	dollars.	dollars.	dollars.	dollars.
1834	105,204	686,824	802,028	378,940	1,180,968
1835	122,513	743,112	865,625	511,048	1,376,673
1836	182,328	708,617	890,945	549,595	1,440,540
1837	148,294	587,125	735,419	408,751	1,144,170
1838	234,020	640,451	874,471	539,703	1,414,174
1839	294,088	583,358	877,446	549,586	1,427,032
1840	433,222	681,602	1,114,824	482,510	1,597,334
1841	499,051	704,674	1,203,725	609,926	1,813,651
1842	496,666	618,713	1,115,389	453,568	1,568,947
1843	604,319	709,853	1,314,172	566,143	1,880,315
Totals for 10 years	3,119,705	6,674,329	9,794,044	5,049,770	14,843,804
„ first 5 years	792,359	3,376,129	4,168,488	2,388,037	6,556,525
„ second 5 years	2,327,346	3,298,200	5,625,556	2,661,733	8,287,279

	dollars.	dollars.
From the above, it appears that the increase in the last five years is	....	1,730,754
That the increase on merchandise is	273,696	
That the increase on products from western states is	1,534,987	
Showing a total increase of	1,808,683	
And that there is a decrease on the products of this state of	77,929	
		1,730,554

It will be understood that these are results of the Erie canal alone, distinct from any other canals.

The increase at Oswego is known to be mostly, if not wholly, on products from western states.

	dollars.
The increase at Oswego, is	104,143
The increase on all the lateral canals, including Oswego, is	43,621
Thus showing a decrease of	60,522

in the last five years in the tolls of the lateral canals, on the "products of this state."

The results of the foregoing statements, for all the canals, is then as follows:—

	dollars.	dollars.		dollars.	dollars.
Increase on the Erie canal	1,730,754		Decrease on products from this state:—		
„ all other canals	43,621		On the Erie canal	77,929	
			On all other canals	60,522	
Total	1,774,375		Total	138,451	
Increase on products from western states, viz:—			Leaving a balance of increase on agricultural products, from western states, of	....	1,500,679
By way of Buffalo and Black Rock	....	1,534,987	Increase on merchandise sent from tide-water	....	273,696
„ Oswego	....	104,143			
Total	....	1,639,130	Total	....	1,774,375

These results show one of two things—either that the agriculture of this state

suffers from a competition with the cheap and fertile lands of the western states, which seek through the Erie canal a market for their surplus productions; or that, as a country penetrated by canals becomes more densely populated, an internal demand grows up for productions which, at an earlier period, were sent to the sea-board. Both propositions may be, and to a certain extent, probably are, true. From the facilities of transportation, the states around the lakes, with lands to be procured at from two to ten dollars per acre, must continue to compete with the lands of New York, until they shall approximate nearly to an equality in value.

Number of Canal Boats.—It has always been a matter of uncertainty how many canal boats were in existence at any one period. The register of boats kept in this department shows some 5000 boats. A conviction that this was much beyond the actual number of boats, led to procure an accurate list.

The number, character, and tonnage of the boats, as shown by the table, are as follows. A column of value has been given, as obtained from an intelligent forwarder:—

DESCRIPTION OF BOATS.	Boats.	Average Tonnage.	Total Tonnage.	Value.
	number.	tons.	tons.	dollars.
Packets	40	34	1,370	40,000
Line boats	389	54	21,082	389,000
Lake ditto	379	63	23,863	379,000
Bull-head ditto	118	62	7,350	118,000
Scow-boats, decked	327	56	18,425	600,000
Ditto, not decked	873	52	45,361	
Total	2126	55	117,453	1,526,000

Among the reasons for the falling off of the passenger business on the Erie canal, is the continuous line of railroad from Albany to Buffalo. This has changed the construction of boats from the "line-boat" form, which has accommodations for passengers, to the "scow," the "lake," and the "bull-head" form which carry only freight.

The total miles run in each year by all boats, was as follows:—

YEARS.	Packets.	Freight Boats.	Total Miles.
	number.	number.	number.
1837	405,050	5,556,950	5,972,000
1838	400,250	6,126,800	6,527,050
1839	290,900	5,785,850	6,076,750
1840	258,880	5,953,300	6,212,180
1841	322,860	7,103,550	7,426,410
1842	354,300	6,173,200	6,527,500
The annual average of the last three years, is			6,722,030
" first "			6,191,933
Increase			530,097
Or equal to an increase of 276-100 per cent per annum.			

PROPERTY and Value cleared at Albany and Troy, on the Erie and Champlain canals.

DESCRIPTION.	1841	1842	1843
	quantity.	quantity.	quantity.
Cleared boats ....No.	....	....	16,413
" tons ....do.	162,715	123,294	165,044
" value ....dollars	....	37,265,595	42,258,488
Tons arrived and cleared ....No.	837,049	789,920	999,327
Value....dollars	....	60,016,608	70,634,087

PRODUCE arrived on the Hudson, *viâ* the Canal.

ARTICLES.	1841	1842	1843	ARTICLES.	1841	1842	1843
	quantity.	quantity.	quantity.		quantity.	quantity.	quantity.
Furs and peltry .....lbs.	1,180,000	358,700	635,809	MANUFACTURES.			
Boards and scantling..feet	177,720,349	150,657,900	177,402,600	Domestic spirits...gallons	2,022,770	711,403	863,255
Shingles .....M.	46,385	36,765	29,334,485	Leather .....lbs.	1,850,900	2,015,050	1,684,300
Timber .....feet	1,028,576	361,589	586,013	Furniture .....tons	769	684	924
Staves.....No.	110,542,839	55,268,500	28,385	Bar and pig lead.....do.	130	641	954
Wood.....cords	21,408	17,280	17,596	Pig iron .....do.	2,018	2,788	2,065
Ashes.....bbls.	43,093	44,824	77,739	Iron ware.....do.	445	2,867	3,735
				Domestic woollens ....do.	212	206	238
AGRICULTURE.				—— cottons .....do.	574	844	975
Pork.....bbls.	115,150	79,235	63,777	Salt .....do.	2,729	3,651	15,506
Beef..... ....do.	18,113	21,437	47,467	Merchandise.....do.	155	185	201
Cheese .....lbs.	14,171,081	19,004,613	24,336,260				
Butter and lard .....do.	16,157,653	19,182,930	24,215,700	OTHER ARTICLES.			
Wool .....do.	3,617,075	3,255,148	6,216,400	Stone, lime, and clay.tons	12,863	10,645	13,507
Flour .....bbls.	1,667,492	1,577,555	2,069,095	Gypsum .....do.	60	370	949
Wheat.....bush.	781,055	928,347	758,597	Mineral coal .....do.	8,045	8,816	6,528
Rye .....do.	8,070	32,224	46,572	Sundries.....do.	15,985	....	23,773
Corn ..... do.	119,762	366,111	184,016				
Barley.....do.	121,010	522,993	1,168,153	The aggregates were as follows:—			
Other grain.....do.	663,375	1,212,517	543,956				
Bran and shipstuff....do.	556,013	789,814	702,654	Forest .....tons	449,095	321,480	416,153
Pease and beans .....do.	39,290	23,732	14,056	Agriculture .....do.	270,240	293,177	343,582
Potatoes.....do.	32,397	23,664	27,883	Manufactures .....do.	17,891	16,015	29,493
Dried fruit .....lbs.	498,697	1,141,068	671,000	Other articles.....do.	36,953	35,769	44,854
Cotton .....do.	296,842	49,600	61,000	Merchandise .....do.	155	185	201
Tobacco.....do.	850,702	1,117,900	1,860,000				
Clover and grass-seed.do.	3,571,334	2,411,930	4,343,300	Total	774,334	666,226	834,283
Flaxseed.....do.	966,263	2,096,360	1,206,900	Value ...dollars	27,225,322	22,751,013	28,376,399
Hops .....do.	298,096	743,800	835,800				

The tonnage and value of agriculture in each year was as follows:—

YEARS.	Tons.	Value.	Per ton.
	number.	dollars.	dlrs. cts.
1843.....	343,582	18,121,927	52 80
1842.....	293,177	15,662,889	53 50
1841.....	270,240	16,994,948	70 75

The valuations are those of the prices in Albany, at the time of their arrival.

CHAPTER XVII.

COMMERCE OF THE AMERICAN LAKES.

BEFORE the conquest of Canada in 1759, the commerce of the lakes was carried on merely on account of the fur trade, and although settlements extended thinly and gradually along their banks after the American revolution, yet the supplying the fur traders with provisions and other articles, and the settlers with necessary goods and implements, and bringing down either to Montreal or New York, furs and such other produce as was collected, constituted the trade until 1830-32. This was especially the state of the trade north and west of Detroit.

In 1819, a steamboat, called *Walk-in-the-Water*, appeared on Lake Erie, made a trip as far as Mackinaw, or Machittinack, to carry up the American Fur Company's goods, and annually repeated the same voyage until she was wrecked near Buffalo, in November, 1821. Her place was then supplied by the steamboat *Superior* (now the *ship Superior*), in 1822. This boat made similar voyages to Mackinaw.

In 1826 and 1827, a steamboat made an excursion with a party of pleasure to Green bay, Lake Michigan. These pleasure excursions were annually made by two or three boats until the year 1832, when the government required the transportation of troops and supplies for the Black Hawk Indian war, and steamboats

were chartered by the government, and proceeded to Chicago, then an open roadstead, exposed to northerly storms, for the whole length of Lake Michigan.

In 1833, there were employed eleven steamboats, which carried to and from Buffalo and other ports on the lakes, during the open season, 61,485 passengers, from whom and for freight the projectors received the sum of 229,212 dollars 69 cents as an offset against the cost of about 300,000 dollars for the steamers.

Of the passengers carried, 42,956 were taken from Buffalo, bound west; the remaining 18,529 passengers were all landed at Buffalo, and distributed at the different ports along the lake.

Three trips were made to the upper lakes, two to Chicago, and one to Green bay; one of the boats left Buffalo on the 23rd of June, at 9 P. M., and returned on the 18th day of July, at 10 P. M. The other left Buffalo the 20th day of July, at 4 P. M., and returned August the 11th.

In 1834, the association was continued, and was composed of eighteen steamboats, which plied on the lake.

In 1836, the steamboat association formed in 1833, was dissolved; the number of steamboats increased, as did the business.

But from a general suspension of specie payments by the banks occurring in May, 1837, a less number, or at least no greater number, of passengers crossed the lakes in either 1837 or 1838, than in 1836; and a great decrease of goods going west, also had a tendency to diminish the business of those years.

In 1839, the owners of steamboats finding the number of boats, and the amount of capital employed in the business, so much greater than the trade could maintain, formed a new association, by which part of the boats were run, and a part laid up.

A regular line of eight boats was formed to run from Buffalo to Chicago, making a trip to Detroit every sixteen days. Emigrants, with their household furniture and farming implements, and others going west, gave these steamboats employment.

In 1840, this steamboat association employed more boats than that of 1839. This year the number of boats on Lake Erie was forty-eight, of various sizes, from 150 to 750 tons' burden, and cost in their construction about 2,200,000 dollars; a part of these boats were run, and a part laid up. The aggregate earnings of the running boats, for passengers and freight carried both ways, amounted to about the sum of 725,523 dollars 44 cents; this amount includes the earnings (estimated) of several boats that did not belong to the association, and added to the amount earned by the associated boats. Eight boats ran regularly this season from Buffalo to Chicago, making sixteen day trips, and one for a time from Mackinaw to Green bay, and occasionally to the Sault Ste. Marie; the aggregate earnings of which amounted to 302,757 dollars 93 cents. Two-thirds of this may be properly considered as business west of Detroit, and is 201,838 dollars 62 cents.

These receipts (with the exception of 12,000 or 14,000 dollars paid by government for the transport of troops) were paid by passengers and freight of merchandise to the different towns on the borders of Lake Michigan, and passengers and produce brought down.

In 1841, the same arrangement was made, and included nearly all the steamboat interest on the lakes. The boats were run in the same manner as in 1840, with this exception, that six boats of the largest class ran from Buffalo to Chicago, making fifteen day trips, and one to Green bay a part of the season, making a trip in fourteen days. These boats have made during this season 525 trips from Buffalo, of which 444 were made on Lake Erie to Toledo, Perrysburgh, River Raisin, and Detroit; and eighty-one to the upper lakes, of which seventy were made to Chicago, and the other eleven to Green bay and the Sault Ste. Marie—and to make these trips, have run between 440,000 and 450,000 miles. In addition to which, a small boat has run daily during the season, from Buffalo to Dunkirk and Barcelona, and occasionally to Erie.

From the increased quantities of agricultural products brought down from the shores of Lake Michigan in 1841, and many tons of lead and shot from the mines in that section of country, now for the first time in any considerable quantity, find a market by Lake Erie; and the great increase of travellers from New Orleans to the northern states, during the hot season of the summer months, having selected this route in consequence of its being more speedy, less expensive, more healthy than the lower route, and affording the traveller a view of the magnificent scenery of the islands and shores of the great lakes; it is estimated that three-fourths of the business done by the Chicago and Green bay boats, in 1841, was carried on by commercial enterprise west of Detroit.

So far as steamboats are concerned, owing to the entire want of safe harbours around Lake Michigan to afford them protection, their whole business is now confined to the western shore of that lake. During the late season, in midsummer, two or three boats made each a trip to St. Joseph's and Michigan city. Milwaukie, Racine, Southport, and Chicago are the places where they have regularly done business.

STATEMENT showing the Number of Ships, Brigs, and Schooners, on Lakes Erie, Michigan, and Superior, together with their Amount of Tonnage and Value, in 1843.

VESSELS.	Number.	Tons.	Value.	To what Port belonging.
		number.	dollars.	
Ships	1	260	8,000	Cleveland.
Brigs	2	261	12,000	"
Schooners	51	4,207	150,000	"
Ships	3	685	36,000	Buffalo.
Brigs	3	677	27,000	"
Barks	1	245	8,000	"
Schooners	52	4,368	168,000	"
Schooners	9	652	38,000	Presque Isle.
Schooners	5	356	10,400	Miami.
Brigs	3	559	23,000	Detroit.
Schooners and sloops	80	4,730	120,000	"
Schooners and sloops	15	792	58,000	Sandusky.
Total ships, brigs, schooners, and sloops	225	17,988	658,400	
Total steamboats	61	17,324	1,741,200	

In alluding to the progress of the west, and of steam navigation, a Buffalo periodical of 1843, remarks :—

"The present month completes a quarter of a century since the first steamer was launched upon the western lakes. During that period changes of vast magnitude have been effected by the application of the mighty agent, steam. Dense forests, which frowned from the margin of great lakes, have been felled, to give place to thriving villages; and the moody aboriginal occupant, who gazed with wonderment at the approach of the ponderous vehicle, has become extinct, or is known only as a wanderer beyond the limits of the Mississippi. Changes like these have characterised the introduction of steam upon the lakes; and the independent, inquiring spirit, which so distinctly marks the habits of the people of this country, has kept pace with the progress of steam westwardly, and developed the fertility and abounding resources of the prairies, until they have become the granary of the world.

"Of those who early participated in the effort to build up this new commerce, but few remain; still, they have vivid recollections of the undertaking, attended as it was by a heavy outlay and much solicitude for its consummation. To them, if not to those now actively engaged in its prosecution, a list of steamers down to the present season must be interesting; and we have, at no inconsiderable time and trouble, been enabled to make up the table below. Should such be the case, those at the west who have records as authority will make corrections, and call attention in some suitable manner, as we are desirous to obtain such information. The list of steamboats, constructed from the first attempt to navigate Lake Erie by steam, with place and date of building, together with their tonnage, is as follows :—

NAME.	Tons.	Where built.	When built.	NAME.	Tons.	Where built.	When built.
	No.		years.		No.		years.
Walk-in-the-Water.	340	Black Rock	1818	St. Clair	250	Sandusky	1836
Superior	300	Buffalo	1822	Don Quixotte	80	Toledo	"
Chippewa	100	"	1824	Crockett	18	Brunersburg	"
Henry Clay	348	Black Rock	1825	Cincinnati	116	Sandusky	"
Pioneer	230	"	"	Illinois	755	Detroit	1837
Niagara	180	"	1826	Rochester	472	Richmond	"
William Penn	275	Erie	"	Madison	630	Erie	"
Enterprise	250	Cleveland	"	Cleveland	580	Huron	"
Peacock	120	Barcelona	1829	Wisconsin	700	Conneaut	"
Newburyport	75	Erie	"	Erie	497	Erie	"
Thompson	242	Huron	1830	Constellation	483	Charleston	"
Ohio	187	L. Sandusky	"	B. Hill	457	"	"
Adelaide	230	Chippewa	"	Constitution	443	Conneaut	"
Gratiot	63	Charleston	1831	New England	416	Black Rock	"
Pennsylvania	395	Erie	1832	Milwaukie	401	Grand Island	"
New York	325	Black Rock	"	Wayne	390	Perrysburg	"
Brady	100	Detroit	"	Macomb	101	Mount Clemens	"
Uncle Sam	280	Gros Isle	"	Star	128	Belvidere	"
Perseverance	50	Erie	"	Commerce	80	Sandusky	"
Washington (1st)	609	Huron	1833	Mason	53	Grand Rapids	"
Michigan	472	Detroit	"	Great Western	780	Huron	1838
Webster	358	Black Rock	"	Buffalo	613	Buffalo	"
Detroit	240	Toledo	"	Chesapeake	412	Maumee City	"
Lady of the Lake	26	Mount Clemens	"	Vermilion	385	Vermilion	"
Marcy	161	Black Rock	"	Lexington	363	Charleston	"
North America	362	Conneaut	"	Fairport	259	Fairport	"
Newberry	170	Palmer	"	Red Jacket	148	Grand Island	"
Delaware	170	Huron	"	Vance	75	Perrysburg	"
Victory	77	Buffalo	1834	J. Allen	250	Chicago	"
Porter	342	Black Rock	"	Washington (2d)	380	Ashtabula	"
Jefferson	428	Erie	"	Dole	162	Chicago	"
Perry	352	Perrysburg	"	Trowbridge	52	Kalamazoo	"
Monroe	341	Monroe	"	Marshall	51	Perrysburg	"
Mazeppa	130	Buffalo	"	Owashenonk	45	Grand Haven	"
Sandusky	377	Sandusky	"	Patronage	56	St. Joseph	"
Minnessetunk	250	Goderich	"	Scott	240	Huron	1839
Jackson	50	Mount Clemens	"	Chautauque	161	Buffalo	"
Jack Downing	80	Sandusky	"	Brothers	150	Chatham	"
L. Western	60	Chatham	"	Kent	180	"	"
Fulton	368	Cleveland	1835	Huron	149	Newport	"
Columbus	391	Huron	"	Harrison (1st)	63	Erie	"
Townsend	312	Buffalo	"	Missouri	612	Vermilion	1840
United States	366	Huron	"	Harrison (2d)	326	Maumee City	"
Chicago	186	St. Joseph	"	Waterloo	98	Black Rock	"
Taylor	95	Silver Creek	"	Minos	400	Chippewa	"
Thames	160	Chatham	"	Indiana	534	Toledo	1841
Clinton	413	Huron	1836	Franklin	231	Algonac	1842
J. Palmer	300	Buffalo	"	Nile	600	Detroit	1843
Lake Erie	149	Detroit	"	Union	64	Black Rock	"
Barcelona	102	Dunville	"	Caroline	46	Ogdensburg	1844
United	37	Detroit	"				

"Besides the above list, there are a few small boats of which nothing is known other than their names. Among those are the Pantanguishane, Cynthia, Pontiac, and Phenomenon, making, with those above given, an aggregate of 27,000 tons, at a total cost of 3,510,000 dollars; 130 dollars a ton being what we deem true data for building and fitting out this description of vessels.

"In examining the progress of steam, as applied in propelling vessels on the lakes, we are struck with the very small number of disasters when compared with other sections of the country, especially in the western waters. In the whole period of twenty-five years, there have been but four explosions which might be termed serious. It is true, there are other disasters to record, whose calamitous details are too freshly impressed upon the public mind. The following tabular view presents both these classes:—

EXPLOSIONS.	Lives lost.	BURNED.	Lives lost.
	number.		number.
Peacock, September, 1830	15	Washington, June, 1838	50
Adelaide, June, 1830	3	Erie, August, 1841	250
Erie, August, 1840	6	Vermilion, November, 1842	5
Perry, twice in 1835	6	Caroline (wilful)	5
Total	30	Total	310

"The incidental disasters, such as collisions, wrecks, &c., are as follows:—Walk-in-the-Water, wrecked in a gale in our offing, November 1, 1821—total loss. Washington (1st), wrecked in a gale, near Long point, in 1833, and one man drowned. She was a splendid new boat, cost 60,000 dollars, and the first season out—totally lost. Delaware, wrecked in a gale, near Chicago, in 1834—totally lost. Crockett, wrecked in a gale, near St. Joseph, in 1834—totally lost. Detroit, ashore near Southport, on Lake Michigan, in 1836—totally lost. Adelaide, ashore in a gale, on Lake Michigan, in 1840—totally lost. Taylor, wrecked, at Michigan city, in 1838—totally lost. The Taylor took fire near the mouth of Cattaraugus creek, in the autumn of 1836, but the flames were subdued in time to save the boat. One hand jumped overboard, and was drowned. Don Quixotte, lost in a gale, on Lake Huron, in 1836. Thames, burned by the 'Patriots,' at Windsor, in 1838. Webster, burned to the water's edge while lying up in Buffalo, in 1835. The Great Western was burned, at anchor, in Detroit, in 1839. The Cynthia, a Canadian ferry-boat, was burned, near Malden, in October, 1838. Minnessetunk, sunk by collision with the Erie, near Detroit. She has since been raised, enlarged, and is now known as the Godrich. Little Western, burned at Detroit last season. Macomb, ashore in a gale at the mouth of Detroit river last fall. Niagara, by collision with some other boat, at Huron. Ohio, sunk, at Toledo, in 1837. Little Erie, totally lost in the ice last fall, near Detroit. The Sandusky, consumed by fire while lying up in our harbour, last February.

"Of the old boats which have gradually gone to decay, we note the following:—Chippewa, Henry Clay, Enterprise, and Pioneer, in this harbour; Peacock and Pennsylvania, at Erie; Marcy and Brady, at Detroit; Thompson, at Huron; Newberry, at Miami city; Perseverance, at Monroe; Uncle Sam, at Charlestown; with some of the smaller boats, whose whereabouts are not distinctly known. Many of the larger class of boats, seldom used of late, are laid up in ordinary at the places named:—Webster, Townsend, New York, Star, and Monroe, at this port; Jefferson, at Erie; United States, at Cleveland; Michigan, at Detroit; Milwaukie, at Milwaukie. The Porter is now known as the Toronto, in the service of the Canadian authorities; the Minos is the armed steamer, also in the same employ. The Superior was long since dismantled, and converted into a ship, and is the only vessel of that description now on the lakes; the Julia Palmer having been converted into a steamer, and the Milwaukie lost in the disastrous gale of November last, upon Lake Michigan. The Cincinnati, Jack Downing, Barcelona, and Mazeppa, have also been converted into sail craft. The latter is known as the schooner, General Scott. The St. Clair was originally known as the Saginaw, Rhode Island, &c., of only 160 tons. During the past winter, she was remodelled and enlarged at Detroit, and now rates 250 tons. The Wisconsin was originally 490 tons, but is now being lengthened sixty feet, which will add to her tonnage at least enough to meet the figure given in the table.

"The Caroline, whose destruction filled so large a portion of public notice, was originally known as the Carolina, and believed to have been built at Charleston, South Carolina, at a very early date, as she was rebuilt at Ogdensburg, as given in the table. She was very strongly built, of Norway pine, and copper fastened. After passing down the St. Lawrence, she ran a couple of seasons on the Hudson, when her guards were shipped, so as to admit her through the Erie canal to this city. The date of her destruction is at Schlosser, Niagara county, New York, December 29, 1837.

"The number of boats yet remaining of the whole once in commission on Lake Erie and the other upper lakes, is about sixty, with an aggregate of 17,000 tons. Of these, some thirty-five only are used when the Consolidation is in existence.

"Of the whole number of boats put in commission during the above period, only *ten* were built and owned in Canada.

"The first steamer known to be upon Lake Michigan was the Henry Clay. In August, 1827, an excursion of pleasure was made in her to Green bay, where Governor Cass was holding a treaty with the Winnebagoes. After the treaty was concluded, the governor and suite returned in the Henry Clay. From that period to 1832, some of the boats went to Green bay, but no farther. On the breaking out of the Black Hawk war, several of the larger boats were chartered by government to convey troops to the disaffected territory; and Chicago, for the first time, was greeted by the sight of one of those strange visiters.

"The building of the propeller Hercules is the commencement of a new era in lake navigation, and her owners predict for that description of vessels a large share of the carrying trade, especially upon the upper lakes. The Hercules is 275 tons' burden, 135 feet long, twenty-five feet beam, eight feet hold, and put together in the strongest manner. She has fourteen state-rooms, six feet square, with sufficient additional space for the erection of forty-six berths more; and, from the peculiar symmetry of the vessel, she will doubtless afford ample accommodations for families emigrating. Her space below, for storage, is large, having almost the entire hull of the vessel appropriated for that purpose. The peculiar feature, however, of the Hercules is her engine and its auxiliaries. On examining the machinery, all are struck with the infinite compactness of the steam apparatus and its perfect simplicity, the whole weighing but fifteen tons. The engine is simple and very small, lies close upon the kelson, and fills but a space of six feet square. It is one of Ericson's patent, was made at Auburn, and is computed to be of fifty horse power. We might here remark, that the weight of an engine and boilers for one of our largest steamers is estimated at from sixty to ninety tons, the dead weight of which a propeller escapes carrying. The paddles are made of boiler iron, three-eighths of an inch thick, eighteen inches broad, by thirty inches long, and are placed on two long wrought-iron shafts, protruding from either side of the stern-post. The diameter of the paddles is six feet four inches. From the superb manner in which the Hercules is built and fitted out, having cost nearly 20,000 dollars, it is apparent that the Messrs. Hollisters are determined to give the experiment a full and fair trial. Another boat, of the same tonnage, for the same owners, is now being built at Perrysburg, and will be out next month. The Cleveland propeller was launched on the 22nd ult., and the fourth vessel of the kind is rapidly progressing toward completion at Chicago.

"Ten cords of wood, at a cost of seventeen dollars, will suffice the propeller per diem; while one of our largest steamers will consume two cords per hour, at a cost of eighty dollars a day. Some of the steamers even exceed this calculation by thirty-three per cent.

"The aggregate and importance of our lake trade is thus spoken of in a report made during the past season by the committee on commerce to Congress:—'It appears, that in 1841, there were upon Lake Erie and the upper lakes more than fifty steamers, constructed at a cost of between 2,000,000 and 3,000,000 of dollars; and, among them, some (varying from 600 to 800 tons) which, for strength, sea-worthiness, beauty of model, and elegance of finish, may compare advantageously with any in America; and, notwithstanding the exceeding and continued pecuniary pressure of that year, that their aggregate earnings for freight and for passengers, during the season of navigation, and after accomplishing voyages, amounting collectively, by estimation, to near 450,000 miles, were 767,132 dollars. During the same year, the probable amount of capital invested in *sail vessels*, on the same lakes, was estimated at 1,250,000 dollars, and *their* earnings, during the same season, are estimated at 750,000 dollars. If to these earnings there are to be added 150,000 dollars for freight and toll upon United States products, passed during the same year through the Welland canal, it will be seen that the product of the navigation and commercial business upon these lakes amounts annually to the large sum of 1,700,000 dollars; while, at the same time, it has been productive of the vast advantage of furnishing employment and support to great numbers of sailors, and others connected, of necessity, with the business.

"'From the reports of the Topographical Bureau, and other documents, which the committee had access to, it further appears, that during the year 1840, the number of entries and departures of vessels and steamers at Buffalo was 4061; that, during the same year, the number was equally great at Cleveland; and that, of the 2,000,000 bushels of wheat shipped, 896,550 bushels were cleared from that port for Canada or the Welland canal; and that there were, during the same period, and from the same place, 422 clearances of vessels for Canada or the Welland canal. It further appears, by those documents, that dutiable merchandise from New York or elsewhere, to the value of 10,000,000 dollars, was discharged at Cleveland, and destined for the Ohio and Mississippi valleys, passing down the Ohio canal, and for consumption and supply in the state of Ohio.

"'The rapidity with which the navigation and commerce of the lakes has thus grown up, constitutes a striking feature in the general subject. With that is connected a consideration of the influence produced upon those interests by the completion of the great lines of communication between the Hudson and Buffalo, by canal and railway; and between the Ohio river, at the mouth

of the Scioto and Lake Erie, at Cleveland, through the Ohio canal. This influence is ably and sufficiently illustrated in the different expositions contained in the reports of the Topographical Bureau; and, if consequences so vast may justly be deduced from the opening of those lines of communication, who can measure the extent of that teeming commerce which will be poured into Lake Michigan, through the canal up the Illinois? and how immeasurably will that commerce be swollen and expanded by the completion, now so nearly accomplished, of the Ohio and Indiana canal, of the Miami and the Wabash, which terminates in the Miami bay, and of that canal which is to unite Pittsburg with the lakes at Erie, and of all those other lines of communication by railroad which are respectively in a course of completion?

"'Of the actual condition of the commerce of the lakes, some adequate conception, it is believed, can be formed. The secretary of war estimates its annual value at a sum exceeding 25,000,000 dollars.'"

"In size, model, speed, finish, and general arrangement, these vessels are unsurpassed. The original cost of these vessels varies from 15,000 dollars to 120,000 dollars each. A boat of the largest class requires the services of forty men to manage her, whose salaries are as follows:—

CREW.	Per Month.	CREW.	Per Month.
	dollars.		dollars.
Captain	100	First mate	60
Clerk	45	Second mate	30
Steward	45	Chief cook	30
Nine deck hands, each	14	Two assistants, each	20
Eight firemen	20	One female ditto	14
Four wheelsmen	25	Four waiters, each	12
One engineer	60	Two porters	12
Two assistants, each	30	One carpenter	20

Or, at the farthest, 1000 dollars for labour.

"During this period, a steamboat will make four trips to Detroit and back to Buffalo, and consume about 1000 cords of wood at each trip, at a cost of about one dollar eighty-five cents per cord. She will also consume about thirty-three gallons of oil each trip, with an outlay of ten dollars for washing, besides other trifling contingencies.

"Attached to the lake consolidation there are thirty-seven boats, comprising the whole of the large class now afloat on Lake Erie. Between high and low pressure boats there are vast differences in the cost of outfit. The Missouri (high pressure), large class, 610 tons, cost when ready for service, 80,000 dollars. Her engine, horizontal, and one of the most perfect ever put into the hull of a vessel, was purchased at a bargain, and cost at Pittsburg, in June last, 18,000 dollars. An additional 3000 dollars more was paid for its transportation to Erie. Her upholsterer's bill amounted to 4000 dollars. The Cleveland, low pressure, large class, 570 tons, was built and fitted out three years ago, at a time when labour and materials were very high. Her hull cost 22,500 dollars, engine 45,000 dollars, with an additional 5000 dollars for shafts, &c., furnished at Buffalo previous to her going into service. This craft is allowed to have the most happy combination of arrangements of any boat on the western waters, a circumstance most assuredly which gives her such great speed. She consumes three cords of wood every hour, or 150 to Detroit and back to Buffalo, and 600 cords to Chicago. An ordinary high pressure boat will consume about eighty cords to Detroit and back, or 375 to Chicago and back. During the first twelve trips of the Constitution this season to Detroit and back, she consumed 1130 cords of wood, at a cost of one dollar seventy-five cents per cord, amounting to within a fraction of 2000 dollars for fuel.

"When running, the rate of insurance is six or seven per cent, and when lying up, during the winter, only one per cent is charged. Sometimes, however, in very boisterous weather, near the close of the navigation, two per cent a month is charged for policies. These policies are rarely taken out by heavy owners; it is done mostly by persons not engaged in the forwarding business, who own a few shares of stock, and are solicitous for its safety. The great bulk of steamboat stock is uninsured. One of the most prominent features which characterise our lake craft is the elegant style in which they are painted. This is a feature belonging exclusively to Lake Erie. Every traveller that has passed between Buffalo and points west, will acknowledge and award to the artists of Buffalo high commendation for the manner in which they have performed their labour. Four thousand dollars has been paid for the painting, glazing, and ornamenting a single steamboat.

"*Steamboats on Lake Ontario.*—The following lists of steam vessels employed in the navigation of Lake Ontario and the St. Lawrence, include all that have been so employed, from the first use of steam on those waters, and whether built on the United States or the Canadian side. We are indebted for the statement to Mr. John Disturnell. The amount of tonnage propelled by steam, on the Canada side, will be seen to be not far from four times more than the amount belonging to the American side; a difference which though in part accounted for, by the great extent of waters exclusively Canadian, is still, notwithstanding this fact, a greater difference than would, we apprehend, have been generally supposed to exist.

"'*Daily line of steamers.*—A numerous meeting, called by his worship the mayor, was held

recently at the Albion Hotel, on the subject of forming a Joint Stock company, with a capital of 20,000*l.*, to run a daily line of steamers between Quebec and Montreal. Several resolutions were passed to that effect, and a committee of twenty-five appointed to solicit subscriptions to the stock. Mr. J. Ryan showed a list of persons who had already subscribed to the amount of upwards of 5000*l.*'—*Quebec Gazette.*

"'*Proposed steamboat between Toronto and Goderich.*—The estimates of a steamboat to be worked by a propeller, in order that it may pass the Welland canal, have been brought to our notice by a correspondent. It is proposed to build a steamer at St. Catherine's, which would cost 4600*l.*, to ply between Toronto and Goderich. It is expected that such a vessel will make twelve trips during the season, carrying 2500 barrels of flour, 100 tons of merchandise, and sixty passengers, and that this will produce a clear profit, after all expenses are paid, of 3000*l.*, or above fifty per cent, after all allowances are made for contingencies.

"'Various individuals are mentioned as willing to take shares. The people of Goderich are said to be willing to take 2000*l.* of it, and the Canada Land company pays fifty dollars to an American boat as a premium every time it touches Goderich, which they would prefer paying to a Canadian. We are unacquainted with the grounds on which these calculations have been made, but would recommend the parties who have made them to come openly forward with their names, and lay the plan regularly before the public, if they cannot have sufficient subscriptions privately. One thing is certain, that Toronto and Goderich, the terminations of the proposed line, would derive material benefit from such a new medium of intercourse, as well as every place on the line where it might be deemed expedient to touch.'—*Toronto Globe.*

"The following is a list of American steamboats, built and running on Lake Ontario, since their first introduction in 1816. Those marked * are broken up:

List of American Steamboats, built and running on Lake Ontario.

When built.	Names.	Tons.	Where built.
1816	Ontario*	400	Sackett's harbour.
1818	Sophia*	75	Ditto.
1823	Martha Ogden*	150	Ditto.
1830	Brownville*	150	Brownville.
1831	Charles Carrol*	100	Sackett's harbour.
1831	Paul Pry*	50	Ogdensburg.
1832	United States	150	Ditto.
1833	Black Hawk†	200	French Creek.
1834	Oswego‡	400	Oswego.
	John Marshall	60	Lake Erie.
1836	Oneida	300	Oswego.
1837	Telegraph	200	Dexter.
1839	St. Lawrence	450	Oswego.
1839	Express	150	Puttneyville.
1841	George Clinton	100	Oswego.
1841	President	60	Ditto.
1842	Lady of the Lake	425	Ditto.
1843	Rochester	400	Ditto.
	Total tons	4120	

Ericson Propellers, running from Oswego to Chicago (Illinois).

1841	Vandalia	150	Oswego.
1842	Chicago	150	Ditto.
1842	Oswego	150	Ditto.
1843	New York	150	Ditto.
	Total tons	600	

British Government Vessels.

1835	Traveller	350	Niagara.
1838	Experiment	150	Ditto.
1842	Mohawk (iron ves)	150	Kingston.
1842	Cherokee	700	Ditto.
	Total tons	1350	

† Now named Dolphin, and owned in Canada.
‡ Hull used as a timber ship.

List of British Steamboats, built and running on Lake Ontario.

When built.	Names.	Tons.	Where built.
1816	Frontenac*	700	Kingston.
1817	Charlotte*	150	Ditto.
1819	Dalhousie*	350	Prescott.
1824	Toronto*	200	Toronto.
1824	Queenston*	350	Queenston.
1825	Canada*	250	Toronto.
1825	Niagara*	400	Brockville.
1828	Alciope*	450	Niagara.
1829	Sir James Kempt*	200	Kingston.
1830	Great Britain*	700	Prescott.
1831	Iroquois*	100	Ditto.
1832	John By*	200	Kingston.
1832	William IVth	450	Gananoque.
1832	Transit	350	Oakville.
1833	Britan. (laid up)	200	Kingston.
1833	Cobourg	500	Cobourg.
1833	Brockville	350	Brockville.
1833	Kingston	200	Kingston.
1834	Com. Barrie†	275	Ditto.
1834	Union	300	Oakville.
1835	St. George	400	Kingston.
1837	Sir Robert Peel‡	350	Brockville.
1837	Gore	200	Niagara.
1838	Queen Victoria	200	Ditto.
1839	Hen. Gildersleve	250	Kingston.
1840	Highlander	300	Coteau du Lac.
1840	Albion	200	Brockville.
1840	America	300	Niagara.
1840	City of Toronto	500	Ditto.
1840	Sovereign	475	Ditto.
1841	Princess Royal	500	Ditto.
1841	Canada	450	Prescott.
1841	Frontenac	200	Kingston.
1841	Sir Charles	200	Ditto.
1842	Prince of Wales	200	Ditto.
1842	Admiral	400	Niagara.
1842	C. Just. Robinson	400	Ditto.
1843	Eclipse	400	Ditto.
	Total tons	12,600	

† Lost in 1842.
‡ Destroyed by the Patriots in 1838.

"In addition to the above list of British steamboats, of a large class, there are a number of smaller boats and Ericson Propellers, running from Kingston to Montreal, passing down the rapids of the St. Lawrence river, and returning through the Rideau canal, carrying an immense amount of produce, merchandise, and passengers. When the Beauharnois canal is completed, vessels of a large class can run direct from Montreal to the Upper Lakes.

MISCELLANEOUS STATEMENTS OF THE COMMERCE AND NAVIGATION OF THE AMERICAN TOWNS ON THE LAKES.

The present trade of the inland seas of America, according to a statement in the *Buffalo Advertiser*, is but a fraction, if any, short of being *four times* the amount of the export and import trade in 1775, of the 3,000,000 inhabitants then living in the thirteen revolted colonies.

According to Pitkin, the foreign trade of those colonies for the six years preceding 1775 was on an average:—

	£	dollars.
Exports	1,752,142	7,779,510
Imports	2,732,036	12,130,239
Total	4,484,178	19,909,749

The official records at Washington, as recently stated by Colonel J. J. Abert, of the United States Bureau of Topographical Engineers, show that the trade of our great lakes, was, in 1841—

	dollars.
Exports	32,342,581
Imports	33,483,441
Total	65,826,022

Notwithstanding the *over* trading which marked the year 1836, the aggregate of the export and import trade on the lakes that year was only 16,416,354 dollars. Subtract the latter from the amount of the lake trade of 1841, and the difference will be 49,364,668 dollars—an increase of *fifty millions* in five years! By this ratio, the commerce of the lakes during the present year should exceed 85,000,000 dollars.

In 1819, there was but one steamboat on the lakes.

In 1827, the waters of Lake Michigan were first ploughed by steam—a boat having made an excursion to Green bay.

In 1832, a boat reached Chicago with troops.

In 1833, there were eleven boats on the lakes, which cost 360,000 dollars, and carried that year 61,480 passengers; and with the freight the receipts were 229,212 dollars 69 cents. This season three trips were made to Chicago, and one to Green bay; the amount of receipts was 4335 dollars 39 cents. The time of running from Buffalo and returning averaged twenty-two days.

In 1834, seven new boats came out, which made eighteen in service for the year. Total cost, 500,000 dollars. The amount of the earnings of the boats this year was 238,565 dollars 95 cents. Two trips were made to Green bay, and three to Chicago; and the amount received for them was 6273 dollars 65 cents.

In 1839, the increase of business to Chicago in Lake Michigan, and ports west of Detroit, was so great that a regular line of eight boats ran from Buffalo to Chicago, making a trip in sixteen days.

In 1840, the number of boats on the lakes increased to forty-eight, and the cost

of them was 2,200,000 dollars. The earnings of the boats was 725,523 dollars 44 cents. Rising of 200,000 dollars of this amount was earnings west of Detroit.

In 1841, 525 trips were made from Buffalo to Detroit; eighty-one to the upper lakes, of which seventy were to Chicago, and ten to Green bay. Earnings of all the boats, 767,123 dollars 27 cents. The upper lake boats contributed 301,803 dollars 39 cents to this amount. In 1841, the number of sail vessels was estimated at 550, varying in size from thirty to 350 tons, and the cost of them 1,250,000 dollars, and their earnings at 750,000 dollars. The earnings of British vessels on the lakes is estimated at 150,000 dollars. The earnings of the steamboats and sailing vessels on the lakes in 1841, from the best data we can get at, is—

	dollars.	cts.
American steamboats	767,132	27
,, sailing vessels	750,000	00
British vessels, generally	150,000	00
Total	1,667,132	27

Lake Tonnage.—According to the secretary of the treasury's report, the enrolled and licensed tonnage in 1841, at the various districts on the lakes, was—

	tons.		tons.
Sackett's Harbour	3,623	Brought forward	25,909
Oswego	8,346	Sandusky	2,642
Niagara	230	Detroit	11,433
Buffalo	4,196	Mackinaw	470
Cleveland	9,514		
Carried forward	25,909	Total	40,454

The district of Detroit excels any other—Cleveland next.

MISCELLANEOUS Items, illustrating the increase of Trade in the North west, from the Year 1836 to 1841.

DESCRIPTION.	1836	1837	1838	1839	1840
Lake Erie, steamboats on ..... No.	45	50	52	61	
,, ,, ... tons	9,017	10,509	17,429	17,324	
,, sailing vessels ..... No.	211	230	234	225	300
,, ,, ... tons	15,030	16,934	16,840	17,799	30,000
,, total tonnage ..... do.	24,047	27,443	34,277	35,123	
Welland Canal—					
Wheat passing on ..... bushels	....	208,242	414,919	864,846	
Flour passing on ..... barrels	....	6,869	49,082	66,875	
Income ..... £.	....	6,461	3,123	5,706	20,341
Erie Canal—					
Wheat and flour forwarded at Buffalo ..... tons	24,154	27,206	57,947	60,082	107,557
Wheat and flour arrived at Hudson river ..... do.	124,982	116,491	133,080	124,883	218,759
Tolls on wheat and flour ..... dollars	....	301,739	380,161	404,525	
Per cent of whole tolls	....	27	27		
Wheat forwarded at Buffalo ..... bushels	....	450,350	....	....	1,467,904
Flour forwarded at Buffalo ..... barrels	....	126,808	....	....	647,970
Wheat arrived at Hudson river ..... bushels	....	....	....	....	1,395,195
Flour arrived at Hudson river ..... barrels	....	....	....	....	1,805,135
Michigan—					
Flour shipped from Detroit ..... do.	....	....	....	....	76,896
Flour shipped from Toledo ..... do.	....	....	....	....	67,000
Flour shipped from ports on Lake Michigan ..... do.	....	....	....	....	53,000
Flour on hand for spring shipments ..... do.	....	....	....	....	200,000

Lake Commerce of Cleveland, Ohio.—Statement of the number of arrivals and departures (steam vessels not included) at the port of Cleveland, from the 23rd of March, 1841, when the harbour was clear of ice, to the close of navigation; principal articles of cargo; number of vessels and steamboats belonging to the port of Cleveland, and their aggregate amount of tonnage; prepared by George B. Merwin, collector of customs at Cleveland, Ohio, January 1, 1842.

Whole number of arrivals, 1364; of which 437 were from Canadian ports

on Lake Erie, and American and Canadian ports *viâ* Welland canal. Principal articles of cargo:—

ARTICLES.	Quantity.	ARTICLES.	Quantity.
	number.		number.
Merchandise.....packages	35,485	Corn.....bushels	11,165
,, ...tons	489	Wheat.....do.	1,720
Salt.....lbs.	90,160	Lumber*.....feet	2,058,000
Fish.....do.	5,911	Shingles.....thousand	1,802
Flour.....do.	1,121	Staves.....do.	69
Plaster.....do.	1,101	Shingle bolts.....cords	333
,, ...tons.	423	Burr blocks.....No.	1,500

Cargo by steamboats, no account. * 1,108,000 *feet from Canada.*

Whole number of departures, 1366; of which 422 were to Canadian ports on Lake Erie, and American and Canadian ports *viâ* Welland canal. Principal articles of cargo:—

ARTICLES.	Quantity.	ARTICLES.	Quantity.
	number.		number.
Wheat.....bushels	1,593,000	Beef.....barrels	868
Corn.....do.	203,900	Beans.....casks	647
Oats.....do.	17,229	Cheese.....do.	1295
Flour*.....barrels.	460,810	,, ...tons	32
Pork.....do.	33,733	Tobacco.....hogsheads	900
Whiskey.....do.	12,348	Hams.....casks	2082
Lard.....do.	1,593	Coal.....tons	4329
,, ...kegs.	3,791	Grindstones.....do.	266
,, ...tons	60	Staves.....thousand	2954
Salt.....barrels	17,030	Black walnut lumber.....do.	144
Flax and grass seed.....do.	2,051	Feathers.....sacks	962
Butter.....do.	541	Wool.....bales	661
,, ...kegs.	15,542	Cotton.....do.	174
,, ...tons	28	Hides.....No.	1031
Potash.....barrels	1,006		

* 12,383 barrels shipped by steamboats.

Of the above were shipped to the provinces of Upper and Lower Canada:—

ARTICLES.	Quantity.	ARTICLES.	Quantity.
	number.		number.
Wheat.....bushels	271,913	Beef.....barrels	760
Corn.....do.	47,393	Coal.....tons.	1553
Oats.....do.	969	Grindstones.....do.	157
Flour.....barrels	62,605	Staves.....thousand	34
Pork.....do.	13,469		

Vessels belonging to Cleveland.—Schooners, sixty-six; steamboats, seven; brigs, four; sloops, two; aggregate amount of tonnage, 9504 tons.

Canal Commerce of Cleveland.—The following particulars of merchandise, on which toll is charged by weight, is from the official report of D. H. Beardsley, Esq., the collector at Cleveland. There arrived at Cleveland, by way of the canal, during the year 1841, 275,556,683 lbs. The following constitute the chief articles that arrived in 1841 and 1842:—

ARTICLES ARRIVED.	1841	1842	ARTICLES ARRIVED.	1841	1842
	quantity.	quantity.		quantity.	quantity.
Wheat.....bushels	1,564,421	1,311,665	Tobacco.....hogsheads	912	1,263
Flax seed.....do.	2,518	9,170	Lumber.....feet	328,998	313,949
Corn.....do.	245,018	218,756	Staves and hogsheads.pieces	978,458	879,398
Oats.....do.	32,851	24,154	Wood.....cords	1,789	2,990
Mineral coal.....do.	478,370	466,844			
Flour.....barrels	441,425	492,711	ARTICLES CLEARED.		
Pork.....do.	29,794	53,272			
Whiskey.....do.	12,270	9,967	Salt.....barrels	59,793	49,456
Butter.....lbs.	1,463,280	1,115,056	Lake fish.....do	9,309	6,274
Pot and pearl ashes.....do.	100,111	584,851	Merchandise.....lbs.	15,227,709	10,091,803
Cheese.....do.	58,148	250,202	Furniture.....do.	927,450	1,062,785
Lard.....do.	961,161	1,311,185	Gypsum.....do.	1,532,129	1,789,422
Bacon.....do.	1,881,271	1,267,245	Lumber.....feet	1,722,262	1,399,702
Pig iron.....do.	968,160	1,924,286	Shingles.....M.	2,578	2,394
Iron and nails.....do.	3,905,417	3,172,872	Hoops, flat.....do.	732,400	830,225
Merchandise.....do	682,141	543,440	Millstones.....pairs	37½	14½

STATEMENT showing the Number of Vessels and Steamboats belonging to the Port of Cleveland, their Tonnage, and the Number of Arrivals and Departures, from the Year 1830 to 1843, inclusive.

YEARS.	Steamboats.	Schooners.	Sloops.	Brigs.	Ships.	Tonnage.	Arrival of vessels exclusive of Steamboats.	Departure of vessels, exclusive of Steamboats.
	number.	number.	number.	number.	number.	tons.	number.	number.
1830	1	12	2	....	....	1029	213	218
1831	1	14	4	....	....	....	355	350
1832	1	21	5	....	....	....	497	498
1833	1	22	4	....	....	....	794	790
1834	1	27	5	....	....	....	838	835
1835	3	29	5	1	....	3962	878	870
1836	4	31	3	2	....	....	920	921
1837	7	48	6	2	....	....	950	951
1838	11	50	3	2	1	....	1054	1050
1839	11	49	3	2	1	....	1024	1029
1840	7	54	3	2	....	9504	1344	1344
1841	7	66	2	4	....	....	1364	1366
1842	5	67	2	6	....	8671	1418	1412
1843	4	74	3	5	....	9386	1382	1432

The following statement of produce cleared in 1830, at Cleveland, Ohio, which town is situated at the junction of the Ohio canal with Lake Erie, shows the first commencement of a trade in new articles which must accumulate rapidly, and principally flow through the western canal of this state:—

ARTICLES.	Quantity.	ARTICLES.	Quantity.
	number.		number.
Salt.....barrels	23,404	Gypsum.....tons	85
Fish.....do.	4,482	Merchandise.....do.	1,461
Millstones.....pair	10		

The following articles of property have arrived at Cleveland, by way of the canal, during the year 1830:—

ARTICLES.	Quantity.	ARTICLES.	Quantity.
	number.		number.
Wheat.....bushels	176,689	Pork.....barrels	873
Coal.....tons	5,100	Beef.....do.	148
Flour.....barrels	32,988	Linseed oil.....casks	802
Whiskey.....do.	2,442	Pot and pearl ashes.....tons	104

The above arrivals, *viâ* canal, may be considered as the principal articles exported from Cleveland, during the year 1830.

PRODUCE discharged from the Ohio canal, at Cleveland, and the Tolls of the Ohio, Miami, and New York canals.

YEARS.	Flour.	Wheat.	Pork.	Coal.	Ohio canal. Tolls.	Miami. Tolls.	New York. Tolls.
	barrels.	bushels.	barrels.	bushels.	dollars.	dollars.	dollars.
1833	98,302	386,760	22,758	49,131	136,555	50,470	1,463,820
1834	105,326	333,868	33,884	95,634	164,488	50,040	1,341,329
1835	132,319	387,232	19,814	50,473	185,684	51,917	1,548,986
1836	167,431	463,821	13,572	84,124	211,823	51,116	1,614,336
1837	203,691	549,141	42,057	183,484	293,428	92,833	1,292,627
1838	287,465	1,229,012	39,055	73,292	382,135	77,863	1,590,911
1839	264,887	1,515,820	30,717	134,681	423,599	78,601	1,616,382
1840	505,461	2,155,407	23,017	172,206	452,122	70,321	1,775,747
1841	441,425	1,564,421	29,797	478,370	416,202	72,612	2,034,882
1842	492,711	1,311,665	52,272	466,844	387,442	71,500	1,008,000

THE following tabular Statement exhibits the Amount of Tolls received on the Ohio and Miami Canals, and the Amount paid since December 1, 1826:

YEARS.	OHIO CANAL.			MIAMI CANAL.		
	Received for tolls, fines, and water-rents.	Paid collectors and inspectors.	Paid engineers, superintendents, and for repairs.*	Received for tolls, fines, and water-rents.	Paid collectors and inspectors.	Paid engineers, superintendents, and for repairs.
	dlrs. cts.	dlrs. cts.	dlrs. cts.	dlrs. cts.	dollars.	dlrs. cts.
1827	1,500 00	700 00	....			
1828	4,000 00	900 00	....	8,042 70		
1829	7,000 00	1,100 00	....	20,941 36	1200	10,329 59
1830	30,493 93	1,300 00	....	30,082 33	1200	6,938 05
1831	64,864 17	2,100 00	....	36,653 88	1550	6,605 06
1832	79,982 48	3,000 00	....	36,847 47	1700	9,237 91
1833	136,555 70	4,125 00	33,741 26	50,470 63	1975	5,668 83
1834	164,488 98	5,325 00	71,853 49	50,040 99	2225	7,940 37
1835	185,684 48	5,325 00	75,875 10	51,917 00	2225	16,927 57
1836	211,823 32	5,650 00	84,846 81	51,116 52	2225	28,768 77
1837	293,428 79	7,050 00	115,688 82	62,833 40	2675	46,556 91
1838	382,135 96	7,250 00	192,344 99	77,863 08	2700	32,657 25
1839	423,599 84	8,200 00	195,627 13	78,601 19	2500	44,991 19
1840	452,122 03	8,500 00	113,002 95	70,321 53	2500	22,553 55
1841	416,202 63	†9,240 00	124,263 49	72,612 88	2672	30,780 55
1842	387,442 22	9,000 00	129,217 51	58,460 34	2926	20,634 70
1843	322,754 82	9,000 00	114,897 77	68,040 09	2500	‡36,326 05

* Until 1833, when the canal was finished, repairs were charged as construction.
† This amount includes tolls refunded. ‡ This includes expenditures on the Warren County canal.

RECEIVED at Cleveland, *viâ* the Ohio Canal.

YEARS.	Barrels of Flour.	Bushels of Wheat	Barrels of Pork.	Bushels of Coal.
	Quantity.	Quantity.	Quantity.	Quantity.
1833	98,302	386,700	22,758	49,134
1834	105,326	333,868	33,884	95,634
1835	132,310	387,232	19,814	50,473
1836	167,131	403,821	13,572	84,121
1837	203,691	549,141	42,037	183,484
1838	287,465	1,229,012	39,055	73,292
1839	264,887	1,515,820	30,717	134,881
1840	505,461	2,155,407	23,017	172,206
1841	441,425	1,564,421	29,797	478,370
1842	492,711	1,311,665	52,272	466,844
1843	577,369	813,536	13,177	387,834

POUNDS of Merchandise shipped on the Ohio Canals, with the Aggregate Loans of the Ohio Banks.

YEARS.	MERCHANDISE SHIPPED FROM—			TOTAL.	Bank Loans.
	Cleveland.	Portsmouth.	Cincinnati.		
	lbs.	lbs.	lbs.	lbs.	dollars.
1832	5,260,000				
1833	9,896,440	....	6,124,000		
1834	10,127,613	....	5,568,000		
1835	14,839,950	5,868,605	7,217,000	27,925,555	10,071,250
1836	13,384,959	7,220,003	6,065,000	26,669,962	17,079,250
1837	10,757,386	3,487,271	6,020,000	20,264,657	18,175,699
1838	18,875,286	3,763,393	6,887,000	29,525,679	19,505,662
1839	19,125,282	7,085,735	8,664,640	34,875,657	16,520,360
1840	10,783,514	6,747,565	5,566,282	23,097,361	13,414,087
1841	15,164,747	5,773,929	4,359,433	25,298,109	9,818,128
1842	10,091,803	5,111,112	2,842,861	18,045,776	6,937,980
1843	13,250,758	5,886,587	3,651,293	22,788,638	4,019,163
1844	11,552,460	5,176,823	4,112,291	20,841,774	2,845,345

"The large imports of merchandise, in some former years, were concomitant with extended bank loans—a means by which the credits were unduly sustained, and sales of goods prolonged in excess of the means of payment. This took place during that season of speculation which pervaded all sections of the union, and was a necessary consequence of that ill-judged multiplication of banks created to supply a supposed want, induced by the anticipated expiration of the charter of the late national bank."—*Hunt's Magazine.*

TOTAL Exports of Leading Articles from the Ports of Cleveland, Portsmouth, and Cincinnati, Ohio.

YEARS.	Wool.	Pork.	Lard.	Coal.	Wheat and Flour.
	lbs.	barrels.	lbs.	bushels.	bushels.
1835	....	....	522,498	50,473	1,178,706
1836	....	43,073	638,269	84,124	1,467,520
1837	....	70,889	1,550,410	183,484	1,636,061
1838	....	70,614	2,144,231	73,292	2,738,195
1839	82,102	120,566	3,872,891	134,881	3,566,615
1840	63,349	67,205	2,230,579	172,206	5,778,392
1841	138,353	103,634	4,117,030	478,370	4,805,327
1842	224,660	121,236	4,937,178	466,844	4,244,663
1843	429,679	93,098	6,467,157	387,834	4,486,114
1844	978,794	162,623	9,919.229	540,305	4,305,215

"The quantity of merchandise imported into Ohio, in 1844, was sixty per cent of the quantity imported in 1839, when the loans of the banks had been running near their highest points. At the same time, the exports of produce have largely increased. The value of the imported merchandise is officially estimated at 300 dollars per 1000 lbs.; consequently, the import of 1839, was worth 10,462,500 dollars, and that of 1844, 6,252,300 dollars; a reduction of 4,210,200 dollars. At the same time, an increase of exports took place, calculating the quantities at present prices, as follows:—

ARTICLES.	Quantity.	Value.
		dollars.
Wool ... lbs.	896,692	448,346
Pork ... barrels	42,000	420,000
Lard ... lbs.	6,046,338	420,000
Coal ... bushels	405,424	202,712
Wheat ... do.	738,600	738,600
Total increase, five articles..	....	2,229,658

"This makes a difference of 6,439,856 dollars more, in the year's business of 1844, in favour of Ohio, than that of 1839.

STATEMENT showing the Principal Articles Imported and Exported at the Port of Cleveland during the Year 1843. Also the whole Number of Arrivals and Departures, the Number of Vessels belonging to the District of Cuyahoga, and the Aggregate Tonnage.

ARTICLES.	Quantity.	Value.
IMPORTS.	number.	dollars cts.
Salt ... barrels	79,103	93,934 81
Lumber ... feet	1,504,215	15,040 00
Shingles ... M.	3,539	8,847 50
Fish ... barrels	5,808	23,232 00
Plaster ... do.	2,648	3,972 00
" ... tons	50	250 00
Shingle-bolts ... cords	437	2,622 00
Merchandise ... tons	8,126	5,712,392 00
" ... packages	40,769	
Furniture ... do.	1,325	
" ... tons	16	
Seeds ... casks	1,379	8,274 00
Iron ... tons	155	9,300 00
Limestone ... cords	319	1,595 00
Cedar-posts ... No.	5,296	662 00
Leather ... sides	5,550	16,650 00
" ... rolls	1,147	34,410 00
Cast-iron stoves ...	1,178	14,136 00
Castings ... lbs.	91,991	3,679 64
Water-lime ... barrels	1,281	2,562 00
Nails ... kegs	1,151	5,755 00
Marble ... pieces	1,821	10,926 00
" ... tons	7	315 00
Lehigh coal ... do.	206	2,472 00
Burr blocks ... No.	1,163	1,500 00
Oil ... casks	100	3,000 00
Clocks ... boxes	615	16,125 00
Total ...	....	5,991,650 95
EXPORTS.		
Wheat ... bushels	724,211	564,884 58
Flour ... barrels	596,878	2,268,136 40
Pork ... do.	16,638	116 466 00
Carried forward ...	....	2,949,486 98

ARTICLES.	Quantity.	Value.
	number.	dollars cts.
Brought forward ...	....	2,949,486 98
Corn ... bushels	196,747	68,861 45
Oats ... do.	11,158	2,343 18
Whiskey ... barrels	11,245	73,092 50
Salt ... do.	16,726	19,862 12
Lard ... kegs	17,504	52,512 00
Butter ... do.	12,076	48,304 00
Seeds ... barrels	3,293	29,637 00
Ashes ... casks	5,207	114,554 00
Beef ... do.	7,623	38,115 00
Beans ... barrels	291	727 50
Cheese ... lbs.	1,059,563	47,680 33
Tobacco ... hogsheads	2,227	267,240 00
Bacon ... lbs.	862,964	38,833 38
Coal, (7,843 tons used by steamboats) ... tons	11,168	33,504 00
Grindstones ...	700	8,880 00
Staves ... M.	969	11,626 00
Wool ... sacks	8,704	304,640 00
Feathers ...	1,061	19,098 00
Hides ... No.	3,911	10,755 25
Nails ... kegs	6,361	31,805 00
Iron ... tons	4,200	336,000 00
Black walnut lumber. M. ft.	193	2,895 00
Brooms ... dozen	2,420	3,630 00
Tallow ... barrels	1,496	14,960 00
Hollow-ware ... tons	147	10,290 00
Glass ... boxes	8,610	12,915 00
Fruit ... barrels	3,250	3,250 00
Oil, linseed and lard ... do.	1,811	45,275 00
Fish ... do.	1,008	5,040 00
Merchandise ... packages	15,534	881,935 00
" ... tons	555	
Beer ... barrels	43	215 00
Produce ... tons	15	600 00
Carried forward ...	....	5,498,562 69

(continued)

ARTICLES.	Quantity.	Value.	ARTICLES.	Quantity.	Value.
	number.	dollars cts.		number.	dollars cts.
Brought forward....	....	5,498,562 69	Brought forward....	....	320,881 37
Saleratus.....boxes	392	1,960 00	Bacon .....lbs.	40,511	1,823 00
Starch.....do.	110	220 00	Barley..... ...bushels	413	154 87
Hemp.....tons	34½	2,760 00	Lard.....kegs	705	2,115 00
Soap.....boxes	330	1,980 00	Beer.....barrels	20	100 00
Candles.....do.	89	267 00	Fish .....do.	10	50 00
Bees'-wax .....casks	40	2,400 00	Coal.....tons	1,459	4,377 80
Live hogs .....No.	750	3,000 00	Hollow-ware .....do	5	350 00
Plaster.....barrels	234	409 50	Cheese .....lbs.	5,211	234 50
Barley.....bushels	1,400	547 75	Iron .....tons	29	2,320 00
			Fruit.....barrels	91	91 00
Total.....	....	5,512,106 94	Starch.....boxes	63	126 00
			Black walnut lumber. M. ft.	17	255 00
			Salt.....barrels	396	444 50
EXPORTS TO CANADA, INCLUDED IN THE ABOVE.			Beef .....do.	67	335 00
			Brooms .....dozen	99	148 50
Flour .....barrels	49,362	187,575 60	Tallow .....barrels	29	290 00
Pork.....do.	4,812	33,684 00	Hemp.....tons	34½	2,760 00
Wheat.....bushels	90,689	70,737 42	Seeds .....barrels	63	567 00
Corn.....do.	78,481	27,468 35	Merchandise.....packages	512	19,926 00
Grindstones.....tons	118	1,416 00			
			Total.....	....	357,348 74
Carried forward...	....	320,881 37			

	dollars cts.
Total value of exports in 1842.....	5,851,898 56
" " " 1843.....	5,502,108 94
Balance in favour of 1842.....	349,789 62

This balance may be accounted for by the falling off in our foreign exports. Had our trade with Canada in 1843 been equal to 1842, our total exports would have amounted to 6,161,736 dollars 25 cents; which is shown as follows:—

	dollars cts.
Exports to Canada in 1842	1,016,976 05
" " 1843	357,348 74
Balance in favour of 1842.....	659,627 31
Add total exports in 1843.....	5,502,108 94
Total.....	6,161,736 25
Value of wheat, flour, and pork, shipped to Canada in 1842...	961,954 31
" " " " " 1843...	291,997 02
Balance in favour of 1842.....	669,957 29

Whole number of vessels arrived in 1843	1382
" steamboats (voyages) arrived in 1843	1100
Total.....	2482
Whole number of vessels departed in 1843	1432
" steamboats departed in 1843.....	1100
Total	2532
Whole number of vessels entered from Canada in 1843	184
" cleared for Canada in 1843.....	176
Total.....	360
Total number of vessels belonging to the district of Cuyahoga..	82
" steamboats " " ..	4
Total.....	86

Amount of tonnage ..... 9,386,895 tons.
Number of men employed.... 565 men.

STATEMENT of Shipments of Principal Articles of Produce from Sandusky, Lake Erie, in 1841.

ARTICLES.	Value.	ARTICLES.	Value.
	dollars.		dollars.
462,766 bushels of wheat	462,766	Brought forward	775,103
30,019 „ corn	12,007	201 barrels of tallow	3,758
22,457 barrels of flour	112,285	183 „ dried fruit	740
10,485 „ pork	73,395	3,879 kegs of butter	26,375
3,249 „ beef	19,494	164 packs of furs	23,120
2,223 „ whiskey, &c.	17,784	14 835 lbs. of wool	4,450
657 „ lard	6,227	8,454 „ feathers	3,381
734 kegs of ditto	2,569	146,886 „ hides	8,753
785 casks of ashes	20,000	17,735 „ paper rags	709
4,512 casks and barrels of seed	47,376	105,559 „ hams	5,277
509 barrels of beans	1,200	911 barrels of plaster, ground	1,366
Carried forward	775,103	Total value	853,032

Besides these shipments, there were 132½ tons of sundries, of which no valuation was computed. Of imports, there were, in gross, 3812 tons of merchandise taken in store, intended for the traders of Sandusky, and for a wide extent of interior country. Also, 19,337 barrels of salt, for consumption in the packing establishments in the town, and for the supply of the country; besides lumber to a large amount, the quantity not known. This statement includes only the business of the town of Sandusky.

"There are upon Sandusky bay and its tributaries, three other points of business importance, to wit: Venice, situated three miles above Sandusky, at which the manufacturing of flour is largely carried on; Portage, situated twelve miles up the bay, near extensive beds of gypsum, which is manufactured by steam power, and annually shipped to the extent of several thousand barrels; and Lower Sandusky, situated at the head of navigation on the Sandusky river, thirty-six miles from the mouth of the bay. The latter town is the seat of justice of Sandusky county, enjoying a considerable hydraulic power, and trading with an extensive and growing portion of the country."—*Hunt's Magazine.*

IMPORTS AND EXPORTS OF SANDUSKY, HURON, AND MILAN.

A writer in *Hunt's Magazine* (1844), says:—

"I can predict, with safety, a very large increase of produce shipped from this port, after the completion of another railroad, now rapidly progressing (fifty-six miles long), terminating in the heart of the richest wheat-growing country in the state (Richland). This road cut off Milan from the best trade she is now enjoying. It will be completed in eighteen months."

STATEMENT of Exports from the Port of Sandusky, for the year 1843.

ARTICLES.	Quantity.	Value.	ARTICLES.	Quantity.	Value.
	number.	dlrs. cts.		number.	dlrs. cts.
Wheat ... bushels	441,633	375,388 05	Brought forward	....	803,958 60
Corn ... do.	19,090	6,681 50	Oats ... bushels	2,564	641 00
Pork ... barrels	12,638	101,104 00	Beans ... barrels	103	412 00
Beef ... do.	1,515	9,468 75	Whiskey, and high wines		
Flour ... do.	32,219	153,040 25	. do.	1,714	17,140 00
Lard ... do.	1,308	13,080 00	Furs ... packs	219	6,500 00
„ ... kegs	1,519	5,316 50	Rags ... lbs.	31,247	937 41
Butter ... do.	2,065	14,455 00	Nuts ... barrels	23	69 00
Tallow ... barrels	199	3,980 00	Oil ... do.	4	98 00
Seeds ... do.	4,851	48,510 00	Oil-cake meal ... do.	12	12 00
Ashes ... casks	2,164	43,280 00	Live hogs ... number	1,500	4,500 00
Wool ... lbs.	57,693	16,154 60	Scraps ... barrels	147	294 00
Feathers ... do.	6,343	2,220 75	Sundries .. barrels and boxes	290	1,300 00
Hides, green ... number	1,282	4,615 20	Stone ... cords	1,500	3,000 00
Ginseng ... barrels	124	2,480 00	Crude plaster ... tons	1,000	4,500 00
Bees'-wax ... do.	66	3,564 00	Ground „ ... do.	200	1,600 00
Fruit ... do.	135	270 00	Cut cedar posts ... number	80	400 00
Soap and candles ... boxes	100	350 00			
Carried forward	....	803,958 60	Total	....	845,261 01

IMPORTS into the Port of Sandusky, in 1843.

ARTICLES.	Quantity.	ARTICLES.	Quantity.
	number.		number.
Lumber .....M. feet	1092	Fish .....barrels	474
Shingles .....M.	1246	Salt .....do.	21,000
Shingle-bolts .....cords	73	Merchandise .....tons	5,500
Laths .....M.	64		

STATEMENT of Exports from Huron and Milan, for the year 1843.

ARTICLES.	Quantity.	Value.		ARTICLES.	Quantity.	Value.	
	number.	dlrs.	cts.		number.	dlrs.	cts.
Wheat .....bushels	586,051	498,143	35	Brought forward	....	767,171	45
Corn .....do.	11,856	4,149	60	Butter .....kegs	1,075	7,525	00
Oats .....do.	4,112	1,028	00	Flaxseed .....barrels	384	1,536	00
Pork .....barrels	7,560	60,480	00	Clover-seed .....do.	65	975	00
Flour .....do.	24,179	102,760	75	Hides, green .....lbs.	25,950	1,038	00
Ashes .....casks	2,582	51,640	00	Wool .....do.	980	11,194	40
High wines .....barrels	876	10,512	00	Feathers .....do.	1,965	687	75
Whiskey .....do.	1,065	9,052	50	Staves .....number	854,048	17,080	00
Beef .....do.	2,172	13,575	00	Live hogs .....tons	50	2,000	00
Timothy-seed .....do.	1,559	7,405	25	Tobacco .....hogsheads	21	840	00
Tallow .....do.	75	1,125	00	Grindstones .....tons	10	150	00
Lard .....do.	520	5,200	00	Pig iron .....do.	20	900	00
,, ...kegs	600	2,100	00				
				Total	....	811,097	60
Carried forward	....	767,171	45				

IMPORTS into the Ports of Huron and Milan, in 1843.

ARTICLES.	Quantity.	ARTICLES.	Quantity.
	number.		number.
Merchandise .....tons	20,550	Shingles .....M.	1075
Salt .....barrels	14,350	Shingle-bolts .....cords	225
Fish .....do.	1,055	Stone .....do.	25
Plaster .....do.	455	Steamboat wood .....do.	3538
Lumber .....feet	90,989		

STATEMENT of the Leading Articles Shipped from, and Received at, Pittsburg, Pennsylvania, by the Canal, in the Years 1842 and 1843.

SHIPPED EASTWARD, FROM PITTSBURG.				BROUGHT WESTWARD, TO PITTSBURG.			
ARTICLES.	1843	1842	Increase in 1843.	ARTICLES.	1843	1842	Increase in 1843.
	number.	number.	number.		number.	number.	number.
Flour .....barrels	130,858	114,103	16,755	Hardware .....lbs.	5,288,527	2,324,519	2,904,008
Bacon .....lbs.	23,004,922	13,286,223	9,718,699	Queensware .....do.	1,750,075	1,080,175	669,900
Butter and cheese .....do.	1,433,266	956,454	476,812	Merchandise, including brown			
Lard and tallow .....do.	2,673,423	1,362,685	1,310,751	muslins .....lbs.	21,390,266	14,540,412	6,849,854
Pork .....barrels	3,424	2,658	466	Groceries, including coffee .do.	13,061,951	4,952,577	8,109,374
Wool .....lbs.	2,500,789	1,268,733	1,252,056	Tobacco, manufactured ....do.	431,238	368,618	62,620
Cotton .....do.	1,080,337	952,985	227,352	Leather .....do.	372,402	30,642	341,760
Hemp .....do.	1,289,236	147,806	1,141,430	Drugs and dye-stuffs .....do.	769,091	182,193	586,898
Tobacco .....do.	18,173,849	13,998,348	4,175,501	Oil .....gallons	33,610	16,355	17,255
Whiskey .....gallons	115,242	65,076	50,166	Clay and gypsum .....tons	317	196	121
Oil .....do.	45,661	10,130	35,551	Salt .....bushels	211,392	188,508	22,884
Sundries .....lbs.	2,661,312	1,651,889	1,009,423	Blooms .....lbs.	17,838,936	14,106,698	3,732,238
				Sundries .....do.	1,523,453	905,407	618,046

Increase on the above twelve items shipped eastward, 23,760,854 lbs., or 11,880 tons; increase on the eleven items brought westward (omitting salt), 24,289,248 lbs., or 12,144 tons.

Arrivals at, and exports from, Pittsburg, during the year commencing

December 1st, 1843, and ending November 30th, 1844, the exports of the following articles, by canal, into Pittsburg, were:—

ARTICLES.	Quantity.	ARTICLES.	Quantity.
	number.		number.
Dry-goods.....lbs.	24,133,173	Tobacco.....lbs.	763,465
Muslin.....do.	5,625,146	Leather.....do.	415,775
Coffee.....do.	9,092,807	Hemp.....do.	388,669
Hardware.....do.	8,417,359	Furniture.....do.	1,049,718
Queensware.....do.	4,565,005	Gypsum, &c.....do.	1,562,807
Groceries.....do.	5,108,266	Copper and tin.....do.	765,399
Drugs.....do.	1,721,778	Marble.....do.	391,419
Iron and nails.....do.	3,583,235	Glassware.....do.	57,988
Blooms.....do.	18,824,166	Salt.....barrels	41,295
Pig metal.....do.	5,094,722	Sundries.....lbs.	485,142

The exports eastward, by canal, during the same period, were:—

ARTICLES.	Quantity.	ARTICLES.	Quantity.
	number.		number.
Flour.....barrels	110,452	Whiskey.....gallons	77,591
Seeds.....lbs.	177,561	Groceries.....lbs.	1,379,780
Bacon.....do.	19,105,805	Merchandise.....do.	324,318
Beef.....barrels	75,099	Drugs.....do.	80,634
Pork.....do.	26,531	Furniture.....do.	250,744
Lard and tallow.....lbs.	2,666,039	Window glass.....boxes	3,099
Cheese and butter.....do.	1,645,472	Bags.....lbs.	669,742
Wool.....do.	3,166,969	Iron and nails.....do.	500,400
Cotton.....do.	1,125,746	Pigs and casts.....do.	2,646,167
Hemp.....do.	881,961	Coffee.....do.	90,722
Tobacco.....do.	17,303,415	Agricultural produce.....do.	849,374
Leather.....do.	69,791	Hardware.....do.	159,171
Hides.....do.	492,684	Sundries.....do.	597,539
Furs.....do.	103,007		

SHIPPING OWNED IN THE STATE OF MICHIGAN.

In 1819 the shipping owned in the territory was about 600 tons.

From 1830 to the present time, we find the following aggregate tonnage registered as belonging to the Detroit district:—

YEARS.	Tons.	YEARS.	Tons.
1830.....	995	1836.....	5,066
1831.....	1105	1837.....	6,994
1832.....	2740	1838.....	
1833.....	2575	1839.....	
1834.....	4009	1840.....	11,942

In 1817, there were imported into Detroit—

5501 barrels of flour.
1948 „ whiskey.
295 „ fish.
5062 bushels of corn.
2843 barrels of salt.
888 barrels of pork.
693 firkins of butter.
1042 head of beef cattle.
1435 fat hogs.

There were exported the same year, to military stations on Lakes Huron and Michigan—

2024 barrels of flour.
753 „ cider.
394 „ beef.
153 firkins of butter.
1282 barrels of salt.
105 „ pork.
457 „ whiskey.
1280 bushels of corn.

Exports of Michigan from 1818 to 1841:

	dlrs.	dlrs. cts.
In 1818, the value of exports of the state, exclusive of furs, was.....		69,330 00
In 1829, furs exported.....	325,000	
Other articles.....	75,000	
Total.....	400,000	

	dlrs.	dlrs. cts.
From 1830 to 1835, the furs average annually.....	400,000	
Other articles.....	100,000	
Total.....	500,000	
1836 to 1837, including furs, each year.		550,000 00
1840, estimate from returns.....		1,551,500 00
1841, see various ports below.....		3,484,278 56

Exports and Imports of Detroit—1841.	dlrs. cts.
Exports.	
180,000 barrels of flour, averaging 5 dlrs..	900,000 00
13,000 „ pork, „ 9 „ ..	117,000 00
200,000 lbs. of bacon, „ 6 „ ..	12,000 00
2,000 barrels of seed „ 7 „ ..	14,000 00
500 casks of ashes „ 20 „ ..	10,000 00
50,000 bushels of wheat „ 1 „ ..	50,000 00
475 packs, furs, and peltries	125,000 00
2,000,000 staves (pipes and hogsheads).....	60,000 00
Lard and butter.....	30,000 00
Fish	50,000 00
Hides, wool, &c.....	50,000 00
500 casks of high wines.....	2,500 00
Shingle and lumber	75,000 00
12,000 barrels of whiskey.....	7,800 00
312 „ cranberries	938 00
500 boxes of glass	1,500 00
12,000 „ pig lead	600 00
28 barrels of beef	896 00
300 bales of paper rags.....	2,000 00
300 barrels of white beans	900 00
Wood to steamboats	8,000 00
Articles not enumerated above....	100,000 00
Total	1,618,134 00
Imports.	
Dry goods	644,000 00
Groceries.....	345,000 00
Hardware	170,000 00
Drugs, &c.....	120,000 00
Books and stationery, printing apparatus, paper, ink, &c.	90,000 00
Ready-made clothing.....	65,000 00
Shoes.....	50,000 00
Jewellery	15,000 00
Saddlery.....	25,000 00
Fur stores.....	30,000 00
Leather.....	35,000 00
Crockery	39,000 00
Hatters	24,000 00
Cabinet ware.....	20,000 00
Marble.....	2,000 00
Mill stone bolting cloths.....	2,000 00
Total.....	1,676,000 00
Exports from the mouth of St. Joseph river:—	
68,600 barrels of flour.....	343,009 00
90,612 bushels of wheat	90,612 00
5,197 barrels of pork.....	46,773 00
312 „ lard.....	6,240 00
190 packs of furs.....	25,0[illegible]0 00
5,312 casks of whiskey	58,432 00
2,100 casks of high wines.....	23,100 00
812 tons of pig-iron.....	60,000 00
210 „ castings.....	16,800 00
21,102 lbs. of hides.....	1,050 00
Butter.....	4,000 00
Grass seed.....	2,000 00
Wool.....	700 00
Beans	86 00
Articles not enumerated above.....	10,000 00
Total	687,802 00
From Toledo.—Products of Michigan:—	
127,888 bushels of wheat.....	120,000 00
45,784 barrels of flour.....	228,920 00
1,308 casks of potashes.....	26,060 00
Carried forward	374,980 00

	dlrs. cts.
Brought forward	374,980 00
7,063 barrels of pork.....	63,599 00
440 firkins of butter and lard.....	3,000 00
520 barrels of grass seed.....	3,640 00
350 „ beans and walnuts.....	1,050 00
2,180 dry hides.....	15,460 00
350 packs furs.....	60,000 00
Wool	4,000 00
Articles not enumerated above	5,500 00
Total.....	531,229 00
From St. Clair river:—	
Wood, lumber, shingles, spars, fish, &c., from Port Huron, Palmer, Newport, Algonac, and Fort Gratiot.....	100,000 00
From Monroe:—	
9,302 barrels of flour	46,500 00
570 „ pork	5,500 00
285 casks of ashes	7,500 00
150 firkins of butter.....	900 00
23,015 bushels of wheat	23,015 00
140 „ barley.....	52 50
134 „ corn.....	50 25
3,000 „ oats.....	750 00
56 „ grass seed	70 00
47 „ beans.....	35 25
75 dozen of brooms.....	112 50
570 hides.....	1,012 00
84,923 staves.....	4,216 15
	89,713 65
From Mackinac:—	
60,000 lbs. of maple sugar.....	4,200 00
650 furs and peltries.....	150,000 00
4,000 barrels of fish.....	28,000 00
	182,200 00
From Sault de Ste. Marie:—	
12,000 barrels of fish	72,000 00
40 „ oil.....	800 00
40,000 lbs. of maple sugar.....	2,800 00
500 packs of furs	100,000 00
	175,600 00
From Mount Clemens:—	
1,000,000 staves.....	25,000 00
Agricultural products.....	20,000 00
	45,000 00
From the Mouth of Kalamazoo river:—	
10,000 barrels of flour.....	50,000 00
900 „ pork.....	8,000 00
250 „ whiskey.....	2,500 00
Grass seed, beans, lard, &c.....	2,000 00
1,200,000 feet of pine lumber, for Chicago...	12,000 00
	74,500 00
Total of Exports for 1841, from—	
Port of Detroit.....	1,608,134 00
Mouth of St. Joseph river.....	687,794 00
Toledo, products of this state.....	520,729 00
On St. Clair river	100,000 00
Monroe	90,321 65
Mackinac	182,280 00
Sault Ste. Marie	175,600 00
Mount Clemens	45,000 00
Mouth of Kalamazoo river.....	74,500 00
	3,484,358 65

RECAPITULATION of Principal Articles Exported—1841.

ARTICLES.	Value. dlrs.	cts.
314,686 barrels of flour	1,573,420	00
294,515 bushels of wheat	286,627	00
26,730 barrels of pork	240,876	00
2,093 casks of ashes.....	43,560	00
2,290 packs furs and peltries.....	450,000	00
8,862 barrels of whiskey and high wines	94,332	00
Butter and lard	46,140	00
Lumber	92,000	00
3,084,928 staves (pipes and hhds).....	89,216	00
Carried forward.....	2,916,171	00

ARTICLES.	Value. dlrs.	cts.
Brought forward	2,916.171	00
Grass seed	19,810	00
Hides and wool.....	61,512	00
Castings and pig iron from St. Joseph....	76,000	00
Fish from various ports.....	140,000	00
Other articles not enumerated, such as beans, hams, cranberries, corn, oats, &c., &c.....	2,707,784	65
Total	3,921,277	65

AGGREGATE of the principal Articles.

PORTS.	Quantity.	Value.
Flour :—	barrels.	dollars.
Detroit	180,000	900,000
St. Joseph	68,600	343,000
Toledo	45,784	228,920
Monroe	9,302	46,500
Mount Clemens	1,000	5,000
Kalamazoo harbour	10,000	50,000
	314,686	1,573,420
Wheat :—	bushels.	dollars.
Detroit	50,000	50,000
St. Joseph	90,612	90,612
Toledo	127,888	120,000
Monroe	23,015	23,015
Mount Clemens	3,000	3,000
	294,515	286,627
Pork :—	barrels.	dollars.
Detroit	13,000	117,000
St. Joseph	5,197	46,773
Toledo	6,063	63,599
Monroe	570	5,500
Kalamazoo river	900	8,000
	25,730	240,872
Ashes :—	casks.	dollars.
Detroit	500	10,000
Toledo	1,308	26,060
Monroe	285	7,500
	2,093	43,560
Furs and Peltries :—	bales.	dollars.
Detroit	600	125,000
St. Joseph	190	25,000
Carried forward	790	150,000

PORTS.	Quantity.	Value.
Brought forward	790	150,000
Toledo	350	50,000
Mackinac	650	150,000
Sault de Ste. Marie	500	100,000
	2,290	450,000
Whiskey and High Wines :—	gallons.	dollars.
Detroit (high wines)	500	2,500
,, (whiskey)	1,200	7,800
St. Joseph (high wines)	2,100	23,100
,, (whiskey)	5,312	58,432
Kalamazoo river (whiskey)	250	2,500
	9,362	94,332
Lard and Butter :—	barrels and firkins.	dollars.
Detroit	....	30,000
St. Joseph	490	10,240
Toledo	440	3,000
Monroe	150	900
Kalamazoo river	300	2,000
	1,380	46,140
Lumber :—	feet.	dollars.
Kalamazoo river, for Chicago	1,200,000	12,000
St. Clair river, for Ohio, shingles, lumber, spars, &c.	....	80,000
	1,200,000	92,000
Staves :—	number.	dollars.
Detroit	2,000,000	60,000
Mount Clemens	1,000,000	25,000
Monroe	84,928	4,216
	3,084,928	89,216

EXPORTS of Flour.

YEARS.	Quantity.
1840	196,896 barrels.
1841	314,686 ,,
1841	294,515 bushels wheat.

Pork.—In 1836, Michigan imported from Ohio, 34,000 barrels of pork, at an average price of twenty dollars per barrel. Total cost 680,000 dollars. In 1837, the census was taken, and the number of hogs, then in the state, was 109,096. The census of 1840 gave 342,920, being an increase in two years of 232,534, or about 100,000 a year. It is a fair estimate, that at the commencement of slaughtering in 1842, there were 700,000 *grunters* in the state.

EXPORTS from the Port of Detroit, in 1842.

ARTICLES.	Quantity.	ARTICLES.	Quantity.
	number.		number.
Flour ... barrels	180,210	Whiskey and high wines ... casks	383
Pork ... do.	19,461	W. I. and Stand. Staves ... M.	773¼
Fish ... do.	11,894	Haffas ... lbs.	108,155
Lard ... do.	107	Shoulders ... do.	35,500
Butter ... do.	609	Wool ... do.	33,464
Wheat ... bushels	98,923	Lumber ... feet	3,000
Corn ... do.	100	Michigan glass ... boxes	1,860
Pot ashes ... tons	912¾	Merchandise ... do.	130
Grass and flax seed ... tierces and barrels	767	Brooms ... dozen	362

Amounting, in value, to 1,108,496 dollars eighty-one cents.

The value of exports from this district to Canada amounted, during the year, to 323,943 dollars 41 cents.

BUSINESS of the Michigan Central Railroad.

YEARS.	Passengers.	Goods.	Produce.	Ashes.	Flour.
	number.	tons.			barrels.
1838	29,307	9,937,785	....	....	15,543
1839	26,804	8,020,087	523,688	....	25,021
1840	25,165	5,177,947	378,582	....	43,371
1841	25,418	8,743,261	2,614,808	....	63,401
1842	30,640	6,765,270	2,343,348	556,578	107,777
1843	30,643	8,929,688	1,920,823	1,081,267	137,575
1844	52,241	10,080,056	4,480,334	1,094,222	144,234

YEARS.	Passengers.	Merchandise.	Flour.	TOTAL.	Exports.	Nett Produce.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1838	39,454	20,149	3,928	82,917	45,633	37,283
1839	36,623	15,359	6,213	61,154	44,451	16,703
1840	32,269	11,874	10,468	61,609	40,972	20,637
1841	33,743	14,491	14,826	71,249	45,594	25,655
1842	59,715	19,572	37,970	136,895	73,819	63,075
1843	52,698	26,012	46,288	149,985	74,960	75,026
1844	83,551	33,255	57,933	211,169	89,419	121,750
Total	338,053	140,712	177,626	774,978	414,848	360,129

LAKE SUPERIOR COPPER COMPANY.

The region bordering on Lake Superior abounds in various kinds of mineral wealth; but it is only recently that any systematic efforts have been made to develop its hidden treasures. "A large tract of country," it is stated in the *Detroit Advertiser*, embracing the mineral district, was purchased by the government from the Indians, in 1842; and the government at once adopted the policy of granting leases to practical miners, of such portions as they should select for their mining operations. That tract, thus selected, is termed a location, and embraces three miles square, or nine square miles of land; and the proprietor of the lease enjoys the exclusive possession of it for nine years, upon paying to the government six per cent of the mineral, by way of rent. The company above named was formed last winter, and the stock is owned by gentlemen in Boston, Washington, St. Louis, and Detroit. They have obtained leases for fifteen such locations, said to be well selected, and rich in copper ore, and are now actively engaged in prosecuting their business. Their head-quarters are at Eagle harbour, on Point Keweenan. About twenty Cornish miners, under the superintendence of C. A. Gratiot, of Mineral point, are now digging the ore; but the company do not intend commencing the smelting process until next spring. Mr. C. C. Douglas, late assistant to Dr. Houghton, has been engaged by the company as their geologist.—(*See Fisheries of America, for Fisheries of the Lakes.*)

A statement of the tons and different classes of property coming from other states, and shipped at Buffalo, Black Rock, and Oswego, during last nine years, is as follows:—

Tons of Property coming from other States, *viâ* Buffalo and Black Rock.

YEARS.	Productions of Forest.	Agriculture.	Manufactures.	Other Articles.	TOTAL.
	tons.	tons.	tons.	tons.	tons.
1836	3,755	31,761	641	116	36,273
1837	7,104	34,196	454	475	42,229
1838	4,615	62,568	489	515	68,187
1839	22,835	66,640	801	438	90,723
1840	18,133	105,251	1,200	955	125,530
1841	35,126	139,180	3,696	1,535	179,537
1842	26,229	148,798	2,632	1,778	179,437
1843	31,211	172,258	2,026	2,751	208,246
1844	52,061	168,983	722	2,777	224,543

Viâ Oswego.

YEARS.	Productions of Forest.	Agriculture.	Manufactures.	Other Articles.	TOTAL.
	tons.	tons.	tons.	tons.	tons.
1836	1,645	4,708	13	49	6,415
1837	533	5,929	17	126	6,605
1838	4,616	3,132	11	15	7,774
1839	5,809	4,567	..	419	10,795
1840	3,108	3,319	67	85	6,579
1841	10,272	3,606	6	104	13,988
1842	4,810	4,277	27	73	9,217
1843	5,664	12,207	51	118	17,940
1844	16,027	21,249	131	152	37,559

Tons of Wheat and Flour shipped at Buffalo and Oswego, from the year 1835 to 1844, and at Black Rock from 1839 to 1844, inclusive, and the total Tons of Wheat and Flour which arrived at the Hudson river, were as follows:—

YEARS.	Buffalo.	Black Rock.	Oswego.	TOTAL.	Total Tons arrived at Tide-water.
	tons.	tons.	tons.	tons.	tons.
1835	15,935	....	14,888	30,823	128,552
1836	24,154	....	13,951	37,745	124,982
1837	27,206	....	7,429	34,635	116,491
1838	57,977	....	10,010	67,987	133,080
1839	60,082	7,697	15,108	82,887	121,683
1840	95,573	12,825	15,075	123,473	214,862
1841	106,271	24,843	16,677	147,791	201,360
1842	107,522	13,035	14,338	134,895	198,231
1843	146,126	12,882	25,858	184,866	248,780
1844	145,510	15,669	42,293	203,472	277,803

Tons of Merchandise going to other States by way of Buffalo, from 1837 to 1844, inclusive.

STATES.	1838	1839	1840	1841	1842	1843	1844
	tons.	tons.	tons.	tons.	tons.	tons.	tons.
Pennsylvania	1,151	1,446	1,029	827	539	763	725
Ohio	15,187	14,338	9,445	14,297	10,038	14,528	12,370
Michigan	10,084	6,656	4,294	5,456	4,915	8,252	9,389
Indiana	1,569	2,296	751	1,087	785	2,256	2,332
Illinois	3,244	3,634	2,353	2,249	2,490	3,476	4,320
Wisconsin	392	651	662	1,029	1,410	2,890	3,272
Kentucky	335	654	241	495	295	428	205
Missouri	77	24	2	51	14	65	14
Tennessee	26	....	14	20	6	35	13
Alabama	....	....	....	....	....	2	
Iowa	....	....	....	13	4	28	7
Canada	21	....	49	21	29	75	100
Viâ Oswego	32,086	29,699	18,840	25,551	20,525	32,978	32,747
States not specified	2,542	4,498	3,192	5,489	3,538	4,537	9,648
Totals	34,628	34,197	22,032	31,040	24,063	37,515	42,395

TONS of Furniture going to other States by way of Buffalo, from 1838 to 1844, inclusive.

STATES, &c.	1838	1839	1840	1841	1842	1843	1844
	tons.	tons.	tons.	tons.	tons.	tons.	tons.
Pennsylvania	54	25	38	28	28	26	26
Ohio	1096	785	671	377	619	692	575
Michigan	1339	776	422	258	618	746	992
Indiana	132	56	38	29	42	126	186
Illinois	699	392	246	168	429	638	797
Wisconsin	150	141	154	161	575	1315	1576
Kentucky	11	9	2	3	1	6	
Missouri	13	4	11	4	7	3	2
Tennessee	1	....	....	....	1	2	
Iowa	....	....	....	....	3	12	13
Canada	5	....	23	19	49	47	23
Total	3500	2188	1605	1047	2372	3613	4190

STAPLE Articles arriving at Buffalo, and passing East, by the Erie Canal, during the following Years named.

YEARS.	Flour and Wheat.	Pork and Beef.	Tobacco.	Butter and Lard.	Ashes.	Cheese.	Tolls.
	tons.	barrels.	tons.	tons.	tons.	tons.	dollars.
1829	577	4,754	32	70	1705		
1830	12,384	6,675	62	174	2713		
1831	3,425	5,668	222	205	2502		
1832	5,391	5,159	386	394	2110		
1833	11,926	4,273	532	449	2118		
1834	12,421	14,590	1009	119	1655		
1835	15,935	8,160	1765	503	1694		
1836	27,159	7,385	1877	626	1752		
1837	27,205	24,414	608	550	2080	39	128,581
1838	57,979	16,121	....	741	2224	51	202,890
1839	57,766	24,633	....	538	2992	93	214,183
1840	90,456	25,462	....	1415	2432	481	321,117

The commerce of the north-west, great as it is, and rapidly increasing, absorbs comparatively a small portion of the agricultural production of the entire west. The numerous states bordering the Mississippi, and which possess free channels of navigation to that river, pour a great proportion of their products down through that channel to New Orleans, whence they are shipped to the various parts of the world.—(*See New Orleans.*)

IMPORTS at the Port of Buffalo to the 1st of July, each Year.

ARTICLES.	1841	1842	1843	ARTICLES.	1841	1842	1843
	number.	number.	number.		number.	number.	number.
Flour ... barrels	284,188	255,034	322,434	Pork ... barrels	59,423	47,872	34,178
Wheat ... bushels	328 447	397,674	428,247	Seed ... do.	2,757	3,682	3,252
Corn ... do.	31,317	136,264	32,700	Fish ... do.	1,232	304	660
Oats ... do.	..	116,806	none.	Butter and lard ... kegs	20,536	33,304	28,942
Ashes ... casks	3,241	7,179	14,587	Hides ... No.	11,298	13,001	10,640
Whiskey ... do.	8,311	7,628	4,049	Lead ... pigs	unknown	8,014	8,130
Tobacco ... do.	unknown	693	1,192	Brooms ... dozens	3,181	1,229	877
Hams and bacon ... do.	3,548	1,272	3,214	Staves ... do.	2,861,000	2,320,000	457,000

DATE of commencing the Lake Trade, the Number of Arrivals, the Quantity of Wheat and Flour landed up to the 1st July, with the Prices paid at that Period for those two Articles, for five seasons:—

LAKE OPEN—	Arrivals.	Wheat.	Value.	Flour.	Value.
	number.	bushels.	dlrs. cts.	barrels.	dlrs. cts.
1843, May 6	670	428,247	1 12	322,434	5 12
1842, March 7	812	397,674	1 10	255,034	5 12
1841, April 14	698	328,447	1 10	284,188	4 90
1840, April 24	546	261,262	0 75	218,206	3 70
1839, April 11	446	349,688	1 12	142,321	5 63

Commerce of Oswego, 1840.—"The registered tonnage of vessels owned at Oswego, in 1840, is 8346 tons, and the number of entrances and clearances of American vessels, being generally schooners of large class, is 1822. There were received at Oswego, during the past year, 764,657

bushels of wheat; of which, 672,790 bushels have been manufactured at the Oswego mills, and the residue been exported to the north, or gone east by canal. There were manufactured there, in 1840, 145,000 barrels of flour, 35,000 of which were exported to Canada, and the residue sent down the canal, or consumed at home. Of salt, 205,000 barrels were received at that port by the Oswego canal, from the Onondaga works; of which, 153,538 barrels were shipped to the upper lakes; 42,000 barrels were exported to Canadian ports, on Lake Ontario and the river St. Lawrence; and 14,544 barrels went to a domestic market, excepting a small quantity that remains on hand. A large quantity of agricultural and domestic products have been received there from the north; among which, 7315 barrels of ashes, and nearly 4,000,000 lbs. of butter and cheese, have cleared for an eastern market by the canal. The tolls collected at the Oswego office for 1840 are 51,899 dollars twenty-three cents, to which the Oswego mills have contributed, in tolls on flour and ship stuffs, 21,943 dollars eleven cents, notwithstanding the large northern export of 35,477 barrels that went to market by the St. Lawrence. From the 1st of September to the close of the season, 100,000 barrels of flour were turned out at the Oswego mills, showing that they have ample power to manufacture 1,000,000 barrels during a season, if the market and profits would justify so large a business. 'On the whole,' says the *Herald*, 'our commercial men have done an active, and, we believe, profitable business, with tolerably good prospects a-head for an active trade in the spring. The country is full of produce, and contracts are making by purchasers and forwarders. A large number of first-class vessels, and several steamboats, are being built for the business of the ensuing season. Two fine vessels and a steamboat are building at Oswego, which will be ready for the spring trade. The American produce that went to the Montreal and Quebec markets, during the past season, *amounts to two millions of dollars*, and the 1400 sail of square-rigged vessels that cleared from those ports during the same period, furnish some evidence of the growing Canadian trade. Stimulated and encouraged by the success that has hitherto rewarded their enterprise, our neighbours across the lake are on the alert, preparing, with ample means and increased capital, to compete for the products of the western states, and to divert the current of trade down the St. Lawrence.' This occurred before the passing of the Canada Corn Bill."

TRADE BETWEEN THE COUNTRIES OF THE UNITED STATES, BORDERING THE LAKES AND THE CANADAS.

The increased trade of Canada is, to a great extent, owing to the intercourse either by legal or by contraband trade, with the United States. The resources and population of the Canadas alone are, however, sufficient for a very important amount of navigation and commerce.

The population of Lower Canada, by the census of 1844, amounted to 678,590. In 1831, the number was 511,919; increase, 166,671. The population of Upper Canada may be estimated, at the end of 1845, at 575,000, and of Lower Canada at 695,000:—total, 1,270,000 inhabitants.

In nine years, the tolls on the Welland canal rose from 4300*l.* to 23,946*l.*; and in three years the sums collected for tolls on the macadamised roads rose from 1638*l.* to 6829*l.* Great as is the commerce of the United States with England, the tonnage required to carry it on is less than that engaged in the lake commerce with Canada.

STATEMENT of the Quantity of Flour, Wheat, Peas, Pork, Lard, and Butter, Exported from Canada in each Year, from 1835 to 1844:—

YEARS.	Flour.	Wheat.	Peas.	Pork.	Lard.	Butter.
	barrels.	minots.	minots.	barrels.	lbs.	lbs.
1835	88,565	57,367	1,682	7,255	115,155	64,607
1836	110,297	2,907	1,853	5,580	21,539	43,682
1837	38,203	845	1,356	10,512	20,271	60,291
1838	59,756	....	1,517	8,915	39,440	80,636
1839	49,820	3,414	2,918	12,446	35,557	79,474
1840	330,082	151,310	63,559	14,732	142,454	476,238
1841	367,834	502,862	128,640	33,557	496,326	217,351
1842	611,000	297,725	79,089	42,559	164,903	543,751
1843						
1844						

There were cleared at the Quebec custom-house for Great Britain, &c., during the year 1842, 714 vessels; tonnage, 262,400.

STATEMENT of the Number of Vessels, with their Tonnage, cleared at the Quebec Custom-house during the Year 1842, for each Port in the Lower Provinces, the West Indies, South America, &c.

CLEARED FOR—	Vessels.	Tonnage.	CLEARED FOR—	Vessels.	Tonnage.
	number.	tons.		number.	tons.
Jamaica	12	1760	Brought forward	104	11,492
Porto Rico		179	Sydney, Cape Breton	1	28
St Michaels		55	St. John, New Brunswick	1	96
Rio Janeiro		388	Campbellton	1	40
Rio de la Plata		332	Dalhousie	9	442
Buenos Ayres		200	Bathurst	1	39
St. John, Newfoundland		88	Little Bay, Newfoundland	1	225
St. George's Bay		174	Guysborough	4	209
Labrador		99	Restigouche	7	303
Ungava Bay		107	Canso	1	61
Halifax	26	1475	Shippigan	3	100
Miramichi	21	1036	Caraquet	1	21
Picton	*15	5219	Richibucto	1	44
Arichat	8	380			
Carried forward	104	11,492	Total	125	13,100

* Steamship Unicorn, twelve trips.

STATEMENT of the Number of Vessels and Tonnage cleared at the Montreal Custom-house, direct for each Port in Great Britain, during the Year 1842.

CLEARED FOR—	Vessels.	Tonnage.	CLEARED FOR—	Vessels.	Tonnage.
	number.	tons.		number.	tons.
Liverpool	71	22,353	Brought forward	124	38,648
Glasgow	28	9,058	Leven	1	176
London	20	6,070	Cowes	1	176
Leith	3	673	Plymouth	1	150
Dundee	2	494	Cork	1	222
Carried forward	124	38,648	Total	128	39,372

STATEMENT of the Number of Vessels, with their Tonnage, cleared at the Montreal Custom-house, direct, during the Year 1842, for each Port in the Lower Provinces, the West Indies, South America, &c.

CLEARED FOR—	Vessels.	Tonnage.	CLEARED FOR—	Vessels.	Tonnage.
	number.	tons.		number.	tons.
Jamaica	3	420	Brought forward	26	2422
Trinidad	1	91	Dalhousie	1	43
Halifax	21	1861	Bathurst	1	38
Mirimachi	1	50	Caraquet	3	74
Carried forward	26	2422	Total	31	2577

The value of imports into Lower Canada, in 1840, amounted to 1,903,043*l.*; the value of exports to 1,625,685*l.*, of which the value of timber was 952,826*l.*

In 1842, the duty on British American timber was reduced from 10*s.* to 1*s.* per load; on foreign timber, from 55*s.* to 30*s.*; and in 1843, to 25*s.* per load. This change was predicted by the timber merchants in the North American trade to ruin Canada.

The exports of timber, in 1840, consisted of pine timber 382,287 tons; oak, 36,790 tons; elm, 44,696 tons; ash, beech, &c., 5404 tons; staves, number, 71,594,477; masts and yards, 5347; oars, 31,030; deals, planks, &c., 2,480,626.

In 1842, 1843, and 1844, the ships which arrived at Quebec from the sea, chiefly for timber, down to the 11th of November, were as follows:

QUEBEC.	Vessels.	Tonnage.
	number.	tons.
Nov. 11, 1842	863	307,448
" 1843	1184	429,503
" 1844	1214	458,862

COMPARATIVE Statement of Arrivals from the Lower Ports in the Years 1842 and 1843, up to the 11th of November in each Year.

ARRIVED.	Vessels.	Tonnage.
	number.	tons.
Nov. 11, 1842	98	6348
" 1843	86	5962
Less this year.....	12	386

COMPARATIVE Statement of Arrivals, Tonnage, &c., at the Port of Montreal, in the Years 1842 and 1843.

1843				1842			
QUARTER.	Vessels.	Tonnage.	Men.	QUARTER.	Vessels.	Tonnage.	Men.
	number.	tons.	number.		number.	tons.	number.
July.....	60	17,905	777	July	71	20,180	870
October	57	11,005	519	October	69	17,291	766
January.....	34	6,772	311	January.....	32	5,685	273
Total.....	151	35,682	1607	Total.....	172	43,156	1909
				Decrease in 1843....	21	7474	302

A circular issued by one of these houses at Quebec, on the 5th of December, 1844.

" In the early part of the season, the high price of white pine in Liverpool, was generally supposed to result from the barrenness of the market there, but every branch of trade in England being prosperous, caused a great demand for this great staple, and each succeeding steamer brought more flattering accounts ; freights advancing from 30*s.* to 35*s.*, and subsequently to 38*s.* and 39*s.*, and vessels scarce and not to be procured. By our advices to the 4th ultimo, we are informed that the unparalleled number of 110 arrivals of timber ships in the port of Liverpool, in the month of October, had little effect on the market, which was wonderfully supported, notwithstanding the addition, in such a short period, of upwards of 61,000 tons of *timber*. The number of mills erecting in the manufacturing districts and the rage for railroads, which are projected in every part of the United Kingdom, with the immense improvements in Birkenhead for the increased dock accommodation in the port of Liverpool, are all sensible causes of the great consumption of our timber.

" Whether these will continue, or whether the ensuing season will be equally beneficial to our friends on the St. Lawrence and the Ottawa, it is difficult to conjecture ; and acting on the rule we have laid down for ourselves in the issue of our prices current, of merely advising what has taken place in the market, and carefully abstaining from hazarding any opinion of prospective prices, we will content ourselves by simply stating the impression generally prevalent is, that a large and active demand will be experienced next year, and an unusually large stock will be got out to meet it.

" So much, however, depends on our weather in winter and spring, that much uncertainty of the quantity manufacturing getting to market must always exist.

" By the supervisor's return, the quantity of timber received during the year 1844, is as follows :—

DESCRIPTION.	Feet.	DESCRIPTION.	Feet.
	number.		number.
White pine.....	12,150,964	Butternut.....	3,040
Red pine.....	4,164,317	Basswood	7,919
Oak	709,540	Tamarack	19,925
Elm.....	660,964	Round maple.....	255
Ash.....	128,458	Hemlock.....	1,001
Birch.....	73,142	Poplar	45
Maple.....	821	Walnut	3,489

"Taking into consideration a small quantity of timber wintering over last year without being measured, and which of course is not included in the above return, our exports of square timber, and that used in our ship-yards, will not vary much from the following:—

DESCRIPTION.	Feet.	DESCRIPTION.	Feet.
	number.		number.
White pine	11,950,438	Elm	1,208,988
Red pine	4,669,149	Ash	122,346
Oak	1,213,110	Birch	61,309

It may be observed, that scarcely any timber shipped from Canada, is the produce of the United States, and that a great quantity of timber and lumber is exported from Canada to the latter.

American Wheat Shipments by the Welland canal to Canada.—The canal is thirty-eight miles long, ten feet deep, and has a large number, some forty locks, to overcome a rise of 360 feet, existing between Port Dalhousie, on Lake Ontario, and Port Colborne, on Lake Erie.

Tolls received upon the Welland canal for—

	1835	1836	1837	1838	1841
	£	£	£	£	£
Tolls	5807	5754	5516	6740	20,210

In 1840, of the total amount of wheat shipped from Lake Erie, *viâ* the Welland canal, 707,000 bushels were received at Oswego, together with 8464 barrels of flour. Among the items shipped from Oswego that year, through that canal, were 153,538 barrels of salt.

ARTICLES.	1832	1833	1834	ARTICLES.	1832	1833	1834
	number.	number.	number.		number.	number.	number.
Wheat ..... bushels	155,170	229,675	264,919	New York salt..brls.	34,546	46,552	59,641
Pork ..... barrels	5,422	9,611	23,422	Merchandise.... tons	1,032	1,323	1,880
Staves ..... number	146,136	161,792	392,055	Schooners ..number	240	433	570

The first three articles were from Lake Erie, and the salt and merchandise were in transit upwards. The total business of the Welland canal, for 1840 and 1841, was—

ARTICLES.	1840	1841	ARTICLES.	1840	1841
	number.	number.		number.	number.
Flour ..... barrels	209,016	193,137	Corn ..... bushels	27,088	90,160
Beef and pork ..... do.	14,880	24,195	Staves ..... number	1,628,000	2,725,000
Wheat ..... bushels	1,833,765	1,212,460			

Among the other items carried west, were—

ARTICLES.	1840	1841
	number.	number.
Salt ..... barrels	153,030	149,337
Merchandise ..... tons	2,770	3,718
Tolls received ..... £	18,037	18,583

The statements for 1841, and those for beef, pork, corn, and staves, for 1840, are made up to the 1st of November only. The navigation lasted a few days later each year.

The leading articles exported from Cleveland alone, through the Welland canal, were—

ARTICLES.	1842	1843	ARTICLES.	1842	1843
	dollars.	dollars.		dollars.	dollars.
Wheat.....bushels	380,684	90,689	Pork and beef...barrels	46,099	5,000
Corn... .....do.	59,670	78,481	Total value of all exports	1,017,000	357,400
Flour.....barrels	94,248	49,362			

The amount of wheat entering at Port Colborne, in 1842, up to the 22nd of July, was 865,024 bushels, of which 657,429 bushels were for Oswego and Ogdensburg, and the remainder as follows:—

ARTICLE.	St. Catherine's.	Kingston.	Grananoque.	TOTAL.
	number.	number.	number.	number.
Wheat .....bushels	99,329	57,507	50,799	207,655

The duty on which amounts to 4672*l.* 3*s.* a quarter.

The aggregate of wheat received here to the 22nd of July, this season was, 1,193,000 bushels. This and the Port Colborne statement refer to the imports of wheat alone unground.

STATEMENT of Foreign Imports into the Port of Kingston, Lake Ontario, during the Years 1840, 1841, 1842, and 1843.

YEARS.	IMPORTS.		£ s. d.	YEARS.	IMPORTS.		£ s. d.
1840	Value.....		22,836 3 5	1842	Value.....		43,057 12 0
	Duty.....		4,155 0 9		Duty.....		6,336 18 0
	Pork, barrels of	12,046	not included in the above amounts.		Pork, barrels of	66,359	not included in the above amounts.
	Flour, „	147,728			Flour, „	178,798	
	Wheat, bushels	411,786			Wheat, bushels	205,534	
1841	Value.....		53,704 14 7	1843	Value.....		91,235 15 2
	Duty.....		8,479 18 8		Duty.....		8,992 11 4
	Pork, barrels of	26,572	not included in the above amounts.		Pork, barrels of	4,732	not included in the above amounts.
	Flour, „	146,362			Flour, „	69,750	
	Wheat, bushels	108,729			Wheat, bushels	52,943	

Progress of Toronto.—The population of this rapidly improving city, has doubled itself within the last ten years. The number of inhabitants in June, 1843, according to the census, was 17,805; at present the number exceeds 20,000. The revenue of the port of Toronto, for the year ending the 5th of January, 1844, is upwards of 18,000*l.*, of which fully two-thirds arise on goods imported from the United States. The total exports during the same period, amount to 105,000*l.*, of which not more than 2506*l.* were sent to the United States. The amount of specie exported to Buffalo, is about 2500*l.* per week.

NUMBER of Emigrants arrived at Toronto, from the 16th of May to the 16th of November, 1844.

	number.
Indigent	2,994
Emigrants that paid their way	7,207
Total	10,201

TOWNSHIP of Whitby—Exports in 1843.

ARTICLES.	Quantity.	ARTICLES.	Quantity.
	number.		number.
Flour ..... barrels	28,562	Oats ..... bushels	6,684
Pork ..... do.	1,656	Peas ..... do.	1,000
Ashes ..... do.	1,064	Potatoes ..... do.	140
Oatmeal ..... do.	860	Lumber ..... feet	353,500
Whiskey ..... do.	231	Hams ..... cwt	144
Lard ..... kegs	250	Bran ..... do.	1,251
Butter ..... firkins	133	Shorts ..... do.	500
Wheat ..... bushels	29,674		

Value of the above in currency, 44,746*l.* 10*s.* 4*d.*

Commerce of Hamilton, Lake Ontario.—In 1842, the receipt of customs at the port of Hamilton amounted to 7604*l.*, which was considered to be a large sum when compared with Toronto, which for the same period produced only 8300*l.* During the last year it will be seen that the customs amounted to 12,190*l.*, being an excess over the previous year of 4586*l.* The canal tolls have also increased to 1986*l.*, which, added to the customs, makes the very large sum of 14,176*l.* To this sum may be added duty on articles in bond, 2750*l.* so that the whole amount of customs and tolls for the year, is 16,926*l.* This great increase is owing to the very advantageous natural position of Hamilton. Placed at the head of Lake Ontario, having excellent roads diverging from it in all directions, an extensive and fertile country, hardy and industrious farmers, and skilful artisans, enlightened and enterprising merchants—the town of Hamilton must in a few years become one of the largest in Western Canada, and also one of the most prosperous. "Among not the least causes to accomplish this end, will be the enlargement of Burlington canal, which is now in progress. When this is completed, aided by the improvements in the navigation of the St. Lawrence, the appearance of sea-going vessels in our harbour will be no novelty."—*Express.*

GENERAL Return of Articles and Merchandise, on which Toll has been collected at the Burlington Canal, during the Season 1843.

ARTICLES.	Quantity.	ARTICLES.	Quantity.
	number.		number.
Flour ..... barrels	52,463	Coal ..... tons	173
Pork ..... do.	246	Pig iron ..... do.	364
Whiskey ..... do.	1,167	Indian corn ..... bushels	2,871
Butter ..... kegs	220	Grindstones ..... tons	6
Lard ..... do.	89	Merchandise, inwards. cwt.	76,786¾
" ..... barrels	3	" outwards. do.	2,643¼
Salt ..... do.	13,514		
Wheat ..... bushels	10,351	Actual custom duties, ending the 5th of Jan., 1844..	£ 12,190
Lumber, boards ..... feet	20,000	Canal tolls, ending the 31st of December, 1843	1,986
West India staves... pieces	153,208	Articles in bonded warehouses, which may probably be enlarged before the opening of navigation	2,750
Pipe do ..... do.	29,450		
Beer ..... barrels	42		
Apples ..... bushels	181		
Ashes ..... barrels	267		
Pot barley ..... do.	270		
Oats ..... bushels	60		
Stone ..... toises	15	Total amount of customs and tolls	16,926

STATEMENT of the Quantity of Imports and Exports by the Desjardins Canal, from the opening of the Navigation on the 3rd of April, to the close thereof, on the 23rd of November, 1844.

ARTICLES.	Quantity.	ARTICLES.	Quantity.
EXPORTS.	number.	IMPORTS.	number.
Flour .....barrels	64,026	Merchandise.....cwt.	13,083
Whiskey .....do.	758	Staves .....puncheons	199,817
Ashes .....do.	114	" .....pipes	1,610
Pork .....do.	638	Coals .....tons	255½
Salt .....do.	5,271	Pig iron.....do.	331¼
Rosin.....do.	25	Schooners and steam propellers, with merchandise, &c.....trips	29
Tallow and lard.....do.	16	Durham boats and scows with merchandise, &c. trips	421
Plaster .....do.	2		
Grass seed.....do.	311		
Butter.....firkins	114		
Wheat, corn, & peas.b-hls.	2,727		

"PORT HOPE.—NEWCASTLE DISTRICT.—*Produce of Wheat.*—During the past winter there has been more wheat purchased in this town than in any former season. There are more than 100,000 bushels stored here now, and it is confidently believed there is a third of what was raised in the back townships to come in, which, when the roads get a little better, will be brought forward. In Windsor, we understand there are about 60,000; in Oshawa, 80,000; Bowmanville, Newcastle, and Bond Head, respectively, as much more, which will make at the least 500,000 bushels. This is independent of what has been purchased in Peterborough, in the back stores in Cavan and Monaghan, the greater part of which will pass through our harbour to market; and that purchased in Cobourg; in all we may safely say between 700,000 and 800,000 bushels, at the average price of 4*s.* to 4*s.* 3*d.*, making the round sum paid for this article in this neighbourhood, at least 150,000*l.* This trade will continue to increase, and we have no doubt that in a very few years 1,000,000 of bushels will be purchased annually at these places."—*Port Hope Gazette.*

STATEMENT of the Population of Upper Canada, with the Assessed Value of Taxable Property, Number of Acres of Uncultivated Land liable to Tax, and Cultivated Land in the Years 1825, 1835, 1838, 1839, 1840, and 1841.

YEARS.	Population.	Assessed Value of Property.	Uncultivated Land liable to Tax.	Cultivated Land.
	number.	£	acres.	acres.
1825.....	158,025	997,096	1,378,554	240,249
1835.....	336,169	4,380,992	4,342,368	1,308,294
1838.....	385,824	4,817,115	4,383,708	1,237,735
1839.....	400,647	5,420,409	5,113,368	1,555,437
1840.....	427,141	5,691,477	5,298,539	1,930,159
1841.....	485,357	5,996,609	5,092,558	1,690,441*

* The decrease in the quantity of land liable to tax indicated by these figures, is not an actual decrease, but an error arising from omissions in the returns made to the clerks of the peace. There is no falling off, it will be observed, in the usual rate of increase of the population, or of the assessed value of property in Upper Canada.

STATEMENT of the Tolls received on the Rideau and Ottawa canals, in the Years 1840, 1841, 1842, and 1843.

YEARS.	Rideau.			Ottawa.			TOTAL.		
	£	s.	d.	£	s.	d.	£	s.	d.
1840.....	8880	15	1	3880	5	9	12,761	0	10
1841.....	8707	18	3	4174	16	9	12,882	15	0
1842.....	9218	6	7	5794	12	0	15,012	18	7
1843.....									

STATEMENT of Tolls and Dues upon Timber passing through the Ottawa river, received at Bytown in each Year, from 1836 to 1841.

YEARS.	Ottawa.			YEARS.	Ottawa.		
	£	s.	d.		£	s.	d.
1836.....	13,595	7	11	1839.....	14,842	7	6
1837.....	15,174	17	1	1840.....	18,582	12	10
1838.....	13,712	12	9	1841, estimated at.....	19,000	0	0

COMPARATIVE Statement of the Tolls collected on the Welland canal in each Year, from 1834 to 1842.

YEARS.	Amount.			YEARS.	Amount.		
	£	s.	d.		£	s.	d.
1834.....	4300	8	5	1839.....	11,757	2	8
1835.....	5807	5	11	1840.....	19,175	11	10
1836.....	5754	12	3	1841.....	20,210	19	9
1837.....	5516	4	4	1842.....	23,946	19	9
1838.....	6740	13	10				

COMPARATIVE Statement of Schooners, and Tonnage, paying Toll on the Welland canal, in each Year, from 1837 to 1840.

YEARS.	Schooners.	Tonnage.	YEARS.	Schooners.	Tonnage.
	number.	number.		number.	number.
1837	718	80,697	1839	1169	147,327
1838	769	95,397	1840	1971	215,984

STATEMENT of Produce and Merchandise which passed through the Welland Canal during the Seasons of 1840 and 1841.

ARTICLES.	QUANTITIES.		ARTICLES.	QUANTITIES.	
	1840	1841		1840	1841
FOREST.	number.	number.		number.	number.
Boards and scantling .....feet	2,004,721	3,580,911	Tobacco .....tons	277	369
Shingles 1000	457,500	414,500	Seed.....barrels	180	1,127
Square timber .....cubic feet	899,507	1,155,086	MERCHANDISE.		
Staves .....number	1,670,021	2,776,161	Fish.....barrels	213	132
Sawn logs..... do.	5,942	11,300	Whiskey .....do.	1,515	1,950
Ashes .....barrels	503	268	Cider .....do.	14	16
Empty barrels .....number	18,362	6,156	Beer .....do.	58	65
AGRICULTURE.			Castings.....tons	160	91
Pork and beef .....barrels	15,624	30,416	Furniture .....do	2½	6
Butter and lard.....do.	3,687	1,141	Iron.....do.	94	75
Flour.....do.	209,016	213,483	Various.....do.	3,119	4,051
Wheat.....bushels	1,833,765	1,579,966	MISCELLANEOUS.		
Corn, Indian .....do.	33,195	70,474	Salt .....barrels	156,579	156,138
Oats .....do.	544	3,619	Plaster .....tons	801	482
Barley.....do.	64	1,304	Coal .....do.	938	1,422
Peas and beans .....do.	135	28	Bricks 1000	19,525	4,800
Potatoes.....do.	105	486	Grindstones .....tons	216	237
Fruits and nuts.....barrels	196	329	Stone .....cords	152	426
Crackers .....do.	4	12			

STATEMENT of the Trips and Tonnage of Boats which passed through the Lachine Canal, upwards and downwards, in the Years 1839, 1840, and 1841.

	1839	1840	1841
	number.	number.	number.
TRIPS.			
Downwards	1,443	2,006	2,268
Upwards.....	1,443	2,136	2,377
Total.....	2,886	4,142	4,645
TONNAGE.			
At an average of seventy-five tons each boat	216,450	310,650	348,375

COMPARATIVE Statement of the Tolls received upon the under-mentioned Macadamised or Plank Roads in Upper Canada, in the Years 1839, 1840, and 1841.

DISTRICTS.	1839			1840			1841		
	£	s.	d.	£	s.	d.	£	s.	d.
HOME DISTRICT.									
Yonge-street-road	1638	14	5	2167	14	9	2315	4	7
Dundas-street-road.....	....			1725	5	1	1610	19	8
Eastern-road, from Toronto.....	....			1196	16	10	1441	19	0
MIDLAND DISTRICT.									
Kingston to Napanee.....	....			885	19	2	1269	3	11
JOHNSTOWN DISTRICT.									
Victoria-road.....	....			....			192	0	7
Total.....	1638	14	5	5975	15	10	6829	6	11

	tons.
Whole tonnage entering the ports of the United States, in 1840	2,289,309
Entering from British America	761,096
From Canada.....	535,464

A Tariff of Freight on the Navigation between Canada East and West, by the Ottawa River and the Rideau Canal, and the River St. Lawrence, during the Season of 1843.

UPWARDS.	Salt in bulk or barrels, Coals and Pig-iron, per ton.		Heavy Groceries and Hardware, per cwt.		Teas, Loaf Sugar, Earthenware, and Glassware, per cwt.		Dry goods, and all light and bulky packages, per cwt.	
	s.	d.	s.	d.	s.	d.	s.	d.
Montreal to Kingston	30	0	2	6	3	0	3	9
And, in addition, to cover the greatly augmented tolls on Rideau canal	10	0	0	6	0	6	0	6
Apart from the actual transport, they will only act as agents or warehousemen, with respect to goods received and stored by them, and charge for storage, &c., at Montreal, 2s. 6d. per ton, and at Kingston, 2s. 6d., being	5	0	0	3	0	3	0	3
In all	45	0	3	3	3	9	4	6

From Montreal—	Flour, per barrel.		Pork, per barrel.									
	s.	d.	s.	d.								
To Bytown	2	6	3	9	25	0	2	0	2	6	3	3
„ L'Original	2	0	3	0	22	6	1	10	2	3	2	10
„ Grenville	1	9	2	6	20	0	1	8	2	0	2	6
„ Carillon	1	6	2	3	15	0	1	2	1	8	2	2

And, in addition, as agents or warehousemen, charge on goods destined for either of these places, 5s. per ton, or 3d. per cwt., 3d. per barrel on flour, and 4d. per barrel on pork. Goods to places beyond Bytown, on the Rideau canal, the same in all respects as to Kingston.

DOWNWARDS.	Flour, per barrel.		Pork, per barrel.		Ashes, per barrel.		Tobacco, per hogshead.		Butter or Lard, per keg.	
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
Kingston to Montreal	2	0	3	0	5	0	10	0	0	10½
„ Bytown	1	9	2	8						
Prescott or Brockville to Montreal	1	10	2	9	4	7	9	2	0	9½
Bytown to Montreal	1	9	2	8	4	6	....		0	8
Grenville „	....		....		4	0	....		0	6
Carrillon „	....		....		3	9	....		0	5

And additional charge as agents or warehousemen, for storage, &c., of 3d. per barrel of flour; 4d per barrel of pork; 6d. per barrel of ashes; 1s. per hogshead of tobacco; and 2d. per keg of butter or lard.

DOWNWARDS.	Wheat, per 60 lbs.		Other Grain, per bushel, standard weight.		Standard staves, per M.	Puncheon staves, per M.	Packages, weight or measurement, per ton.	
	s.	d.	s.	d.	dollars.	dollars.	s.	d.
Kingston to Montreal	0	7½	0	7½	30	10	25	0
„ Bytown	0	6½	0	6½	....	....	25	0
Prescott or Brockville to Montreal	0	6¾	0	6¾	26	8¾	23	4
Bytown to Montreal	0	6½	0	6½	....	....	25	0
Grenville „	....		....		....	....	20	0
Carrillon „	....		....		....	....	15	0

And additional charge as agents or warehousemen, for storage, &c., of 1d. per 60 lbs.; wheat, 1d. per bushel; other grain, standard weight, 20s. per M. standard staves; 7s. 6d. per M. puncheon staves; and 5s. per ton packages, weight or measurement.

CHAPTER XVIII.

COMMERCE OF THE MISSISSIPPI AND ITS TRIBUTARIES.

The settlement, cultivation, trade, and navigation of the regions drained by the Mississippi, Missouri, the Ohio, and the numerous tributaries of those rivers, are subjects unparalleled in their rise, progress, and magnitude.

Within the duration of not more than the ordinary long life of a human being, the empire of the west has risen to its present magnitude. A few straggling hunters were *trapping* amidst the forests of Kentucky, when they heard the intelligence of the fight at Lexington. To the spot where they had erected their camp they gave the name of their battlefield. Such was the origin of the first settlement, and the first city in the great western valley.

Before this period there was no craft, we believe, of greater capacity than the canoe of the red men, navigating the western waters at least not farther north than Louisiana. After the beech bark canoe, and the canoe formed of a single tree, scooped out by tools or by burning, the pirogue appeared, also formed by scooping out one or more trees, and joining them together in the form of a vessel. The *barge*, the *flat boat*, and the *keel-boat*, afterwards appeared on the great rivers of America. The barge was the largest of the three.

Judge Hall, in his very interesting notes on the western states, observes of these barges:—

"They had the greatest breadth, and the best accommodations for passengers, the keel was longer, had less depth, and was better fitted to run in narrow and shallow channels. They were navigated by a rude and lawless class of men, who became distinguished as well for their drolleries, as for their predatory and ferocious habits. In the then thinly scattered state of the population, their numbers rendered them formidable, as there were few villages on the rivers, and still fewer settlements, which contained a sufficient number of able-bodied men, to cope with the crew of a barge, consisting usually of thirty or forty hands; while the arrival of several of these boats together, made them completely masters of the place. Their mode of life, and the facilities they possessed for evading the law, were such as would naturally make them reckless. Much of the distance through which they travelled in their voyages, was entire wilderness, where they neither witnessed the courtesies of life, nor felt any of the restraints of law; and where for days, perhaps weeks, together, they associated only with each other. The large rivers whose meanders they pursued, formed the boundaries of states, so that living continually on the lines which divided different civil jurisdictions, they could pass with ease from one to the other, and never be made responsible to any."

One of the earliest attempts to navigate the Ohio, down to the Mississippi, and to New Orleans, was in 1776, when Messrs. Gibson and Linn, the grandfather of Dr. Linn, afterwards a senator in Congress from Missouri, descended by water from Pittsburg to New Orleans, to procure military stores for the troops stationed at the former place. They succeeded, and in the spring of 1777 brought back a cargo of 136 kegs of gunpowder.

"In the earlier periods of this navigation, the boats employed in it were liable to attacks from the Indians, who employed a variety of artifices to decoy the crews into their power. Sometimes a single individual, disguised in the apparel of some unhappy white man, who had fallen into their hands, appeared on the shore making signals of distress, and counterfeiting the motions of a wounded man. The crew, supposing him to be one of their countrymen, who had escaped from the Indians, would draw near the shore for the purpose of taking him on board; nor would they discover the deception until, on touching the bank, a fierce band of painted warriors, would rush upon them from an artfully contrived ambuscade. Sometimes the savages crawled to the water's edge, wrapped in the skins of bears, and thus allured the boatmen, who were ever ready to exchange the oar for the rifle, into their power. But the red warriors were often sufficiently numerous to attempt by open violence, that which they found it difficult to accomplish by artifice, against men as wary, and as expert in border warfare, as themselves; and boldly pursued the boats in their canoes, or rushed upon the boatmen, when the incidents, or the perils of their navigation, drove them to the shore.

"These boats, but rarely using sails, and receiving only an occasional impulse from their oars, descended the stream with a speed but little superior at any time to that of the current; while

they met with many accidents and delays to lengthen the voyage. A month was usually consumed in the passage from Pittsburg to New Orleans, while the return voyage was not effected in less than four months, nor without a degree of toil and exposure to which nothing but the hardiest frames, and the most indomitable spirits, would have been equal. The heavily laden boats were propelled against the strong current by poles, or, where the stream was too deep to admit the use of those, drawn by ropes. The former process required the exertion of great strength and activity, but the latter was even more difficult and discouraging—as the labourer, obliged by the heat of the climate to throw aside his clothing, and exposed to the burning rays of the sun, was forced to travel on the heated sand to wade through mire, to climb precipitous banks, to push his way through brush, and often to tread along the undermined shore, which giving way under his feet precipitated him into the eddying torrent of the Mississippi. After a day spent in toils which strained every muscle to its utmost power of exertion, he threw himself down to sleep, perhaps in the open air, exposed to the cold damps and noxious exhalations of the lower Mississippi, and the ferocious attacks of millions of musquitoes, and reposed as unconscious of danger, or inconvenience, as the native alligator which bellowed in the surrounding swamps.

"The flat boat was introduced a little later than the others. It is a rough strong boat, with a perfectly flat bottom, and perpendicular sides; and covered throughout its whole length. Being constructed to float only with the current, it never returns after descending the river. These boats were formerly much used by emigrating families, to transport themselves down the Ohio, and are still built in great numbers on the various tributary streams, and floated out in high water, with produce for New Orleans."

Judge Hall quotes the following from *The Centinel of the North-western Territory*, January 11, 1794.

"Ohio Packet Boat.—Two boats for the present will start from Cincinnati for Pittsburg, and return from Cincinnati in the following manner, viz:—

"First boat will leave Cincinnati this morning at eight o'clock, and return to Cincinnati, so as to be ready to sail again in four weeks from this date.

"Second boat will leave Cincinnati on Saturday the 30th inst., and return to Cincinnati in four weeks as above.

"And so regularly each boat performing the voyage to and from Cincinnati to Pittsburg *once in every four weeks.*

"Two boats, in addition to the above, will shortly be completed and regulated in such a manner that one boat of the four will set out weekly from Cincinnati to Pittsburg, and return in like manner.

"The proprietor of these boats, having maturely considered the many inconveniences and dangers incident to the common method hitherto adopted of navigating the Ohio, and being influenced by a love of philanthropy and a desire of being serviceable to the public, has taken great pains to render the accommodations on board the boats as agreeable and convenient as they could possibly be made.

"No danger need be apprehended from the enemy, as every person on board will be under cover made proof against rifle or musket balls, and convenient port-holes for firing out of. Each of the boats are armed with six pieces carrying a pound ball; also a number of good muskets, and amply supplied with plenty of ammunition; strongly manned with choice hands, and the masters of approved knowledge.

"A separate cabin from that designed for the men, is partitioned off in each boat for accommodating ladies on their passage. Conveniences are constructed on board each boat, so as to render landing unnecessary, as it might, at times, be attended with danger.

"Rules and regulations for maintaining order on board, and for the good management of the boats, and tables accurately calculated for the rates of freightage, for passengers and carriage of letters to and from Cincinnati to Pittsburg; also a table of the exact time of the arrival and departure to and from the different places on the Ohio, between Cincinnati and Pittsburg, may be seen on board *each boat, and at the printing office in Cincinnati.* Passengers will be supplied with provisions and liquors of all kinds of the first quality, at the most reasonable rates possible. Persons desirous of working their passage, will be admitted on finding themselves; subject, however, to the same order and directions from the master of the boats as the rest of the working hands of the boat's crew.

"An *Office of Insurance* will be kept at Cincinnati, Limestone, and Pittsburg, where persons desirous of having their property insured may apply. The rates of insurance will be moderate"

Such were the vessels by which the navigation and trade of the western rivers was carried on, previous to the year 1811. A few bad roads crossed the mountains, and some waggons were dragged over them with such difficulty that a

large portion of the merchandise was carried on the backs of horses. A few years afterwards, a delegate from Kentucky was considered a visionary for requesting of Congress the establishment of a mail to Pittsburg, to be carried on horseback once in two weeks. "He was told," says Judge Hall, "that such a mail was not needed, that it probably would never be required, and that the obstacles of the road were insuperable. That venerable patriot has lived to see the establishment of *two* daily mails on the same route; while the canals, the railways, and the turnpikes that lead to the west, have rendered it accessible, with ease and safety to every species of vehicle."

"The first steamboat built on the western waters," says a writer in the *Western Monthly Magazine*, "was the *Orleans*, built at Pittsburg in 1811; there is no account of more than seven or eight built previously to 1817; from that period they have been rapidly increasing in number, character, model, and style of workmanship, until 1825, when two or three boats built about that period were declared by common consent to be the finest in the world. Since that time, we are informed, that some of the New York and Chesapeake boats rival, and probably surpass us, in richness, and beauty of internal decoration. As late as 1816, the practicability of navigating the Ohio with steamboats was esteemed doubtful; none but the most sanguine augured favourably. The writer of this well remembers that in 1816, observing, in company with a number of gentlemen, the long struggles of a stern-wheel boat to ascend Horse-tail ripple (five miles below Pittsburg) it was the unanimous opinion, that 'such a contrivance' might conquer the difficulties of the Mississippi, as high as Natchez, but that we of the Ohio must wait for some 'more happy century of inventions.'"

"About the time," says Judge Hall, "that Fulton was building his first boat at Pittsburg, he travelled across the mountains in a stage, in company with several young gentlemen from Kentucky. His mind was teeming with those projects, the successful accomplishment of which has since rendered his name so illustrious—and his conversation turned chiefly upon steam, steamboats, and facilities for transportation. Upon these subjects he spoke frankly, and his incredulous companions, much as they respected the genius of the projector, were greatly amused at what they considered the extravagance of his expectations. As the journey lasted several days, and the party grew familiar with each other, they ventured to jest with Mr. Fulton, by asking if he could do this, and that by steam; and a hearty laugh succeeded whenever the single-minded and direct inventor asserted the power of his favourite element. At length, in the course of some conversation on the almost impassable nature of the mountains, over which they were dragged with great toil, upon roads scarcely practicable for wheels, Mr. Fulton remarked, 'The day will come, gentlemen—I may not live to see it, but some of you who are younger probably will—when carriages will be drawn over these mountains by steam engines, at a rate more rapid than that of a stage upon the smoothest turnpike.' The apparent absurdity of this prediction, together with the gravity with which it was uttered, excited the most obstreperous mirth in this laughter-loving company, who roared, shouted, and clapped their hands, in the excess of their merry excitement. This anecdote was repeated to us by one of that party; who, two years ago, on finding himself rapidly receding from Baltimore in a railroad car, recollected the prediction of Fulton, made twenty years before."

The *Orleans*, 400 tons, the first boat built at Pittsburg, was owned and constructed by Mr. Fulton, and sailed from Pittsburg in December, 1812, and arrived at New Orleans about the 24th of the same month. This vessel continued to run between New Orleans and Natchez: the voyages averaged seventeen days; until wrecked near Baton Rouge, in 1813 or 1814, by striking a snag on an upward bound passage.

The *Comet*, twenty-five tons, built at Pittsburg with a stern-wheel, and vibrating cylinder, made a voyage to Louisville in the summer of 1813, descended to New Orleans in the spring of 1814, made two voyages thence to Natchez, and was sold,—and the engine put up in a cotton gin.

The *Vesuvius*, 340 tons, built at Pittsburg, by Mr. Fulton, and owned by a company at New York and New Orleans, sailed for New Orleans in the spring of 1814. She sailed from New Orleans for Louisville, about the 1st of June following; grounded on a sand bar 700 miles up the Mississippi, where she lay until the 3rd of December following, when the river rose, and floated her off. She returned to New Orleans, where she ran aground a second time on the Batture, where she remained until March 1st, when a rise of water set her afloat. She was then employed between New Orleans and Natchez. Shortly after she caught fire near New Orleans and burned to the water's edge. Her hull was afterwards raised and built upon, at New Orleans. She was since in the Louisville trade, was sold to a company at Natchez, and condemned in 1819.

The *Enterprise*, forty-five tons, was built at Brownsville, Pennsylvania, on the Monongahela, by Daniel French, under his patent, and owned by a company at that place, made two voyages to Louisville in the summer of 1814. On the 1st of December, she took in a cargo of Ordnance stores at Pittsburg, and sailed for New Orleans, and arrived at New Orleans on the 14th of the same month. She was then despatched up the river in search of two keel-boats, laden with small arms, for General Jackson's army, which had been delayed on the way; and returned with the cargoes of these after an absence of six days and a half, in which time she ran 624 miles. For some time after she was actively engaged in transporting troops. She made one voyage to the Gulf of Mexico as a cartel, one voyage to the rapids of Red river with troops, and nine voyages to Natchez. She started for Pittsburg on the 6th of May 1817, and arrived at Louisville on the 30th, twenty-five days out, being the first steamboat that ever arrived at that port from New Orleans. The citizens of Louisville gave a public dinner to Captain Shreve for having accomplished in twenty-five days, a trip, which, previous to that time, had never been performed by the barges and keel-boats in less than three months.

Before the introduction of steam navigation, about 1817, the trade of the upper Mississippi and Missouri scarcely existed, and the whole upward commerce of New Orleans was conveyed in about twenty barges, carrying each about 100 tons, and making but one trip a year: a longer period than required to make an East India or a China voyage. On the upper Ohio, about 150 keel-boats were employed, each of the burden of about thirty tons, and making the trip to and from Pittsburg and Louisville, about three times a year. The whole tonnage of the boats navigating the Ohio and lower Mississippi was then about 6500 tons.

Judge Hall speaking of steam navigation on the Mississippi and Ohio:—

"The first advance was slow, and the prospects discouraging. The *fourth* boat that descended the river, was the *first* to reascend as far as Louisville, and even then it was considered doubtful whether steamboats could be rendered useful as a mode of navigation for the ascending trade.

It was not until 1816, when the boat which was about the *ninth* in the order of building, having been conducted from Louisville to New Orleans and back in forty-five days, by Captain Henry M. Shreve, the question of practicability was considered as settled.

"Many of the obstacles which impeded the rapid advance of steamboat navigation were such as were incident to an infant and imperfect state of the art of constructing both boats and engines; while others were inseparable from the condition of the country. In accounting for the length of the earliest voyages, something must be allowed to both these classes of causes, and among the latter may be mentioned the important facts, that the shores of the Ohio and Mississippi were then comparatively unsettled, fuel was not an article of traffic, but was procured from the growing forest by the crews of the boats, and used in its green state; while accidental injuries were repaired with equal inconvenience and delay.

"The *General Pike*, built at Cincinnati, in 1818, and intended to ply as a packet between Maysville, Cincinnati, and Louisville, is said to have been the first steamboat constructed on the western waters for the exclusive convenience of passengers. Her accommodations were ample, her apartments spacious and superbly furnished, and her machinery of superior mechanism. She measured 100 feet keel, and twenty-five feet beam, and drew only three feet and three inches water. The length of her cabin was forty feet, the breadth twenty-five feet, in addition to which were fourteen state rooms. The boats previously built had been intended solely for the transportation of merchandise; these objects have subsequently been successfully united.

"The *Calhoun*, 80 tons, built at Frankfort, in 1818, the *Expedition*, 120 tons, and the *Independence*, 50 tons—the two last built at Pittsburg—were constructed for the exploration of the Missouri river, in what was popularly termed the Yellow Stone Expedition, projected by Mr. Calhoun, while secretary of war. The *Independence* was the first steamboat that ascended the powerful current of the Missouri.

"The *Post Boy*, 200 tons, built at New Albany, by Captain Shreve, and others, in 1819, was intended for the conveyance of the mail between Louisville and New Orleans, under an act of Congress passed in March, 1819. This was the first attempt on the western waters to carry the mail in steamboats.

"The *Western Engineer*, was built near Pittsburg, in 1818, under the direction of Major S. H. Long, of the United States Topographical Engineers, for the expedition of discovery to the sources of the Missouri, and the Rocky mountains, which was afterwards so honourably accomplished by himself and his companions. This boat ascended as high as the Council Bluffs, about 650 miles above St. Louis, and was the first steamboat, that reached that point."

In 1829, Mr. Morgan Neville wrote the following remarks:—

"The average cost of a steamboat is estimated at 100 dollars per ton; the repairs made during the existence of a boat, amount to one-half the first cost. The average duration of a boat has hitherto been about four years; of those built of locust, lately, the period will probably be two years longer. The amount of expenditure in this branch of business on the western waters, then, for the last ten years, will in some measure be shown by the following calculation:—

	dollars.
56,000 tons, costing 100 dollars per ton, amount to	5,600,000
Repairs on the same	2,800,000
Expending in building and repairing in ten years	8,400,000

"The annual expenditure of steamboats is very difficult to be arrived at: the importance of this expenditure, however, to the towns on our rivers, and to the whole extent of country running along their shores, may be estimated from the following calculation of the item of fuel alone, for one year—take the present year, 1829. We have now in operation above 200 boats, the tonnage of which may be stated at 35,000 tons.

"It is calculated that the business of each year lasts eight months; deduct one-fourth for the time lost in port, and we have six months, or 180 days, of running time. Each boat is presumed to consume one cord of wood, for every twelve tons, every twenty-four hours:—

	cords.
The 35,000 tons then consume per day	2,917
Or, during the six months	525,060

"The price of wood varies from one dollar and a half, to five dollars per cord; a fair average would place it at two dollars twenty-five cents per cord. This makes the expenditure for fuel alone, on the banks of our rivers, 1,181,385 dollars, for this year. The other expenditures, while running, are calculated by the most experienced and intelligent owners, to be equal to 1,300,000 dollars, which gives the total expenditure, for 1829, at 2,481,385 dollars.

"This calculation and estimate, then, which are both made lower than the facts justify, present these results:—

	dollars.
The amount of first cost of steamboats, since 1817	5,600,000
Repairs on the same	2,800,000
Total amount of expenditure, produced by the introduction of steamboats, for building and repairs	8,400,000

"We cannot better illustrate the magnitude of the change in every thing connected with western commerce and navigation, than by contrasting the foregoing statement, with the situation of things at the time of the adoption of steam transportation, say in 1817. About twenty barges, averaging 100 tons each, comprised the whole of the commercial facilities for transporting merchandise from New Orleans to the 'Upper country;' each of these performed one trip down and up again to Louisville and Cincinnati within the year. The number of keel boats employed in the upper Ohio, cannot be ascertained, but it is presumed that 150 is a sufficiently large calculation to embrace the whole number. These averaged thirty tons each, and employed one month to make the voyage from Louisville to Pittsburg, while the more dignified barge of the Mississippi made her trip in the space of 100 days, if no extraordinary accident happened to check her progress. Not a dollar was expended for wood, in a distance of 2000 miles, and the dweller on the banks of the Ohio thought himself lucky if the reckless boatmen would give the smallest trifle for the eggs and chickens which formed almost the only saleable articles on a soil whose only fault is its too great fertility. Such was the case twelve years since. The Mississippi boats now make five or six trips within the year, and are enabled, if necessary, within that period to afford to that trade 135,000 tons. Eight or nine days are sufficient on the upper Ohio, to perform the trip from Louisville to Pittsburg and back. In short, if steam has not realised the hyperbole of the poet in 'annihilating time and space,' it has produced results scarcely surpassed by the introduction of the art of printing."

In 1834, he added the following:—

"On the 1st day of January, 1834, an official list of steamboats from an authentic source, gives the whole number of 230, then in existence, whose aggregate amount of tonnage is equal to about 39,000 tons. Allowing the cost of building at a rate much lower than the rule adopted three years since, the capital now invested in this stock will exceed 3,000,000 dollars. The expense of running may be put down nearly as contained in the following scale:—

	dollars	cts.
60 boats over 200 tons, 180 running days, at 140 dollars per day	1,512,000	00
70 boats, from 120 tons to 200 tons, 240 running days, at 90 dollars per day.	1,512,000	00
100 boats, under 120 tons, 270 running days, at 60 dollars per day	1,620,000	00
Total yearly expenses	4,644,000	00

"This sum may be reduced to the different items producing it in the following proportions, viz.:—

	dollars	cts.
For wages, 36 per cent, equal to	1,671,840	00
„ wood, 30 per cent, equal to	1,393,200	00
„ provisions, 18 per cent, equal to	835,920	00
„ contingencies, 16 per cent, equal to	743,040	00

"This result is truly striking to those who were accustomed to the state of things on our rivers within twenty years. The difference in the amount of wages paid, is in itself very considerable; but the item of fuel is one created exclusively by steamboats; and when it is considered that nearly 1,500,000 dollars is expended every year, at a few points on the Mississippi valley, it presents a vast field for speculation. The immense forests of beech and other timber unfit for agricultural purposes, were, before, not only useless, but an obstacle to the rugged farmer, who had to remove them before he could sow and reap. The steamboat, with something like magical influence, has converted them into objects of rapidly increasing value. He no longer looks with despondence on the denseness of trees, and only regrets that so many have already been given to the flames, or cast on the bosom of the stream before him.

"At the present period, the steamboats may be considered as plying as follows, viz:—

boats	tons.
25 over 200 tons, between Louisville, New Orleans, and Cincinnati, measuring	8,484
7 between Nashville and New Orleans, measuring	2,585
4 between Florence and New Orleans, measuring	1,617
4 in the St. Louis trade, measuring	1,002
7 in the cotton trade, measuring	2,016
57 not in established trades, from 120 to 200 tons	8,641
The balance under 120 tons in various trades	14,655
	39,000

"In the New Orleans and Louisville trade, the boats over 200 tons make about 150 trips in prosperous seasons; those of smaller size, make from fifty to sixty trips. But to go into an estimate of the number of voyages made by the boats in the different trades is impossible, because no regular data are furnished, and the result depends upon a variety of contingencies.

"Previous to 1817, about twenty barges afforded the only facilities for transporting merchandise from New Orleans to Louisville and Cincinnati. These, making but one trip in the year, gave the means of bringing up only 2000 tons. The present tonnage in this trade exclusively having been stated to be 8484 tons, gives the amount employed, calculating 150 trips in the season, to be 50,904 tons; a cause capable of producing a revolution in sixteen years hardly equalled in the annals of history. The effects upon western commerce have been immense. The moral changes alone which are felt throughout the west on prices is almost incalculable: the imported article has fallen in a ratio equal to the increased price of western products. In looking back at the old means of transportation, we cannot conceive how the present demand and consumption could have been supplied by them.

"To those who have been acquainted with the early mercantile history of our country, when it was no uncommon thing for a party of merchants to be detained in Pittsburg from six weeks to two months, by low water, or ice, the existing state of things is truly gratifying. The old price of carriage of goods from the Atlantic seaboard to Pittsburg, was long estimated at from five to eight dollars per 100 lbs. We have instances in the last five years, of merchandise being delivered at the wharf of Cincinnati for one dollar per 100 lbs., from Philadelphia, by way of New Orleans.

"It may not be useless or uninteresting to give an idea of the *mortality* among steamboats in a given time. It is not pretended that any decided inference can be drawn from this statement, or that the facts go to establish any fixed rule. But under the present situation of steamboat discipline and regulation a tolerably fair conclusion can be drawn from it. Taking the period then of two years, from the fall of 1831 till that of 1833, we have a list of boats gone out of service, of sixty-six: of these, fifteen were abandoned, as unfit for service; seven were lost by ice; fifteen were burnt; twenty-four snagged, and five destroyed by being struck by other boats. Deducting the fifteen boats abandoned as unseaworthy, we have fifty-one lost by accidents peculiar to the trade. In number, this proportion is over twelve per cent per annum; in tonnage, the loss is upwards of ten per cent. Amount snagged, 3721 tons; amount burned, 2330 tons."

A committee which was appointed some years ago, by a number of steamboat owners, to investigate the subject, satisfied itself—

"That, although the benefits conferred by steam navigation were incalculable, the stock invested in boats was, as a general rule, a losing investment. In a few cases, owing to fortuitous events, or to the exercise of more than usual prudence, money has been made; but the instances are so few as not to affect the rule. One gentleman, who has been engaged for years in the ownership of steamboats, and has been peculiarly fortunate in not meeting with any loss by accident, assured the writer, that his aggregate gain during the whole series of years, was only about six per cent per year, on the capital invested. These facts go far towards accounting for the enormous proportion of accidents and losses which occur upon our rivers. A few instances, in which large profits were realised, induced a great number of individuals to embark in this business, and the tonnage has always been greater than the trade demanded. The accidents, which are almost wholly the result of bad management, were set down as among the unavoidable chances of the navigation, and instead of adopting measures to prevent them, they were deliberately subtracted from the supposed profits, as matters of course. As the boat was not expected to last more than four or five years, at best, and would probably be burnt, blown up, or sunk within that period, it was considered good economy to reduce the expenditures, and to make money by any means, during the brief existence of the vessel. Boats were hastily and slightly built, furnished with cheap engines, and placed under the charge of wholly incompetent persons; the most inexcusable devices were resorted to to get freight and passengers, and the most criminal indifference to the safety of the boat and those on board, observable during the trip."

Judge Hall observes, in 1837:—

"The danger of injury to boats from snags, has now become greatly diminished in the Mississippi, and has almost entirely ceased in the Ohio, in consequence of the measures adopted for the removal of those obstacles.

"The burning of boats must be the result of carelessness; and the dreadful consequences arising from collision, are produced by negligence and by design. There is scarcely a conceivable case in which boats may not avoid running against each other in the night; and there are many instances in which the officers of steamboats have been induced, by a ferocious spirit of rivalry, or some other unworthy motive, to run against weaker boats in such a manner as to sink them instantly.

"It is also true, that much of the evil alluded to is attributable to the precipitancy and culpable negligence with regard to their own safety and comfort of the passengers. The accidents are almost wholly confined to insufficient or badly managed boats, and the traveller who would be cautious in embarking only in those of the more respectable class would almost uniformly insure himself against danger. A choice of boats, embracing every variety, from the best, to those which are wholly unseaworthy, is presented at all our principal places of embarkation. Yet such is the feverish impatience of delay, evinced by most travellers in our country, that the great majority hasten on board the first boat which offers, regardless of her character, and only anxious to be moving forward, under any discomfort, and at every hazard. The bad boats receive undue patronage, the best do not meet the preference to which they are entitled, and are not compensated for the extra expenditure bestowed upon their outfit and management; and the inducements to accommodate the public well being weakened, neither the owners nor officers of steamboats feel the same solicitude for the reputation of their boats, nor the same degree of responsibility, which would occur if the public patronage was more judiciously bestowed."

The following remarks are from a letter to the secretary of the treasury, from Mr. William C. Redfield, agent of the steam navigation company at New York, and are considered as embracing the steam navigation of the whole union:—

"The contests for speed, or practice of racing, between rival steamboats, has been the cause, and perhaps justly, of considerable alarm in the community. It is remarkable, however, that as far as the information of the writer extends, there has no accident occurred to any boiler which can be charged to a contest of this sort. The close and uniform attention which is necessarily given to the action and state of the boilers and engines, in such contests, may have had a tendency to prevent disaster. But this hazard, as well as the general danger of generating an excess of steam, is greatly lessened by the known fact, that in most steamboats the furnaces and boilers are not competent to furnish a greater supply of steam than can be used with safety, with an ordinary degree of attention on the part of the engineers.

"The magnitude and extent of the danger to which passengers in steamboats are exposed, though sufficiently appalling, is comparatively much less than in other modes of transit with which the public have been long familiar; the accidents of which, if not so astounding, are almost of every day occurrence. It will be understood that I allude to the dangers of ordinary navigation, and land conveyance by animal power on wheel carriages. In the former case, the whole or greater part of both passengers and crew are frequently lost, and sometimes by the culpable ignorance or folly of the officers in charge, while no one thinks of urging a legislative remedy for this too common catastrophe. In the latter class of cases, should inquiry be made for the number of casualties occurring in various districts in a given number of years, and the results fairly applied to our whole population and travel, the comparatively small number injured or destroyed in steamboats would be matter of great surprise to those not accustomed to make such estimates upon passing events. It is also worthy of notice, that if the average annual loss of life by the electric stroke were ascertained in the manner above proposed, the results would probably show a loss of life by this rare casualty far exceeding that which is occasioned by accidents in steamboats."

We extract from an interesting report of a committee of the house of representatives, in Congress, made in 1832, by Mr. Wickliffe of Kentucky, the following tabular statement of the steamboat accidents in the United States previous to that date.

STEAMBOAT Explosions in the United States, previous to 1831.

	DESCRIPTION.	Killed.	Wounded.
		number.	number.
13	High pressure explosions	115	54
27	Low pressure ditto	95	29
12	Character of engines unknown, supposed to be chiefly high pressure	46	21
52	Total	256	104

"In the year 1832 it was estimated, that besides the steamboats, there were 4000 flat boats annually descending the Mississippi, whose aggregate capacity would be 160,000 tons. As these do not return, the loss on them would amount to 420,000 dollars, and the expense of loading, navigating, and unloading them, 960,000 dollars; making the whole annual expenditure, upon this class of boats, 1,380,000 dollars.

"In the same year the aggregate cost of steamboats, the expenses of running them, interest, wear and tear, wood, wages, and subsistence of crews and passengers, was estimated at 5,906,000 dollars.

"The total expenditure on steam and flat boats was, according to this calculation, 7,286,000 dollars.

"The value of the produce exported in these boats, together with the labour expended in and about them, was estimated at 26,000,000 dollars.

"The different descriptions of boats which navigated the western rivers that year, were supposed to give employment to 16,900 men, namely :—

	dollars.
To mechanics and labourers employed in building twenty steamboats, and repairing others	1,700
Wood cutters	4,400
Crews of steamboats	4,800
Building flat boats	2,000
Navigating flat boats to New Orleans	4,000
Total	16,900

"But adding to those who are directly engaged, the much larger number who are indirectly employed in making engines, and in furnishing, supplying, loading, and discharging boats, the whole number of persons deriving subsistence from this navigation, in 1832, was supposed to be 90,000. That number has since been greatly increased. During the last season there was built at Pittsburg and the neighbouring towns, about twenty-five steamboats, at Cincinnati and its neighbourhood, about twenty-five.

"From 1822 to 1827, the loss of property on the Ohio and Mississippi, by snags, including steam and flat boats, and their cargoes, amounted to 1,362,500 dollars. Loss in the same items, from the same cause, from 1827 to 1832, was 381,000 dollars.

Comparative View of the Number of Steamboats built at different Places on the Mississippi and Ohio Rivers, previous to 1837.

PLACES.	Number.	PLACES.	Number.	PLACES.	Number.
Pittsburg	173	Brought forward	535	Brought forward	573
Cincinnati	164	Silver Creek	5	Aurora	1
Louisville	33	Shousetown	4	Clarksville	1
New Albany	32	Portland	4	Licking River	1
Brownsville	22	Fredericksburg	3	Zanesville	1
Wheeling	19	Big Bone	3	Salt River	1
Marietta	18	Kentucky River	3	Smithland	1
Steubenville	12	Gallipolis	3	Maysville	1
Jeffersonville	10	Brush Creek	2	Morgantown	1
Nashville	8	Newport	2	Rockville	1
Portsmouth	7	Frankfort	2	Lawrenceburg	1
Cumberland River	7	New Richmond	2	Rising Sun	1
Beaver	7	St. Louis	1	Warren	1
Ripley	6	Grave Creek	1	Economy	1
Elizabethtown	6	Big Sandy	1	Kenawa	1
Bridgeport	6	Augusta	1	Williamsport	1
New Orleans	5	Richmond	1		
				Total	588
Carried forward	535	Carried forward	573		

The Proportions of the above to the several States in which Steamboats are built for the Western waters, are nearly as follows :

PLACES.	Number.	PLACES.	Number.	PLACES.	Number.
Ohio	226	Brought forward	498	Brought forward	567
Pennsylvania	216	Indiana	47	Tennessee	14
Kentucky	56	Virginia	22	Other places	7
Carried forward	498	Carried forward	567	Total	688

In the beginning of 1837, there were of the above 588 :—worn out, 129; destroyed by snags, 33; burnt, 35; destroyed by explosion of gunpowder, 1; sunk by collision with other steamboats, 8; sunk and otherwise destroyed, 59; total destroyed or worn out, 265 steamboats.

	tons.
The number of steamboats on the western rivers, January 1, 1834, was, according to estimation, about 230, measuring 39,000 tons. Twenty-five of these over 200 tons each, plied between Louisville, New Orleans, and Cincinnati, measuring	8,484
Seven between Nashville and New Orleans	2,585
Four between Florence and New Orleans	1,617
Four in the St. Louis trade	1,002
Seven in the cotton trade	2,116
Fifty-seven not in established trades, from 120 to 200 tons	8,641
The residue under 120 tons in various trades	14,653
Total	39,000

The annual expense of running these boats was estimated at 4,644,000 dollars.

The number of flat bottom and keel boats has been calculated at 4000, with a tonnage amounting to 160,000 tons; making the whole tonnage on the western rivers, about 200,000 tons.

In the autumn of 1834, the number of American steamboats on Lake Erie was thirty-one, whose average tonnage was about 343 tons each, the number of schooners 234, averaging eighty-five tons, and three brigs, with an average tonnage of 215 tons.

	tons.
Tonnage of steamboats on the Lake	10,633
" of schooners	19,890
" of brigs	645
Total	30,168

Making the whole tonnage of the west, exclusive of that of canal-boats, about 230,000 tons.

The Cincinnati gazette furnishes a complete list of the steamboats built and fitted out at that port during the year 1844, with a statement of the cost and tonnage of each. The whole number, was thirty-eight. The number built in 1843, was thirty-six. In the statement of either year, the boats built at other points within the Cincinnati district, are not included. The lists embrace only those built at Cincinnati.

MONTHS.	NAMES.	Tonnage.	Cost.	MONTHS.	NAMES.	Tonnage.	Cost.
1844		number.	dollars.	1844		number.	dollars.
January.	Louis Philippe	296	19,000	September.	Pearl River	71	3,000
"	Olive	58	3,000	October.	Batesville	178	12 500
"	Rodolph	213	15,000	"	Enterprise	106	7,500
February.	Swiftsure, No. 3.	199	15,000	"	Meteor	165	12,000
March.	Maria	692	44,000	"	Albatross	298	22,000
"	Irene	76	4,000	November.	Pike, No. 7.	481	30,000
"	Lynx	125	10,000	"	Arkansas, No. 4.	281	22,500
"	Mendota	158	10,000	"	Warrior	224	15,000
April.	Laurel	113	6,500	"	Isaac Shelby	159	11,000
May.	Superb	536	28,000	"	Fort Wayne	244	20,000
June.	Daniel Boone	170	10,000	"	Lady Madison	148	11 500
"	B. Franklin, No. 7.	239	21,000	"	Luda	286	20,000
July.	Simon Kenton	190	12,000	"	Panola	120	10,000
"	Princess	388	30,000	December.	Corinne	183	13,000
"	Blue Ridge	128	8,000	"	Yorktown	337	30,000
August.	Mail	211	14,000	"	St Mary	183	13,000
"	Paul Pry	136	7,000	"	Levant	225	15,000
September.	M. B. Hamer	198	15,000				
"	Carolina	272	18,000	Aggregate tonnage		8248	
"	Gazelle	82	4,000	Whole cost		....	568,000
"	Lama	79	4,500	Total number of boats		....	38

"The aggregate tonnage of these thirty-eight boats (custom-house measurement), is 8248 tons and the aggregate cost 568,000 dollars. Of the thirty-six boats built in 1843, the aggregate custom-house measurement was 8415 tons, and the aggregate cost 605,250 dollars. Of the boats built in Cincinnati in 1844, the average size is 219 tons, and the average cost 14,947 dollars. Of those built there in 1843, the average size was 236 tons, and the average cost 16,812 dollars. The cost per ton of the boats built in Cincinnati in 1844, was 68 dollars 87½ cents; the cost per ton of those built there in 1843, was 71 dollars 94 cents. These are interesting facts; and, for the purpose of presenting them more directly to the eye at a glance, we construct the following table:—

YEARS.	Tonnage.	Cost.	Average Size.	Average Cost.	Cost per Ton.
	number.	dollars.	tons.	dollars.	dlrs cts.
1843	8415	605,250	236	16,812	71 94
1844	8248	568,000	217	14,947	68 87½

"A late number of the Pittsburg *Morning Herald* gives the names of 437 steamboats navigating the western and south-western waters; tonnage, in 1840, as follows:—

	Steamboats.		Steamboats.
tons tons	number.	tons tons	number.
From 30 to 168 ...	78	From 400 to 500 ...	8
„ 100 to 200 ...	212	„ 500 to 600 ...	5
„ 200 to 300 ...	105	„ 600 to 700 ...	4
„ 300 to 400 ...	24	„ 785 ...	1

According to a statement in the *Merchants' Magazine*, in 1842 the navigation of the Mississippi was as follows:—

"There were 450 steamers, averaging each 200 tons, and making an aggregate tonnage of 90,000, so that it has a good deal more than doubled in eight years. Valued at eighty dollars the ton, they cost above 7,000,000 dollars, and are navigated by nearly 16,000 persons, at thirty-five to each. Besides these steamers, there are about 4000 flat-boats, which cost each 105 dollars, are managed by five hands a-piece (or 20,000 persons), and make an annual expense of 1,380,000 dollars. The estimated annual expense of the steam navigation, including fifteen per cent for insurance, and twenty per cent for wear and tear, is 13,618,000 dollars. If, in 1834, they employed an aggregate of 90,000 persons, they must now occupy at least 180,000. The boats, ever in motion when the state of the waters in which they ply permits, probably average each some twenty trips in the year. Those running from New Orleans to the more distant points of the river, make from eight to fifteen trips in the year; while those carrying the great trade from Pittsburg, Cincinnati, and Louisville, to St. Louis, perform some thirty annual trips. Others run between still nearer ports, and make more frequent voyages. But at twenty each, and carrying burdens far beyond their mere admeasurement of tonnage, their collective annual freight would be 1800 tons; to which, if that of 4000 flat-boats (each seventy-five tons) be added, we have a total freight, for the entire annual navigation of the Mississippi, of about 2,000,000 tons. The commerce which they convey (omitting the great number of passengers whom they waft in some 9000 trips) is of two sorts: that of the export trade to New Orleans, and that of supply and interchange between the different regions lying on the Mississippi and its tributaries. The latter is well ascertained to be considerably greater, as naturally happens in the internal trade of all wide and commercial countries, whose dealings with foreign lands never fail to fall far short of their exchanges with each other. The statistics collected at the two main points where the best means of information can be commanded (St. Louis and Cincinnati), estimate this internal traffic of the productions of the country itself at not less than 70,000,000 dollars annually; while those commodities shipped to New Orleans for exportation, are found to be 50,000,000 dollars more. The downward trade may thus be stated at 120,000,000 dollars; the upward, or return trade of foreign goods, or of those brought up the river from other parts of the Union, is reckoned at about 100,000,000 dollars. Thus, the entire amount of commodities conveyed upon the waters of the Mississippi does not, upon the best estimates, fall short of 220,000,000 dollars annually, which is but 30,000,000 dollars less than the entire value of the foreign trade of the United States exports and imports in 1841."

TABLE of Distances on the Ohio and Mississippi Rivers, from Pittsburg, Pennsylvania, to the Falls of St. Anthony, on the Upper Mississippi.

PLACES.	Miles.	Total.	PLACES.	Miles.	Total.
	No.	No.		No.	No.
Pittsburg, Pennsylvania, to Wheeling, Virginia	96		Commerce, Illinois	1	222
Marietta, Ohio	83	178	Fort Madison, Western Territory	10	232
Portsmouth, Ohio	178	356	Burlington, Western Territory	20	252
Cincinnati, Ohio	105	461	Oquawka, (Yellow Banks)	15	267
Louisville, Kentucky	132	593	Mouth of Iowa	15	282
Evansville, Iowa	200	783	Mouth of Pine River	35	317
Mouth of Ohio	194	984	Mouth of Rock River	10	327
St. Louis, Mobile	250	1237	Stevenson, Illinois	8	335
Total to St. Louis, 1237 miles.			Rock Island	2	337
St. Louis, to mouth of Missouri	18		Canaan, (head of Upper Rapids)	18	355
Alton, Illinois	6	24	New Philadelphia, Western Territory	40	395
Hamburg, Illinois	15	39	Savana, Western Territory	20	415
Clarksville, Mobile	60	99	Smithville, Illinois	10	425
Louisiana, Mobile	12	111	Bellview, Western Territory	6	431
Hannibal, Mobile	30	141	Mouth of Fever River	6	437
Marion City, Mobile	10	151	Galena, Illinois	8	445
Quincy, Illinois	10	161	Du Buque, Western Territory	30	475
La Grange, Mobile	12	173	Cassville	30	505
Tully, Mobile	8	181	Prairie la Porte	8	513
Warsaw, Illinois	20	201	Prairie du Chien	22	535
Keokuk, W. T., (foot of Des Moines Rapids)	5	206	Falls of St. Anthony, about	265	800
Montrose, W. T. (head of Des Moines Rapids)	15	221			

Total from Pittsburg to St. Anthony Falls, 2037 miles.
Total to St. Anthony Falls, 800 miles.

The charge or fare for passage on the Mississippi and Ohio rivers is about three dollars per 100 miles for long distances, and four to five cents per mile for short distances. Deck passengers, one dollar per 100 miles. The usual speed of the boats is six miles an hour up stream, and from ten to twelve down.

An important point of internal trade on the Ohio river, is the Portland and Louisville canal, through which the navigation of that great river passes.

STATEMENT of the Number of Boats that have passed through the Portland and Louisville Canal and Amount of Tolls received, during the undermentioned Years.

YEARS.	Steamboats.	Flat and keel boats.	Tonnage.	Tolls received.	
	number.	number.	tons.	dlrs.	cts.
1831	406	421	76,223	12,750	77
1832	453	179	70,109	25,756	12
1833	875	710	169,885	60,736	92
1834	938	623	162,000	61,848	17
1835	1,256	355	200,413	80,165	24
1836	1,182	260	182,220	88,343	23
1837	1,501	165	242,374	145,424	69
1838	1,058	438	201,750	121,107	16
1839	1,666	578	300,406	180,364	02
1840	1,231	392	224,841	134,904	55
1841	1,031	309	189,907	113,944	59
1842	983	183	172,755	95,005	10
1843	1,206	88	232,264	107,274	65
Total	13,756	4701	2,425,567	1,227,625	20

The trade of New Orleans with the upper countries of the Mississippi, Ohio, and Missouri, and especially the produce and merchandise brought, during several years, downwards to that city, will be found detailed in our account of New Orleans.

The principal places situated on the banks of the Mississippi and its tribu-

taries, between New Orleans and the mouths of the Ohio and Missouri, we have described in the account we have given of the respective states.

The great entrepôts of the internal trade of the upper counties are St. Louis and Cincinnati.

St. Louis, as late as the year 1836, was little more than a trading village; now (1845) contains a population of probably 40,000. (*See description of the state of Missouri and its towns.*) A great portion of the trade of the states of Illinois and Missouri, and the territories of Iowa and Wisconsin, centre at this town. Bricks in great quantity; and deals, boards, &c., produced by numerous steam saw-mills, and by several mills for planing; the produce of white-lead factories, grist-mills, oil-mills, and other fabrics also create an active trade. The amount of marine insurances effected at St. Louis, including boat-hulls and cargoes, and comprising only property floating on the rivers, is stated, in 1842, to have been 58,021,986 dollars.

The leading articles of export from St. Louis and of the adjacent country, of which it is the emporium, are lead, tobacco, furs, and peltries, hemp, flour, wheat, and other agricultural products; also horses, mules, hogs, and live cattle of various sorts, which are shipped to the south in flat or keel-boats.

The lead-mines of Washington, and other southern counties, are below St. Louis; although the lead is chiefly shipped from that port, by boats, to New Orleans. The quantities of this article received at St. Louis, from the Galena mines, for three years, ending in 1841, were as follow:—

1839	pigs	375,000
1840	„	390,000
1841	„	425,000

The quantity of lead received at New Orleans, for the same period, was as follows:—

1839	pigs	300,000
1840	„	352,000
1841	„	423,000

STATEMENT of the Shipments of Lead from Galena and Dubuqué, and all other Points on the Upper Mississippi, for 1841, 1842, and 1843.

ARTICLES.	1841			1842			1843		
	Pigs lead.	Steam-boats.	Keels towed.	Pigs lead.	Steam-boats.	Keels towed.	Pigs lead.	Steam-boats.	Keels towed.
	No.	No.	No.	No.	No.	No.	No.	No.	No.
	452,814	143	108	447,859	195	88	561,321	244	55
Small lead, equal to....	2,750	..	..	840	..	..	2,410		
Shot in kegs	7,840	..	..	..	..	..	5,000		
Shipped to the lakes ...	..	..	..	25,000	..	..	15,400		
Total.....	463,404	143	108	473,699	195	88	584,131	244	55

Pigs Wisconsin copper, 1400 equal to 95,000 lbs.

"The above statement of the shipments of lead made from this section of the country this season, compared with that of 1841 and 1842, together with the number of steamboat departures, and number of keels and barges towed; shows 561,321 pigs against 447,859

pigs in 1842, and in small bar lead, 2410 pigs against 840 pigs; showing an actual increase in the shipments of lead . . . . . 115,032 pigs

To which should be added that stopped by ice in 1842, none of which reached St. Louis prior to the 10th of April, 1843 . . . . . 25,142 „

Making an actual increase in the supply of . . . 140,174 „

"That made into shot, say 5000 pigs, has gone to supply the lake borders, as well as the lead shipped that way. The steamboat arrivals show an increase of 49 over 1842, being 244 against 195.

"The article of Wisconsin copper is attracting notice, and will become a valuable article in the trade of this country. Our shipments this year amount in value to, say 11,000 dollars, and will, I think, in 1844, double that amount. In the Boston market it commands the same price as Peruvian copper, and with one house has the preference over it.

	dlrs.	cts.
"The value of the lead exported from here this year may be set down at 563,731 pigs of 70 lbs.=39,461,171 lbs.; at two dollars twenty-seven cents and one-third	937,202	00
And copper	11,000	00
Total	948,202	00

Galena, Dec. 15, 1843."

Of the tobacco crop of Missouri, it is stated, by a house engaged in the trade, that the shipments, during the year 1841, were about 9000 hogsheads, of which 8500 passed through St. Louis, and of the subjoined quality and value:—

			dollars.	dollars.
2000 hhds. strips . . .	worth in	Europe	175=	350,000
2500 firsts	„	New Orleans	120=	300,000
2500 seconds	„	„	70=	175,000
1500 X's	„	„	50=	75,000
500 king's and bull's eye .	„	„	25=	12,500
		Total . . .		912,500

The crop for 1843, was estimated at above 12,000 hogsheads. The trade of the American Fur Company, and that of independent fur traders, including the fur trade of nearly all the northern and north-western Indians within the jurisdiction of the United States, concentrates at St. Louis. The value, to that city, of the trade in cloths, blankets, and other fabrics used in the fur trade traffic, exclusive of annuities, the pay of hands, and the outfits for expeditions, boats, &c., has been estimated, by individuals familiar with the trade, as exceeding 225,000 dollars. It has been computed that the exportation of furs, buffalo-robes, and peltries, the proceeds of that trade, which go to the Atlantic cities, independently of the home consumption, and the quantity sent to the Ohio and other parts of the west, during the year 1841, was between 350,000 dollars and 400,000 dollars; and that the entire fur trade for that year could not fall short of 500,000 dollars. This trade includes the furs and skins that were collected by the various Indian tribes from the Mississippi to the Pacific, and from the Columbia to the California.

Hemp is becoming one of the most valuable products of the Missouri section of the country. There are, at St. Louis, two large manufactories of bagging and

bale rope, and several rope-walks. One thousand four hundred and sixty tons of hemp were exported in 1840, of which 1600 tons, grown in the state, were shipped to Kentucky, 380 tons to New Orleans. It is estimated that the crop of 1841 was double that of the preceding year; and, that, including the state of Illinois, the farmers of which are beginning to direct their attention to the manufacture of hemp, the total crop during the year 1842, was about 10,000 tons, valued at about 200,000 dollars.

St. Louis, Alton, Peoria, and most of the villages upon the upper part of the Mississippi and the Illinois river, export many thousand tons of pork in various states of preparation, as bulk and barrelled pork, bacon and lard. The value of the trade of Illinois, in that article, was estimated, in 1841, at 1,500,000 dollars.

The larger portion of the pork produced on the upper Mississippi has been consumed at the lead mines, by the Indians, and at the various military posts. A part of that which is produced on the Missouri is consumed by the Indians, the fur companies, and by the troops of the United States, stationed upon the frontier. In 1841, 174,000 barrels of flour, and 237,000 bushels of wheat were shipped from St. Louis, besides a great number of horses, mules, horned cattle, and hogs, which are sent southward by the flat or keel-boats.

Merchandize, of various sorts, required by the inland population is imported into St. Louis, as a depôt, from the east, the south, and the Ohio, and estimated at the value of 25,000,000 dollars. Some of those articles imported into St. Louis, such as hardware, queen's, and China ware, German and French goods, linens, wines, and liquors, to the amount of several thousands of dollars, were imported in transit directly from Europe. An extensive trade is carried on between St. Louis and Santa Fé, and the States of New Mexico.—(*See Trade of the Prairies and Santa Fé hereafter.*)

On the Mississippi and its tributaries, 437 boats regularly plied during the year 1841, of which 150 were employed in the St. Louis trade, and eighty-three steamboats were, in part, owned by citizens of that place; some of which plied from the Ohio to Peoria, upon the Illinois, and to Galena, upon the Mississippi; others were employed in the direct trade from New Orleans to various points upon the Missouri, making St. Louis the rallying point. The steamboats, keel-boats, and flatboats, either carried direct from St. Louis to New Orleans, or sold along the river coast, flax-seed, tobacco, wheat, whiskey, shot, hides, hemp, castor oil, corn, meal, buffalo robes, bees'-wax, rope, butter, bagging, beans, furs and peltries, green fruit, dried tallow, bacon, beef, dried corn, flour, lard, lead, oats, potatoes, pork, onions, and live cattle.

Vicksburg, Natchez, and other minor places, are important points of shipment for the produce of the interior to New Orleans, the grand entrepôt of the Mississippian regions for foreign commerce, and the natural point of export to foreign countries.

CHAPTER XIX.

THE AMERICAN FUR TRADE.

THE trade for the purchase of the skins of wild animals commenced nearly with the first voyages to the coasts of America. We find that the early voyagers traded for furs within the Gulf of St. Lawrence, and along the shores and rivers of Acadia (now Nova Scotia and New Brunswick), and various parts of the country now forming the state of Maine, and the New England states, and of Cape Breton, St. John's Island, and Newfoundland. The skins of bears, foxes, martens, and some other wild animals, have continued from that period down to the present day, to form articles of commerce, to a moderate extent, in all those countries.

The great fur trade of North America commenced first at, and was carried on from, Canada, and it was, afterwards shared by adventurers who resorted to Hudson Bay.

The French colonists, who established themselves upon the St. Lawrence and the bordering lakes and streams, not discovering gems nor gold, directed their views to the mighty wilderness, and to the vast lakes and magnificent streams west of Quebec; and to the hunting of wild animals, whose furs were of great value in the foreign markets. Cardinal Richelieu organised, in 1627, the Company of New France, a chartered body comprised of 100 members, and granted to this company two ships of war. From that time the French colonists extended their posts along the great lakes and rivers of the west. These posts were the points of rendezvous of the fur traders—where European wares were exchanged for the skins of wild beasts.

The French fur trade was created as much by the character of the people as the spirit and policy of the government. The French colonists were scattered at different commanding points from the St. Lawrence to the banks of the Missouri. They consisted of three classes: the *seigneurs*, who were deemed the patricians of the country, and who held its advantages by royal charters; the ecclesiastics, who erected their crosses amid the near and distant Indian nations, and who were important agents of the French government in gaining the friendship of the aborigines; and the vagrant adventurers who were subjects of the feudal system under the *Coutûme de Paris*, or the French colonial law.

The French American colonies were military and mercantile, far more than agricultural colonies. The feudal possessors of the country strove, by the course they pursued, rather to secure the greatest amount of temporary advantage than to perpetuate either their own hold on the soil, or the dominion of France over

the Canadas. Under noble leaders, and the Jesuits and priests, feudal, semi-military, and trading, as well as converting, or religious, expeditions, were despatched, from time to time, from the head-quarters of the government at Quebec and Montreal, with implements to erect posts, or factories upon the borders of the lakes, as places of deposit for European merchandise, and for the peltries collected, and as outposts for the protection of French power. Within the first fifty years after the foundation of Quebec, by Samuel de Champlain, we find factories extending to the shores of Lake Superior, at Detroit, Mackinaw, Duquesne, Chicago, Green Bay, St. Joseph, St. Marie, and St. Vincent. They consisted of rude houses, erected in the woods, thatched with bark, and in the midst of those buildings the Jesuit missionary erected a chapel, surmounted by a cross. A rude fort constructed with palisades contained a small garrison of soldiers.

The seigneurs, who, with the governor-general of Canada, were invested with the sovereign power, under the King of France, were generally partners in the fur trading company.

The active agents of the French fur trade were the *Coureurs des Bois*, or rangers of the woods. As a class, they were reckless and improvident. Inured to the hardships of the forest and the wilderness, they soon became attached to a wandering life amidst the woods. The dress of the *Coureurs des Bois* consisted of leggings, mocassins, a capote, or blanket coat, and a red sash twined around them as a girdle, in which was stuck a steel scalping-knife. In this respect they differed little from the native Indians. They departed for the west periodically, by the north-western lakes; and thence, by the forest and streams, to those posts where the Indians were in the habit of resorting, and where were collected the cargoes of furs and peltry, with which they returned to Quebec and Montreal, from which the furs were shipped for France. The goods sent upwards, and the furs brought down made up in packs, were transported in canoes made of birch bark, sufficiently large to convey six men and the goods transported into the interior for barter, and the furs received in exchange. The articles of trade were imported from France, in packages of convenient size. They consisted of cotton cloths, blankets, calicoes, guns, hatchets, and other kinds of hardware, cheap ornaments, and other articles suited to the taste or wants of the Indians. Thus the fur traders, when they reached the Indian territory, either hunted or trapped themselves, or exchanged their goods with the Indians for the furs, which were deposited with the "Farmers of the Beaver Skins," for the purpose of being sent to the markets.

In order to prevent the desertion of the traders from the posts, it was ordained that no person should be permitted to trade with the Indians without passports from the French king, and all persons who had not those licences, were prohibited going from Quebec, or Montreal, to the Indian country *under*

the penalty of death. The ordinary price of these licences, according to La Hontan, was 600 crowns, and they were purchased from the governor-general of Canada by the merchants, and by them sold to the *Coureurs des Bois*, at an advance of about fifteen per cent more than they could command in ready money at Quebec and Montreal. The privileges granted in those licences allowed each possessor to proceed to the ports with two large canoes laden with cargoes of manufactured goods, valued at about 1000 crowns. Each canoe had a crew of six men. On their voyages made through the lakes annually, the ordinary profit was 100 per cent, from which the merchant took 1000 crowns for the prime cost of his exported goods, 600 crowns for his licence, and forty per cent for *bottomry*, so that there remained, from the two cargoes, only 680 crowns, which were divided among the twelve *Coureurs des Bois.* During each year the traders came down the lakes and streams, from the remotest banks of Lake Superior, and then to the Ottawas river, or across the portage of Niagara, with full freights, which were disposed of at Quebec and Montreal.

The evil effects of this exclusive policy soon became manifest, and nearly every person was permitted to embark in the fur trade, and the system of granting licences was abolished. Great improvidence soon pervaded the management of the Canadian fur trade. French manufactures, used in the trade, were of much higher cost than those of the English, and in consequence the profits became so small that many of the French traders absconded to the English posts, which were first established in the country now forming the state of New York.

The Baron La Hontan, who was a resident at Montreal about the year 1685, and who was for some time the French commandant of a fur trading post on the River St. Clair, between Lakes Huron and Erie, in his account of the fur trade, says,—

"Much about the same day, there arrived at Montreal, twenty-five or thirty canoes belonging to the *Coureurs des Bois*, laden with beaver skins. The cargo of each canoe amounted to forty packs, and will fetch fifty crowns at the farmers' office. These canoes were followed by fifty more, of the Ottawas and Hurons, who came down every year to the colony, in order to make a better market than they can do in their own country of Michilimackinac, which lies on the banks of the Lake of Hurons (Lake Huron), at the mouth of the Lake of the Illinese (Lake Michigan). Their way of trading is as follows:—Upon their arrival, they encamp at the distance of 500 or 600 paces from the town. The next day is spent in ranging their canoes, unloading their goods, and pitching their tents, which are made of birch bark. The next day they demand an audience of the governor-general, which is granted them that same day in a public place. Upon this occasion each nation makes a ring for itself. The savages sit upon the ground, with their pipes in their mouths, and the governor is seated in an arm-chair; after which, there starts up an orator, or speaker, from one of these nations, who makes an harangue, purporting 'that his brethren are come to visit the governor-general, and to renew with him their wonted friendship; that their chief view is to promote the interest of the French, some of whom being unacquainted with the way of traffic, and being too weak for the transporting of goods from the lakes, would be unable to deal in beaver skins, if his brethren did not come in person to deal with them in their own colonies; that they know very well how acceptable their arrival is to

the inhabitants of Montreal, from the advantage they reap by it; that, inasmuch as beaver skins are much valued in France, and the French goods given in exchange are of an inconsiderable value, they mean to give the French sufficient proof of their readiness to furnish them with what they desire so earnestly. That by way of preparation for another year's cargo, they are come to take in exchange fusils, powder, and ball, in order to hunt great numbers of beavers, or to gall the Iroquois, in case they offer to disturb the French settlements. And in fine, that in confirmation of their words, they throw a porcelain collar with some beaver skins to the governor-general, whose protection they lay claim to, in case of any robbery or abuse committed upon them in the town.' The spokesman, having made an end of his speech, returns to his place, and takes up his pipe, and the interpreter explains the substance of the harangue to the governor, who commonly gives a very civil answer, especially if the presents be valuable; in consideration of which he likewise makes them a present of some trifling things. This done, the savages rise up and return to their huts, to make suitable preparations for the ensuing trucking.

"The next day the savages make their slaves carry the skins to the houses of the merchants, who bargain with them for such clothes as they want. All the inhabitants of Montreal are allowed to traffic with them, in any commodity but rum and brandy; these two being excepted, upon the account that when the savages have got what they wanted, and have any skins left, they drink to excess, and then kill their slaves, for when they are in drink, they quarrel and fight, and if they were not held by those who are sober, would certainly make havoc one of another. However, you must observe that none of them will touch either gold or silver.

"As soon as the savages have made an end of their trucking, they take leave of the governor, and so return home by the river Ottawas. To conclude, they did a great deal of good both to the poor and rich, for you will readily apprehend that every body turns merchant upon such occasions."

At this early period, a jealousy arose on the part of the French towards the advances of the English fur traders: who, as early as 1686, had penetrated the wildernesses as far as Michilimackinac. In 1720, Charlevoix says, "As for what has been said, that by making a settlement at the Detroit, we should bring the fur trade too much within reach (of the English), there is not a man in Canada who does not agree that we can never succeed in preventing the Indians from carrying them their commodities, let them be settled where they will, and with all the precautions we can possibly take, except by causing them to find the same advantage in trading with us as in the province of New York."

While the French traders were trading among the forests bordering on the great lakes and the Mississippi, and supplying furs to the markets of France, a rival power appeared in Hudson's Bay; which great inlet was first entered by the expedition sent from England, to discover a northern passage between the Atlantic and Pacific. Charles II. granted to a society of London merchants, denominated *The Hudson's Bay Company*, a charter in 1669, upon the implied condition that they would strive to discover a north-west passage. This association confined its trade within the regions of the north, until as a competitor with the French, for nearly a century, the Hudson's Bay Company afterwards extended its trade throughout the greater portion of the north-western territory.

The English fur trade continued to advance through the great chain of the lakes and the region of Hudson's Bay, mingling barbarism and civilisation, until

the power of France was driven from Canada. From the time of the surrender of the French posts in 1760, down to the year 1766, the fur trade from Montreal was in a great measure suspended. The furs which were collected by the Indians from the borders of the lakes, were sold to the traders of Hudson's Bay, who now extended their posts towards the territory which had formerly been occupied by France. In 1766, a few Scotch merchants from Upper Canada, finding the field unoccupied, established a post and factory at Michilimackinac, the central post of the former French fur trade. From this point, their operations soon extended far beyond Lake Superior and the upper waters of the Mississippi, north to Lake Winnipeg, and the Saskatchawine and Lake Athabasca. These traders, on coming in collision with the traders of Hudson's Bay, were for some time harassed, but not expelled by the latter.

Jonathan Carver, an adventurous native of Connecticut, left Boston in 1766, and passing through the Straits of Mackinaw and the upper lakes, passed the two succeeding years in exploring the country west of the Mississippi. His intention was to ascertain the character and acquire the languages of the various Indian tribes which were scattered over those regions, as well as to gain a knowledge of the quality and productions of the soil beyond the Mississippi, and also to discover the breadth of the continent of those regions in its broadest part, from the Atlantic to the Pacific Ocean, between the forty-third and the forty-sixth degree of northern latitude. His ultimate object was to propose to the government the establishment of a post in that region, near the "Strait of Anian," which he considered would facilitate the discovery of a passage between Hudson's Bay and the Pacific. These objects, however, he was not destined to complete; as he was obliged to give up the project just as he had advanced to the river St. Peter's. The journal of his travels was published in London, and widely circulated. It contained interesting information relating to the topography of a country which had then been but partially explored, as well as facts relating to the Indian tribes. It soon led to further adventures.

In 1784, preparations were made by several European nations for the prosecution of the fur trade; especially between the north-western coast of America and China. At this period, the Russians procured the greater part of their furs from the northern parts of their empire, and transported them to China by land; while the markets of Great Britain were supplied by the factories of Canada and Hudson's Bay. China had been long a valuable mart for furs, which were highly prized in the northern parts of the *Celestial* Empire, as a defence against the cold, and throughout its whole extent, as a badge of rank and wealth.

In 1785, James Hanna, an Englishman, sailed from Canton in April, for the prosecution of the fur trade, and, in August, he arrived in Nootka Sound in the first ship that had ever explored the north-west coast of America. Here he exchanged coarse manufactures, and old iron, for a valuable cargo of furs, with

which he returned to the port of Canton. About the same period, an association of merchants termed the "King George's Sound Company," was formed in London for the prosecution of the fur trade on the western coast of America. The scheme of this company was to collect furs on that part of the continent, and to transport them direct to Canton, receiving their return cargo in tea: a special permission having been granted by the East India Company, to carry those teas to London. For this purpose two ships were despatched to the Northern Pacific. In the course of the two following years, two vessels were sent out from Calcutta and Bombay, by the East India Company; from Macao and Canton by the English and Portuguese; and from Ostend under the flag of the Austrian East India Company. The French also, in 1790, despatched expeditions to the north-west coast for the purpose of obtaining information respecting the fur trade. An agent was sent out by Spain to California for the purpose of collecting furs for the market of Canton, in which adventure he appears to have partially succeeded. But the few furs which he had collected were of inferior quality. Meantime the Russians gradually extended their trade on the north-western coast. The American ships *Columbia*, of 220 tons, and the *Lady Washington*, of 90 tons, under the command of Kendrick and Gray, were fitted out by an association of merchants in Boston, and furnished with sea letters from the general government. They sailed together on the 30th of September, 1787, for the prosecution of the fur trade on the same coast.

During the year 1787, the North-west Company of Montreal was established. This association was formed, for the purpose of preventing the fatal collisions which had occurred between individual Canadian traders and those of the Hudson's Bay Company, as well as to re-organise the fur trade on a larger and more secure system. Its members were comprised of the principal merchants of Montreal, who had before been engaged in the fur trade around the lakes. This company did not obtain a charter, but constituted themselves a commercial partnership. It consisted of shares unequally divided among individual stockholders, some of whom were engaged in the importation of goods necessary to carry on the trade, in the supply of capital, and in the exportation of the proceeds; and others who were employed in actual trade at the interior posts and among the Indians. The shares of this company were gradually increased. The agents of the company went annually to Detroit, Mackinaw, St. Mary, and the grand portage, where they received the furs, and forwarded them to Montreal. The articles for the trade consisted of woollen and cotton goods, hardware, cutlery, fire-arms, ammunition, some spirits, and those ornaments and tinsels which were prized by the Indians, as well as in the market of Montreal. These goods were annually shipped from London about the first of May, and in the winter they were bartered for furs and peltry, which during the next autumn were shipped from Canada to London. The food which they used was of a

coarse kind. The partners of the company, the interpreters, clerks, guides, and all in office, were allowed better provisions; but the canoe-men, or *voyageurs*, had generally nothing better than fat melted, or boiled, with Indian corn meal.

The Hudson's Bay Company, which had exercised supreme dominion over the cold regions of the north, soon found a new company advancing over their territory, and the rivalry of the two companies soon gave rise to violent outbreaks, though they confined themselves within different chartered limits. The North-west Company extended its operations over the north-western lakes: their *employés* aided by French Canadians, half-breeds, and Indians, with their commanders or agents, occupied the posts which had formerly belonged to the French along the great lakes and the Mississippi; and in two years after the first establishment of the North-west Company, its advanced posts extended as far as Athabasca lake, 800 miles beyond Lake Superior.

The following table, exhibiting the number of skins, which were collected by this company during one year, is given in the introduction to the Voyages of Sir Alexander Mackenzie, a partner in that association:—

PRODUCT of the North-west Company, for one Year previous to 1794.

106,000 beaver skins.	600 wolverine skins.
2,100 bear skins.	1,650 fisher skins.
1,500 fox skins.	100 racoon skins.
4,000 kit fox skins.	3,800 wolf skins.
4,600 otter skins.	700 elk skins.
16,000 musksquash skins.	750 deer skins.
32,000 marten skins.	1,200 dressed deer skins.
1,800 mink skins.	500 buffalo robes.
6,000 lynx skins.	

Fort William, near the grand portage on the north-western shore of Lake Superior, was the port of annual rendezvous, where the partners from the interior met the leading directors from Montreal, to discuss the interests of the trade. The latter ascended the rivers and lakes of the west in large canoes, manned by Canadian voyagers, and provided with articles of traffic as well as of luxury, not excepting the choicest wines. The place of assemblage was the grand council-house, a large wooden building. The antlers of the elk, the bow, and the war club; Indian ornaments of various kinds; richly sculptured pipes wrought from the red stone of that region, or cut from the horns of the deer, and ornamented with the plumes of birds; buffalo robes, and various trophies of Indian hunting and warfare, adorned the walls of the hall. Bear and buffalo skins formed the carpets. At this season a grand dinner was usually provided: consisting of the flesh of deer, buffalo, hares; of various wild fowl; of fish caught in the lakes or streams; and of the luxuries carried from Montreal. The partner of the company; the French *voyageur*, decorated with tinsel, and with a red feather waving in his hat; the half-breed, the highlander, and the

Indian, were all mingled together. On these occasions the forests and rocks echoed the song and the wild music of revelry; and the Indians and traders shared equally in the pleasures, or intemperance, of this annual orgy.

The Russian government was, at the same period, extending its establishments along the western coasts of America. An association was formed by the merchants of Eastern Siberia as early as 1785, for the purpose of carrying on the fur trade upon the northern coasts of the Pacific, under the protection of the Empress Catherine. The government seemed disposed to suppress that company, on account of the cruelty of its agents towards the natives. But the Czar, on the 8th of July, 1799, granted to the association a charter, under the name of the "Russian American Fur Company," giving its shareholders an exclusive right to trade, for twenty years, along a large portion of the coast. This privilege was confirmed by the Emperor Alexander. The directors of this company had their residence in Siberia, at their grand depository for the China trade. This chief office was afterwards changed to St. Petersburg, and was placed under the general control of the imperial department of commerce. The Russian fur trade, although more absolute and military than was that of the French, or than that of the English, was governed by nearly the same general system. At this early period, numerous collisions occurred between the Russian and the United States' fur traders, arising from mercantile rivalry; and, among other charges made, it was complained that fire-arms were furnished to the natives by the Americans. During the year 1791, seven vessels from the United States arrived in the North Pacific, in search of furs; and Captain Ingraham, who sailed from Boston, in 1790, discovered the group which he called the Washington islands.

That celebrated intrepid traveller, Sir Alexander Mackenzie, traversed the continent of America, to the Pacific, in 1793, but England did not then seize upon the advantages which his experience enabled him to describe. The American vessels which traded to the north-west coast for furs, sailed from the United States or from Europe, to the North Pacific, with cargoes of spirits, wine, sugar, tobacco, fire-arms, gunpowder, iron, and coarse manufactures of various kinds, which were exchanged along the sea-coasts with the natives, or Russians, for furs; or return cargoes were obtained by hiring from the Russian agent, hunters and fishermen to procure furs and fish. These cargoes were then shipped to Canton, and bartered for teas, porcelain, nankeen, and silks, which were shipped to the markets of Europe or the United States; or if the American ships were not able to collect a full cargo of furs, they, in its broadest extent, were laden with sandal-wood, pearl-shells, and tortoise-shells, at the Sandwich Islands, for which articles a market and fair prices were found at Canton.

In consequence of the success of the North-west Company of Canada, an

American fur trading company was afterwards formed, called, from its principal depôt on the island of Mackinaw, the Mackinaw Company. The North-west and Hudson's Bay Companies traded amidst the regions of the north, and at the head waters of the Missouri; and the Mackinaw Company traded chiefly in canoes to the regions of Iowa and Wisconsin.

By a clause in Mr. Jay's treaty, concluded in 1794, British traders were permitted to enter the American territory, to carry on the fur trade. By the purchase of Louisiana, in 1803, the Americans acquired the splendid advantages of navigating the Mississippi, and all its tributaries, from their sources to the sea. Mr. Jefferson, then president, projected an expedition, to be undertaken by the federal government, for the exploration of the country watered by the Missouri, and westward to the Pacific, which led to the expedition of Lewis and Clarke. Those adventurous travellers proceeded up the Missouri towards the Rocky mountains, partly by land and partly by water, exploring the main stream to its source. Here they prepared to cross the Rocky mountains, in August, 1805, and having accomplished their object, they reached the mouth of the Columbia on the 7th of November, of the same year.

Soon after the return of Lewis and Clarke, the North-west Company of Montreal resolved to extend their fur trade west of the Rocky mountains; and during the spring of 1806, Mr. Silas Frazer, a partner, established a British trading post on Frazer's lake, near the fifty-fourth parallel, at a place since called New Caledonia.

At St. Louis, on the Mississippi, an association was formed, in 1808, called the Missouri Company, which was projected by Manuel Lisa, an enterprising Spaniard. Two years afterwards, a number of trading posts were established upon the Upper Missouri, and one beyond the Rocky mountains, on the Lewis river, by Mr. Henry, and one also on the southern branch of the Columbia. But the enmity of the natives, and the difficulty of obtaining regular supplies o food, obliged Mr. Henry to abandon it in 1810.

The operations of the North-west Company, in confederating the numerous tribes at the west, especially those in the forests around the heads of the Mississippi and the great lakes, induced the American government to send out individual traders, to supply the wants of the Indians, and, if possible, to attract their trade towards the United States. These efforts produced, at the time, but little effect.

Meanwhile, the Russians were extending their establishments upon the North Pacific coasts, as far as Norfolk Sound, and, as early as 1806, they had made preparations to occupy the mouth of the Columbia river. The territory occupied by the Russian Fur Company was divided into districts, and each district was placed under a commandant, aided by a number of Russians, who kept the

natives under entire subjection, and compelled them to labour for them. These petty commandants were under the general direction of superior commanders: one of whom resided in each group of settlements; and all were subject to the will of a chief director, or governor-general, who exercised absolute power over them, subject to certain written regulations which were drawn up at St. Petersburg. The labourers in the Russian fur trade were employed principally as mechanics, hunters, fishermen, or soldiers, and consisted chiefly of vagabond Russians. The furs collected by them were shipped to Petro-Pawlowsk and Ochotsk, to which places the goods also required for the trade were brought partly from Russia, and partly by American vessels. The Russian government afterwards nearly excluded the American vessels from the coast, in order that the Russian company might monopolise not only the fur trade, but prevent the Americans from furnishing the Indians with arms and ammunition.

In 1800, the stock of the Russian Fur Company rose to an enormous price, or value, under Alexander Baranoff, whom the Americans describe as a bold, shrewd, energetic, and heartless man; who, in weighing the interests of the fur and fishing trade, considered the profits as of far greater consequence than right and humanity.

Mr. John Jacob Astor, a German, who had emigrated from his native country in 1783, engaged individually in the American fur trade, and realised a splendid fortune. He obtained, in 1809, a charter from the legislature of New York, for organising a Pacific Fur Company: *all the capital of which belonged to himself.* His plan was to establish posts on the coast of the Pacific, on the Columbia, and on its branches, as well as on the head waters of the Missouri. These posts were to be supplied with all necessary articles for trade, either by way of the Missouri, or from the principal factory at the mouth of the Columbia: which post was to be supplied by ships, that were to sail annually from the port of New York. This principal depôt was to be the magazine for all the furs and peltries collected at the other posts, and the ships, after discharging their outward cargoes, were to be laden with furs, to be exported to Canton, and to receive there in return, teas, silks, and other Chinese productions, which were to be carried to New York. It was also proposed to supply by the American ships, the Russians on the north-west coast, with any goods they might require, for which furs were to be received in exchange; and for that object a special agent was sent to St. Petersburg, who succeeded in effecting a negotiation for carrying the project into effect. Mr. Astor received strong assurances, from the cabinet of Mr. Jefferson, of support to the enterprise.

For the prosecution of this grand project two expeditions were fitted out: one by sea and one by land. The former was directed to proceed by sea from New York to the mouth of the Columbia, with the proper stores, arms, and

ammunition, for the establishment of a fortified post at the mouth of the Columbia; and the other to advance by land, up the Missouri, and across the Rocky mountains to the same point, marking on their way the most suitable places for the establishment of the interior posts.

For the execution of his plan Mr. Astor engaged, as partners, a number of Scotchmen who had been employed in the North-west Company, together with Americans and Canadians, acquainted with the fur trade. Those partners were empowered to conduct the trade in the north-west: receiving for their services one-half of the profits, while Mr. Astor, who was to remain in New York and superintend its general operations, and furnish the capital, was to retain the other half. In 1809, the ship *Enterprise* was despatched to the North Pacific, to obtain information at the Russian settlements, and to prepare the way for future operations.

In September, 1810, the ship *Tonquin* left New York, laden with the supplies for the establishment of the post at the mouth of the Columbia, and arrived there in March of 1811. A site was selected on that river about eight miles from the ocean, and named *Astoria*. The goods of the *Tonquin* were landed, and she sailed to the North Pacific in search of furs. During the following summer, the necessary buildings were erected; a garden was commenced; a small vessel was built; and trade was begun with the natives.

In July following, a detachment from the North-west Company arrived at Astoria, under the direction of Mr. Thompson, who left Montreal during the preceding year for the purpose of taking possession of the mouth of the Columbia. On their way to that point they erected huts and raised flags, under the conviction that it was the territory of their sovereign; but found the most important point occupied by the settlement of Astoria. The expedition was, however, treated with hospitality by McDougall, Mackay, and Stuart, the agents of the Pacific Fur Company.

The American land party under Mr. Hunt ascended the Missouri, crossed the Rocky mountains and arrived at Astoria in the spring of 1812. They suffered extraordinary hardships on their route; and had scarcely reached Astoria when news arrived of the destruction of the *Tonquin* and her whole crew, with the exception of the Indian interpreter. It appears that near Nootka Sound the crew was overpowered by the natives, with the exception of the clerk, and a few others, who took refuge in the hold, and by whom the ship was blown up. This catastrophe arrested the trade of the settlement, which was temporally revived in May, 1812, by the arrival of the *Beaver*, with supplies from New York.

In January, 1813, information of the war between the United States and Great Britain reached Astoria, and in the June following, Mr. McTavish, a

partner in the North-west Company, arrived, and communicated to McDougall and Ross Cox, the managers, that a British naval force was approaching to take possession of the mouth of the Columbia. McDougall, and Ross Cox, immediately quitted the service of the American company; entered into that of the rival association; and the traders unanimously agreed, that if succour did not soon arrive, they would relinquish the post. About the same time, a body of men in the service of the North-west Company, brought information that a large armed ship, called the *Isaac Todd*, had been fitted out at London by the North-west Company, and was approaching the Columbia under the convoy of a frigate, with directions to destroy every thing that was American. McTavish and Stewart, who led the North-west detachment, purchased the whole of the stock of the Pacific company within the territory of Columbia, and engaged in their service all the traders employed by the Americans. A transfer of all the property was accordingly made to the North-west Company for 40,000 dollars, paid in bills on Montreal. While the transfer was in progress, a British ship of war hove in sight, anticipating a valuable booty from the capture of Astoria, which was still surmounted by the American flag. The place was surrendered by McDougall, the chief agent; but the property was then safely on its way up the Columbia, in the barges of the North-west Company. The American flag was replaced by that of England, and the name of the post changed to Fort George. On the 28th of February, 1814, Mr. Hunt arrived at the Columbia in the brig *Pedlar*, which had been chartered for the purpose of transporting the property of the American company to Canton; but he found the post in possession of McDougall, acting as a partner of the North-west Company, and having the chief direction of Fort George, as a British post. Mr. Hunt received the bills which were given for the company's effects at Astoria, and its establishments, and sailed to the United States by way of Canton.

By the treaty of Ghent between Great Britain and the United States, it was provided that all posts taken during the war should be restored, and in accordance with this clause, the Americans, in 1814, demanded the restitution of Astoria, as one of those posts. On the 4th of October, 1817, the sloop of war, *Ontario*, under the command of Captain Biddle, sailed from New York for the Pacific, in order to take possession of the post, which was given up to the commissioner, Mr. Prevost, in October, 1818. During the following year, the charter of the Russian Fur Company, which had been granted by the Emperor Paul, was renewed for twenty years by the Emperor Alexander; and on the 4th of September, 1821, an imperial *ukase* or edict was issued, in which pretensions were advanced claiming a great extent of the north-western coast of America, by right of discovery and possession: which claim, however, was not admitted by either England or America.

The rivalry of the North-west and Hudson's Bay companies, which had long involved their factors and traders in skirmishing hostility, assumed, in 1814, the character of actual war. A colony of Scotch Highlanders, established on the banks of the Red river, by Lord Selkirk, in virtue of a grant by the Hudson's Bay Company, was surprised by the North-west Company, who denied the validity of that grant; and whose posts had been supplied from the Red river lands. Numerous acts of violence ensued, and in 1814, the Scotchmen were driven away, their houses demolished, and the colony destroyed. The settlement was re-established during the following year, when hostilities were renewed, and the posts retaken and burned. On the 19th of June, 1816, a battle was fought between the rival traders, Lord Selkirk's Highland settlers were routed, and their governor, Mr. Temple, and several others, were killed. In consequence of these fatalities, and of arrangements made in 1819 and 1820, the two companies were united by the name of "*The Hudson's Bay Company*," under a charter granting to them the privilege of trading in the Indian territory claimed or belonging to Great Britain, for the period of twenty-one years. The duration of this charter was, in 1838, renewed to 1859.

Expeditions to the country west of the Rocky mountains were afterwards made, from the United States by Ashley, Bonneville, Wyeth, Parker, and others. In 1826, Messrs. Smith, Jackson, and Sublette, of St. Louis, formed a company, called the Rocky Mountain Fur Company, and purchased the establishment and interests belonging to General Ashley, of Missouri, who had previously made an expedition beyond the mountains, aided by sixty men, with a cannon drawn by mules. In 1832, Captain Bonneville, of the American army, led a band of more than a hundred men, with mules and pack-horses, transporting goods from Missouri, and collecting furs, chiefly in the country drained by the Lewis river and its branches. About the same time, Mr. Nathaniel Wyeth projected an enterprise for the prosecution of the fur trade between the ports of the United States and the Columbia; and, although he was obliged to relinquish his expedition on account of the indirect opposition of the Hudson's Bay Company, his explorations were of great service, by furnishing information respecting the country. The recent journal of Parker, contains much information respecting the Oregon region.

Hudson's Bay Company.—The affairs of this company are managed by a governor, a deputy-governor, and a committee of directors, established in London, and by whom its operations are planned, and to whom the reports of its affairs are transmitted. The trade of the company in America, is directed by a resident governor, agents, factors, and clerks, some of whom have a share of the profits of the trade; and also by a more active class of agents, the hunters, voyagers, and trappers, consisting of Scotch Highlanders, French Canadians, half-breeds,

and Indians, who are paid a small salary, with promises of future advancement according as they shall render themselves of value to the trade. The furs which are collected are procured mainly from the Indians, in exchange for manufactured goods, which are imported into the country; the servants of the company are also engaged, at particular seasons, in hunting and trapping. The territory ranged by this company is divided into districts, each of which is under the charge of an agent, who receives the goods imported from England, and distributes them to the traders, receiving in return the furs which are collected by them. These furs are sent to three chief depôts — Montreal, in Canada; York factory, on Hudson's Bay; and Fort Vancouver, upon the Columbia river. Each of these chief posts is the centre of a number of inferior posts. The goods from Montreal generally pass through Fort William, on the north-west shore of Lake Superior. Several vessels, and also a steamboat, are employed by the company upon the north-west coast. Goods for the trade are imported to Fort Vancouver direct from London, and the furs collected at that post are annually shipped to the British metropolis. The rivers and inlets of the regions under the company's charter west of the Rocky mountains swarm with salmon, and other varieties of fish. The Hudson's Bay Company has a trading post at the Sandwich Islands, and has also rented some of the posts belong to the Russian company.

The value of furs collected in 1828, according to returns made, was about 200,000*l.* The shares of the corporation had increased from forty per cent below par, to 140 per cent above par. The annual value of the peltries exported from America by the Hudson's Bay Company between 1827 and 1833, exceeded 200,000*l.* Mr. Wyeth estimated the value of furs collected in the territories west of the Rocky mountains, by the company, at 138,000 dollars, for which were only paid about 20,000 dollars' worth of goods at the prime cost, the services of 350 men, and two years' interest on the investment.

Exports in 1831.

NAMES.	Skins.	Each.			Total Value.		
	number.	£	s.	d.	£	s.	d.
Beaver	126,944	1	5	0	158,680	0	0
Muskrat	375,731	0	0	6	9,393	5	6
Lynx	58,010	0	8	0	23,204	0	0
Wolf	5,947	0	8	0	2,378	16	0
Bear	3,850	1	0	0	3,850	0	0
Fox	8,765	0	10	0	4,382	10	0
Mink	9,298	0	2	0	929	16	0
Racoon	325	0	1	6	24	7	6
Tails	2,290	0	1	0	114	10	0
Wolverine	1,744	0	3	0	261	12	0
Deer	645	0	3	0	96	15	0
Weasel	34	0	0	6	0	17	0
Total Value	....	....			203,316	9	0

The North American Fur Company have but few posts on the west side of

the Rocky mountains. Its agents procure nearly all their furs themselves, by trapping; and trade but little with the Indians. Three or four hundred hunters and trappers remain in that country, who repair during each summer to the places of rendezvous, carrying their furs on their backs, or on pack-horses, where they meet the caravans from the United States. The principal places of rendezvous for the American traders are on Green river, a branch of the Colorado, at the foot of the Rocky mountains, and at Pierre's Hole. A portion of the American fur traders are also stationed round the great lakes, at the posts formerly occupied by the old French and English companies; and a large quantity of fish is taken by them annually in the waters of Lake Superior, which are shipped, together with the furs collected, to New York. The quantity of furs collected annually by the American Fur Company, we are not able to state; but it must be great, from the quantity exported, exclusive of the home consumption.

The success of the Rocky Mountain Fur Company, which had advanced into the west, soon excited the emulation of the American Fur Company; Mr. Astor, its founder, having retired in consequence of his age, the concerns of the company were left under the direction of Mr. Ramsay Crooks. A competition soon sprang up between the two companies, for the trade with the mountain tribes, upon the head waters of the Columbia, and other tributaries of the Pacific.

The character of the men engaged as hunters and trappers in the fur trade throughout the extreme north-west, is peculiar. The trade is not carried on now, as in former times, by batteaux and canoes, under the old French and English system. The fur animals have disappeared before the advance of settlers along the shores of the lakes and rivers; and the great bulk of the fur trade has been transferred to the mountain regions. The traders transport their goods, or furs, upon pack-horses, or carry them on their own backs. They move from place to place on horseback, sometimes conveying their traps upon their shoulders through deep ravines, or up steep precipices. The life of the trapper is therefore a course of toil, deprivation, and excitement.

Fort Vancouver, belonging to the Hudson's Bay Company, is situated on the Columbia, about 100 miles from its mouth. It is comprised in a group of buildings enclosed by pickets, which includes a space of about 450 feet. Here there are thirty-four houses, and also workshops for mechanics, and a fort. Near the fort are cabins for labourers, and the connecting buildings, a saw-mill, magazine hospital, and a large boat-house near the shore. At this point is also a farm containing 3000 acres of land, cultivated by Canadians and half-breed Iroquois. Four ships ply from the coast, bringing supplies, and returning with furs to London. A steamboat called the *Beaver*, of 150 tons, and with two engines of

thirty horse power, built in London, is employed in navigating the straits from Juan de Fuca to Stickern.

The fur trade has long extended adventure, employment, and excitement to vast numbers; but it appears fated to decline, with the destruction of wild animals, east as well as west of the Rocky mountains. The indiscriminate destruction of those animals, has been obviated in some measure by the Hudson's Bay Company, who have preserved particular tracts. The Russians and the Hudson's Bay Company exclude American vessels from the north-west Pacific coast. The American fur trade, which now ranges west of Lake Superior and the Missouri, towards the Rocky mountains, has changed its principal depôt from Detroit to St. Louis. A writer in the New York *Merchants' Magazine* observes:—

"An interesting feature of the commerce of St. Louis, is the circumstance that the trade of the American Fur Company, and that of other independent traders, including the fur trade of nearly all the northern and north-western Indians within the jurisdiction of the United States, concentrates at that point. The value, to that city, of the trade in cloths, blankets, and other fabrics used in the traffic, exclusive of annuities, the pay of hands, and the outfits for expeditions, boats, &c., has been estimated, by individuals familiar with the trade, as exceeding 225,000 dollars. It has been computed that the exportation of furs, buffalo-robes, and peltries, the proceeds of that trade, which go to the Atlantic cities, independently of the home consumption, and the amount sent to the Ohio and other parts of the west, during the year 1841, was between 350,000 dollars and 400,000 dollars; and that the entire fur trade for that year could not fall short of 500,000 dollars. This trade includes the furs and skins that were collected by the various Indian tribes from the Mississippi to the Pacific, and from the Columbia to the California. The American Fur Company, it is well known, was originally incorporated with a capital of 1,000,000 dollars; and into this, as well as the Messrs. Brent's company upon the Arkansas, have been merged several smaller companies. They employ a number of steam and other boats, and several thousands of men. These boats, at least once a year, ascend the Missouri to the mouth of the Yellowstone, freighted exclusively with supplies for trade in furs with the several Indian tribes between the state line and that river, and also with the tribes extending thence to the Rocky mountains and the Pacific. The furs and peltries thus collected through that extensive tract of territory, as well as those purchased by the Mexicans, traverse a considerable portion of the Mississippi and the interior rivers; but the trade has, as is well known, become diverted to other channels, and has suffered substantial drawbacks in consequence of a want of certainty in the plans upon which it has been prosecuted."

The trade in the skins of wild animals being carried on in every market in Europe, Asia, Africa, and America, and as those animals, whose furs are considered the most valuable, as objects more of luxury than of necessity, are in all countries decreasing in numbers,—the fashion, or taste, for furs must either diminish in proportion, or the price must advance in the same ratio, as the furs most sought for become rarer.

The following tables are compressed from official returns:—

Skins of the Hudson's Bay Company exposed for Sale in London.

WHERE FROM.	Beaver.	Martin.	Otter.	Fox, Silver and Cross.	Other foxes.	Musquash.	Bear.	Ermine.	Fisher.	Lynx.	Mink.	Wolf.	Wolverine.	Badger.	Swan.	Racoon.
December, 1834.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
York Fort	30,658	21,759	8,778	803	6,977	369,266	4846	386	3386	7,839	10,001	7880	1442	910	7898	493
Moose Fort	35,734	36,710	9,659	261	1,594	255,369	1537	105	1294	5,882	9,875	4	28	9	20	4
Canada	6,896	1,021	366	2	..	39,457	68	..	16	34	224	..	1	..	..	16
Columbia, about	25,000	5,000	3,500	..	300	30,000	1000	..	600	500	5,000	600	100	150	..	200
	98,288	64,490	22,303	1066	8,871	649,092	7451	491	5296	14,255	25,100	8484	1571	1069	7918	713
1835																
York Fort	32,890	24,871	5,948	509	6,319	888,947	2654	..	1247	4,054	7,343	2802	1093	495	4692	92
Moose Fort	17,709	24,780	5,581	235	2,147	161,079	533	..	705	2,407	7,226	20	45	3	11	3
Canada	7,309	4,854	1,458	19	18	31,620	190	..	77	79	740	..	25	..	..	27
Columbia, about	21,000	6,500	2,500	87	220	30,000	750	..	450	450	2,500	900	100	200	..	400
	78,908	61,005	15,487	910	8,704	1,111,646	4127	..	2479	6,990	17,809	3722	1263	698	4703	522
1836																
York Fort*																
Moose Fort	17,951	36,131	4,727	164	1,521	117,649	498	..	723	3,329	9,064	2	15	1	12	1
Canada	7,112	8,118	1,205	157	153	23,347	217	..	104	33	664	5	28	..	..	38
Columbia, about	21,000	8,500	2,500	150	250	20,000	1000	..	500	400	2,500	300	100	200	..	60
	46,063	52,749	8,432	471	1,924	160,996	1715	..	1327	3,762	12,228	307	143	201	12	99
1837																
York Fort	38,786	85,658	8,744	1746	21,790	695,624	5656	..	4558	24,639	15,614	6520	2039	547	6591	182
Moose Fort	17,191	46,856	4,390	155	632	97,925	779	..	821	5,666	8,713	7	6	7	9	1
Canada	6,950	14,654	1,300	36	139	27,000	328	..	236	82	1,423	4	21	..	..	102
Columbia, about	20,000	9,000	1,500	210	300	18,000	800	..	500	1,500	2,000	500	100	200	..	300
	82,927	156,168	15,934	2147	22,861	838,549	7563	..	6115	31,887	27,750	7031	2166	754	6600	585

The company also imported beaver-coat to the amount, in the last year, of 304 lbs.; castoreum, 2788 lbs.; isinglass, 2684 lbs.; seahorse teeth, 461 lbs.; bed-feathers, 16,641 lbs.; goose and swan quills, 1,259,000; oil, 26 tuns.

* Ships not arrived this year.

Statement of the Quantities of the different Kinds of Furs Imported into, Exported from, and retained for Home Consumption in the United Kingdom, &c.

COUNTRIES.	BEAR. Quantities Imported into the United Kingdom.												
	1831	1832	1833	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
British North American Colonies	3,994	4,866	2,095	8,291	4,829	1833	8,562	4528	4313	5,287	5,389	6,358	6,224
United States of America	13,480	16,080	10,310	5,373	10,184	5756	3,373	3495	4809	4,693	6,579	5,126	5,377
Other countries	..	611	3	22	28	36	350	159	243	160	19	43	39
Total	17,474	21,557	12,408	14,686	15,041	7325	12,285	8182	9365	10,140	11,987	11,527	11,640

COUNTRIES.	Quantities Re-exported from the United Kingdom.												
	1831	1832	1833	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Russia	300	668	567	189	331	..	..	214	100	195	302	146	97
Norway													
Germany	5476	12,109	15,152	9,031	8,838	8,851	4607	4577	4446	6821	8961	10,873	8316
Holland } Belgium }	421	345	99 / 110	32	207	235	..	..	291 / 107	133	124	278	
France	478	1,406	1,308	1,734	1,663	2,242	1348	720	1091	771	147	743	920
United States of America	..	3,336	..	..	..	..	..	..	..	..	..	..	48
Other countries	294	..	219	..	375	..	24	..	27	..	..	13	
Total	6969	17,864	17,455	10,986	11,414	11,328	5979	5481	6062	8289	9534	12,115	9645
Entered for Home Consumption	1614	3,162	2,833	543	1,348	2,322	2308	6034	3399	1710	1579	592	1235

BEAVER.

Quantities Imported into the United Kingdom.

COUNTRIES.	1831	1832	1833	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
British North American Colonies	93,199	80,125	34,275	104,429	85,933	50,775	93,061	66,820	57,827	55,430	52,240	44,810	40,480
United States of America..	7,459	11,645	8,327	12,625	2,316	6,434	19,298	14,412	10,876	12,180	15,250	12,881	8,913
Other countries	286	200	47	162	151	166	120	177	47	12	290	19	295
Total.....	100,944	91,970	42,649	117,206	88,400	57,375	112,479	81,409	68,750	67,622	67,780	57,710	49,688
Entered for home consumption...	65,699	100,581	92,098	59,673	97,542	87,473	74,514	101,721	75,108	68,567	71,469	61,233	52,048

FITCH.

Quantities Imported into the United Kingdom.

COUNTRIES.	1831	1832	1833	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Germany.....	188,667	189,778	144,152	187,357	37,827	100,525	51,497	77,683	83,647	80,550	85,080	59,993	163,274
Holland..... }	24,418	20,485	13,228	15,586	8,836	12,773	6,480	3,800	14,517	13,332	2,686	4,930	3,666
Belgium..... }			6,033	3,449	42	2,964	833	488	2,995	..	8,922	..	4,888
France.....	30,620	28,978	17,989	15,632	818	5,018	1,200	..	292	80	5,100	..	2,480
Other countries	..	..	64	2,192	52	..	43	4	..	..	..	2	
Total.....	243,705	239,241	181,466	224,216	47,575	121,280	60,053	81,975	101,451	93,962	101,788	64,925	174,308
Entered for home consumption..	238,127	244,340	182,771	204,115	50,390	122,741	68,945	63,733	111,726	57,869	106,849	75,042	173,445

MARTEN.

Quantities Imported into the United Kingdom.

COUNTRIES.	1831	1832	1833	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Germany.....	21,139	26,172	67,137	34,628	28,280	70,404	69,551	80,822	105,085	57,530	76,816	62,627	76,182
Holland..... }	817	463	895	5,665	2,741	6,323	4,893	1,726	7,054	1,338	1,842	..	379
Belgium..... }			1,220	854	6	1,467	1,646	..	1,352	..	1,437	..	815
France.....	27,676	20,622	26,448	12,862	10,488	27,603	20,757	4,436	13,826	20,024	21,681	3,773	21,544
British North American Colonies.....	112,038	53,306	26,164	95,082	71,068	64,575	179,466	104,221	74,046	61,919	67,375	69,972	84,804
United States of America..	50,083	37,919	40,777	32,604	47,253	25,934	33,781	20,455	26,721	20,107	40,998	16,808	25,144
Other countries	235	1,975	636	731	118	169	565	91	83	29	7,109	826	13
Total.....	211,988	140,457	163,277	182,426	159,934	196,475	290,659	211,751	228,167	160,947	217,259	154,006	208,881

Quantities Re-exported from the United Kingdom.

COUNTRIES.	1831	1832	1833	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Germany.....	5,179	11,369	1,741	184	5,106	5,393	3,088	17,164	16,793	25,745	5,733	1,419	1,908
Holland..... }	222	4,764	..	115	351	..	..	494	..	222	..	..	218
Belgium..... }			1,034	56	188	175	709	2,433	1 910	901	203	210	1,225
France.....	1,390	7,344	11,076	2,611	11,222	11,890	5,494	19,953	7,576	5,942	7,978	8,763	12,377
Other countries	478	2,710	1,024	18	1,094	200	793	386	1,420	4	420	3,240	
Total.....	7,269	26,187	14,875	2,984	17,961	17,658	10,084	40,430	27,699	32,814	14,334	13,632	15,728
Entered for home consumption..	145,859	178,425	178,708	130,205	134,370	107,804	183,152	224,600	217,231	164,393	196,677	165,731	182,515

MINK.

Quantities Imported into the United Kingdom.

COUNTRIES.	1831	1832	1833	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Germany.....	688	..	1,814	755	7,237	2	..	4,020	2,744	3,436	1,833	2,863	12,246
British North American Colonies.....	30,742	16,300	11,434	35,707	25,297	20,215	42,765	28,034	26,956	29,658	22,233	23,815	32,137
United States of America	70,120	60,844	95,749	96,158	82,950	93,328	72,627	64,964	82,211	88,579	109,257	73,197	94,733
Other countries	2,011	3,798	684	..	17	4	10	7	915	..	..	1	
Total.....	103,561	80,942	109,681	132,620	115,501	113,549	115,402	97,025	112,826	121,673	133,323	99,876	139,156
Entered for consumption....	56,066	66,460	44,306	49,248	60,836	62,467	44,077	54,995	39,961	33,242	64,901	87,824	88,934

MUSQUASH.

Quantities Imported into the United Kingdom.

COUNTRIES.	1831	1832	1833	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No,	No.	No.	No.
Germany.....	7,028	..	7,130	12,420	..	..	100	24,080	6,554	..	160	1,332	
British North American Colonies	737,746	406,599	98,191	729,595	1,147,725	187,882	866,747	209,807	504,994	215,538	147,835	558,227	577,295
United States of America..	27,000	100,500	13,380	128,252	23,232	192,125	328,148	278,270	211,156	138,398	191,944	300,976	288,036
Other countries	919	199	188	2,288	702	194	270	1,139	397	3,178	..	124	6
Total.....	772,693	507,298	118,889	872,555	1,171,659	380,201	1,195,265	504,016	813,101	357,114	339,939	860,659	865,337
Re-exported	602,662	114,421	110,859	87,979	221,490	204,749	270,742	149,416	111,706	64,977	54,840	82,760	198,125
Entered for consumption....	274,214	323,348	512,420	246,089	570,114	784,379	162,083	690,060	598,170	466,322	511,116	601,934	1,045,713

NUTRIA.

Quantities Imported into the United Kingdom.

COUNTRIES.	1831	1832	1833	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
United States of America..	52,130	59,383	..	15,270	..	10,530	3,840	14,464	214,324	45,607	5,457	..	16,242
Brazil.....	9,698	..	..	..	284	266	466	23	..	..	..	..	1,806
States of the Rio de la Plata...	429,966	163,071	23,859	46,297	557,300	1,958,891	518,175	1,195,982	..	196,811	1,119,565	820,374	818,432
Other countries	2,273	39	30	36	16	688	965	455	558	355	190	2,041	245
Total.....	494,067	222,493	23,889	61,603	557,600	1,970,375	523,446	1,210,924	214,882	242,773	1,125,212	822,415	836,725
Entered for consumption.....	426,012	275,727	23,889	51,216	451,867	1,328,017	820,414	1,405,972	220,719	259,688	901,767	600,425	560,046

OTTER.

Quantities Imported into the United Kingdom.

COUNTRIES.	1831	1832	1833	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
E. India Company's Territories & Ceylon.....	2	2	98	8	1	200	3,613	3,341	4,487	8,212	3,743	2	
British North America.	21,636	15,749	6,732	25,977	17,989	10,478	21,051	14,458	13,395	12,351	8,644	6,743	8,633
United States of America.....	1,401	1,469	1,264	963	143	3,107	2,884	668	371	10,012	11,541	8,290	897
Other countries	59	338	282	292	241	2,015	821	4,734	3,348	609	187	725	8,295
Total.....	23,098	17,557	8,376	27,232	18,374	15,800	28,369	23,201	21,601	31,184	24,115	15,756	17,825

COUNTRIES.	Quantities Re-exported from the United Kingdom.												
	1831	1832	1833	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Russia	2,395	3,161	1,032										
Germany.....	3,991	11,602	13,446	7,389	13,867	8,502	12,551	14,653	9,655	25,467	27,032	14,876	11,421
China	..	..	..	963	520	7,972	3,541	4,914	1,671	..	..	4,344	281
U. S. of America	282	6,243	1,266	1,002	9,912	2,015	889	10,426	7,472	2,214	447	..	9,091
Other countries	..	..	112	37	205	277	..	3	149	629	160	1	4
Total.....	6,668	21,006	15,856	9,391	24,444	18,766	16,981	29,996	18,947	28,310	27,639	19,221	20,797
Entered for consumption....	3,484	1,741	621	911	594	952	384	1,070	533	623	473	354	145

An Official Account of the Furs disposed of by the Russian Fur Company at Kiachta in 1839, 1840, and 1841.

NAME.	1839	1840	1841
	number.	number.	number.
Sea otter.....	511	700	468
Ditto tails.....	1053	1083	891
Beaver, 1st class	7361	5294	} 6,779
Ditto, 2nd class.....	2272	2053	
Ditto 3rd class	2984	1646	1,381
Sea bear	9959	9000	10,000
Common fox	3869	3461	3,817
White ditto.....	44	52	153
Yellow ditto.....	752	606	609
Lynx	443	149	755½
Glutton (*mustela gulo*)	97	....	187
Wolf.....	21	....	52
Muskrat	1643	....	905
Otter	1682½	1798	7,652

CHAPTER XX.

AMERICAN TRADE OVER THE PRAIRIES, AND WITH SANTA FE.

The account given by Mr. Gregg, recently published, of this adventurous branch of commerce is remarkably interesting. From this account and some statements, compiled by Mr. Hunt, in the *Merchants' Magazine*, we have drawn up the following statement. Mr. Gregg observes,

"A tour on the prairies is certainly a dangerous experiment for him who would live a quiet contented life among his friends and relations at home; not so dangerous to life or health, as prejudicial to his domestic habits. Those who live pent up in our large cities, know but little of the broad, unembarrassed freedom of the great western prairies. Viewing them from a snug fireside, they seem crowded with dangers, labours, and sufferings; but once upon them, and these appear to vanish and are soon forgotten."

His pages are enthusiastic on prairie life, and abound with predilections for the mustang and the buffalo, the little prairie dogs, wild colts, and still wilder, Indians. He has repeated his journeys to New Mexico eight times; and observes,

"The overland trade between the United States and the northern provinces of Mexico, seems to have had no very definite origin; having been rather the result of accident than of any organised plan of commercial establishment. For a number of years its importance attracted no attention whatever. From Captain Pike's narrative, we learn, that one James Pursley, after much wandering over the wild and then unexplored regions west of the Mississippi, finally fell in with some Indians on the Platte river, near its source in the Rocky

mountains; and obtaining information from them respecting the settlements of New Mexico, he set out in company with a party of these savages, and descended, in 1805, to Santa Fé, where he remained for several years—perhaps till his death. It does not appear, however, that he took with him any considerable amount of merchandise.

"Although Captain Pike speaks of Pursley as the first American that ever crossed the desert plains into the Spanish provinces, it is nevertheless related by the same writer, that, in consequence of information obtained by the trappers, through the Indians, relative to this isolated province, a merchant of Kaskaskia, named Morrison, had already despatched, as early as 1804, a French Creole, by the name of La Lande, up Platte river, with directions to push his way into Santa Fé, if the passage was at all practicable. This emissary was perfectly successful in his enterprise; but the kind and generous treatment of the natives overcame at once his patriotism and his probity. He neither returned to his employer, nor accounted for the proceeds of his adventure. His expansive intellect readily conceived the advantages of setting up in business for himself upon this 'borrowed' capital; which he accordingly did, and remained there, not only unmolested, but honoured and esteemed till his death, which occurred some fifteen or twenty years afterward—leaving a large family, and sufficient property to entitle him to the fame of *rico* among his neighbours."

Mr. Gregg should have added, and of *rogue*, amongst honest men.

The Santa Fé trade appears to have attracted very little notice until the return of Captain Pike. In 1812, an expedition was fitted out under the auspices of Mac Knight, Beard, Chambers, and several others, who followed the directions of Captain Pike across the western wilds to Santa Fé. They considered that the declaration of independence by Hidalgo, in 1810, had completely removed the injurious restrictions upon all foreign intercourse, except by special permission from the Spanish government. Hidalgo had some time before been arrested and executed, the royalists had regained the ascendency, and all foreigners, particularly Americans, were now viewed with suspicion. Mac Knight and his associates were, immediately on their arrival, seized as spies, their goods confiscated, and the leaders were shut up in the *calabozos* of Chihuahua, where most of them were imprisoned for nine years, when Iturbide set them at liberty. Two of the party are said to have, in 1821, returned to the United States over the mountains and prairies, and, by a canoe down the Canadian branch of the Arkansas. The reports which they promulgated induced a merchant of Ohio, named Glenn, who, at the time, had an Indian trading-house near the mouth of the Verdigris river, to embark in the Santa Fé trade. He proceeded up the Arkansas towards the mountains, and encountered great labour and privation, but reached Santa Fé in safety, with his caravan, at the end of 1821.

During the same year, Captain Becknell, of Missouri, with four companions, went out to Santa Fé by the western prairie route. They started from the vicinity of Franklin, for the purpose of trading with the Comanche Indians; but having met accidentally a party of Mexican rangers, near the mountains, the former were prevailed upon to accompany the latter to Santa Fé, where they realised for their small stock of goods, a large profit. Up to this date New Mexico had received all her supplies from the internal provinces by the way of Vera Cruz;

but at such exorbitant rates, that common calicoes, and even bleached and brown domestic goods, sold as high as two to three dollars per *vara* (or Spanish yard of thirty-three inches).

The favourable reports brought by Becknell, stimulated others; and early in May following, Colonel Cooper, from the same neighbourhood, accompanied by several others, set out with 4000 to 5000 dollars' worth of goods, which they transported upon pack-horses. They proceeded to Taos, where they arrived safely with their goods.

Captain Becknell, with about thirty men, and 5000 dollars' worth of goods, started from Missouri, about a month after Colonel Cooper. Being an excellent woodsman, and anxious to avoid the circuitous route of the Upper Arkansas country, he resolved on reaching the "Caches," on that river, to proceed more directly for Santa Fé.

Ignorant of the arid plains, they pursued their course without being able to procure any water. The scanty supply which they carried in their canteens was completely exhausted after two days' march, and the sufferings of both men and horses afterwards reduced them to the necessity of killing their dogs, and cutting off the ears of their mules, in order to assuage their thirst with the blood. In despair, they scattered in every direction in search of water, but without success.

Mr. Gregg says that,

"Frequently led astray by the deceptive glimmer of the mirage, or false ponds, as those treacherous oases of the desert are called, and not suspecting (as was really the case) that they had already arrived near the banks of the Cimarron, they resolved to retrace their steps to the Arkansas. But they now were no longer equal to the task, and would undoubtedly have perished in those arid regions, had not a buffalo, fresh from the river's side, and with a stomach distended with water, been discovered by some of the party, just as the last rays of hope were receding from their vision. The hapless intruder was immediately despatched, and an invigorating draught procured from its stomach. I have since heard one of the parties to that expedition declare, that nothing ever passed his lips which gave him such exquisite delight as his first draught of that filthy beverage.

"This providential relief enabled some of the strongest men of the party to reach the river, where they filled their canteens, and then hurried back to the assistance of their comrades, many of whom they found prostrate on the ground, and incapable of further exertion. By degrees, however, they were all enabled to resume their journey; and following the course of the Arkansas for several days, thereby avoiding the arid regions which had occasioned them so much suffering, they succeeded in reaching Taos (sixty or seventy miles north of Santa Fé), without further difficulty."

It is from this period (1822) that the established commencement of the Santa Fé trade may be dated. In 1824, a company of traders, about eighty in number, among whom were several men of intelligence from Missouri, employed pack-mules, and twenty-five wheeled vehicles, of which two were stout road-waggons, two carts, and the rest Dearborn carriages; the whole conveying from 25,000 to 30,000 dollars' worth of merchandise. The caravan reached Santa Fé with much less difficulty than was anticipated from a first experiment with wheeled vehicles.

The early traders seldom experienced any molestation from the Indians, and generally crossed the plains in detached bands, each individual rarely carrying more than 200 or 300 dollars' worth of stock. This peaceful trade did not last long; and the traders are said not to have been innocent of having instigated the hostilities of the natives.

Since the commencement of the Santa Fé trade, returning parties have performed the homeward journey across the plains with the proceeds of their enterprise, partly in specie, and partly in furs, buffalo rugs, and animals.

"The fall of 1828," says Mr. Gregg, "proved still more fatal to the traders on their homeward trip; for by this time the Indians had learned to form a correct estimate of the stock with which the return companies were generally provided. Two young men, named McNees and Monroe, having carelessly laid down to sleep on the banks of a stream, since known as McNees' creek, were barbarously shot, with their own guns, as it was supposed, in the very sight of the caravan. When their comrades came up, they found McNees lifeless, and the other almost expiring. In this state the latter was carried nearly forty miles to the Cimarron river, where he died, and was buried according to the custom of the prairies.*

"Just as the funeral ceremonies were about to be concluded, six or seven Indians appeared on the opposite side of the Cimarron. Some of the party proposed inviting them to a parley, while the rest, burning for revenge, evinced a desire to fire upon them at once. It is more than probable, however, that the Indians were not only innocent but ignorant of the outrage that had been committed, or they would hardly have ventured to approach the caravan. Being quick of perception, they very soon saw the belligerent attitude assumed by some of the company, and therefore wheeled round and attempted to escape. One shot was fired, which wounded a horse and brought the Indian to the ground, when he was instantly riddled with balls! Almost simultaneously another discharge of several guns followed, by which all the rest were either killed or mortally wounded, except one, who escaped to bear to his tribe the news of their dreadful catastrophe!

"These wanton cruelties had a most disastrous effect upon the prospects of the trade; for the exasperated children of the desert became more and more hostile to the 'pale faces,' against whom they continued to wage a cruel war for many successive years. In fact, this same party suffered very severely a few days afterwards. They were pursued by the enraged comrades of the slain savages to the Arkansas river, where they were robbed of nearly a thousand head of mules and horses. But the Indians were not yet satisfied. Having beset a company of about twenty men, who followed shortly after—they killed one of their number, and subsequently took from them all the animals they had in their possession. The unfortunate band were now not only compelled to advance on foot, but were even constrained to carry nearly 1000 dollars each upon their backs to the Arkansas river, where it was concealed in the ground, till a conveyance was procured to transfer it to the United States.

"Such repeated and daring outrages induced the traders to petition the federal government for an escort of United States troops. The request having been granted, Major Riley, with three companies of infantry and one of riflemen, was ordered to accompany the caravan, which left in the spring of 1829, as far as Chouteau's Island on the Arkansas river. Here the escort stopped, and the traders pursued their journey through the sand-hills beyond. They had hardly advanced six or seven miles, when a startling incident occurred, which made them wish once more for the company of the gallant major and his well-disciplined troops. A vanguard of three men, riding a few hundred yards ahead, had

* These funerals are usually performed in a very summary manner. A grave is dug in a convenient spot, and the corpse, with no other shroud than its own clothes, and only a blanket for a coffin, is consigned to the earth. The grave is then usually filled up with stones or poles, as a safeguard against the voracious wolves of the prairies.

just dismounted for the purpose of satisfying their thirst, when a band of Kiawas, one of the most savage tribes that infest the western prairies, rushed upon them from the immense hillocks of sand which lay scattered in all directions. The three men sprang upon their animals, but two only, who had horses, were enabled to make their escape to the waggons; the third, a Mr. Lamme, who was unfortunately mounted upon a mule, was overtaken, slain, and scalped before any one could come to his assistance. Somewhat alarmed at the boldness of the Indians, the traders despatched an express to Major Riley, who immediately ordered his tents to be struck; and such was the rapidity of his movements, that when he appeared before the anxious caravan, every one was lost in astonishment. The reinforcement having arrived in the night, the enemy could have obtained no knowledge of the fact, and would no doubt have renewed the attack in the morning, when they would have received a wholesome lesson from the troops, had not the *reveille* been sounded through mistake, at which they precipitately retreated. The escort now continued with the company as far as Sand creek, when, perceiving no further signs of danger, they returned to the Arkansas, to await the return of the caravan in the ensuing fall.

"The position of Major Riley, on the Arkansas, was one of serious and continual danger. Scarce a day passed without his being subjected to some new annoyance from predatory Indians. The latter appeared, indeed, resolved to check all further intercourse of the whites upon the prairies; and fearful of the terrible extremes to which their excesses might be carried, the traders continued to unite in single caravans during many years afterwards, for the sake of mutual protection. This escort under Major Riley, and one composed of about sixty dragoons, commanded by Captain Wharton, in 1834, constituted the only government protection ever afforded to the Santa Fé trade, until 1843, when large escorts, under Captain Cook, accompanied two different caravans as far as the Arkansas river."

The established post, or *entrepôt*, for depositing the goods brought on the voyage upwards by the Missouri, for the Santa Fé trade, is the town of Independence, situate about twelve miles from the Indian border, and two or three south of the Missouri river. The caravans generally start in the month of May. The ordinary supplies for each person are usually as follows: about fifty pounds of flour, as many of bacon, ten of coffee, and twenty of sugar, with a little salt, biscuits, beans, &c.; the plentiful herds of buffalo to be met with throughout the journey, affording an ample supply of fresh meat. The waggons are drawn by eight mules, or oxen, the former being now generally preferred, on many accounts, to horses, except when occasionally used for hunting in the chace. Oxen have been found to retain their strength far longer than the mules in these expeditions, especially when they had to pass through muddy or sandy places, yet they fail when the grass becomes drier and shorter, and, on this account, mules have been more generally employed.

"It is usual for the traders at first to move off in detached parties, till they reach Council Grove, about ten days' journey, the rendezvous where they become organised into a general body or *caravan*, for their mutual defence and security during the remainder of their journey. Travellers suffer more loss and annoyance from the straying of cattle during the first 100 miles, from the neglect in properly looking after them, than at any subsequent period; the frequent surprisals of the Indians rendering greater vigilance, in this respect, afterwards indispensably necessary. After leaving Council Grove, not a single human habitation — not even an Indian wigwam, it seems, greets the vision of the prairie adventurer."

The name given to this spot is stated by Mr. Gregg to have resulted from the stipulated payment of some 800 dollars, in merchandise, having been paid

to some bands of the Osages, in 1825, by the United States commissioners, Reeves, Sibley, and Mathas, for insuring the suspension of hostile invasion of these wild "sons of the soil" upon the traders in Santa Fé.

"Having entered the name of every member of the company, with the number of waggons, &c., and elected a captain for the command, with a lieutenant to its several divisions—a precaution essentially requisite, as these expeditions frequently number 100 waggons, and a corresponding complement of men with their rifles, including some small mounted cannons, they proceed upon their travels."

They meet with buffalo and Indian in about the same latitude; "but their welcome for the former is far more enthusiastic and sincere, for their stomachs' sake, than the latter, dauntless as they sometimes show themselves on the approach of the 'ferocious foe.'" After a few encounters with the Indians, the party were surprised by the appearance of the grizzly bear, about which such exaggerated stories have been given by travellers.

Mr. Gregg alludes more than once to those singular animals, the prairie-dog, and their habits of colonisation. The prairie-dog bears some affinity with the marmot: especially so in their torpidity during winter. A collection of their burrows, in some cases extending over an area of several square miles, and amounting to some thousands in the same vicinity, has been not inaptly termed by travellers "a dog-town." They seem to be remarkably social and domestic in their habits.

Mr. Gregg prepared the following table of the value of merchandise invested in the Santa Fé trade, from 1822 to 1843 inclusive; and the portion of the same transferred to the southern markets (chiefly Chihuahua) during the same period; together with the approximate number of waggons, men, and proprietors engaged each year. The table is not given as perfectly accurate, yet he believed it to be about as nearly so as any that could be made out at the present day. The column marked "Proprietors" presents the whole number engaged each year. He observes that,—

"At first, almost every individual of each caravan was a proprietor, while of late the capital has been held by comparatively few hands. In 1843, the greater portion of the traders were New Mexicans, several of whom, during the three years previous, had embarked in this trade, of which they bid fair to secure a monopoly. The amount of merchandise transported to Santa Fé each year, is set down at its probable cost in the eastern cities of the United States. Besides freights and insurance to Independence, there has been an annual investment, averaging nearly twenty-five per cent upon the cost of the stocks, in waggons, teams, provisions, hire of hands, &c., for transportation across the prairies. A large portion of this remaining unconsumed, however, the ultimate loss on the profit has not been more than half of the above amount. Instead of purchasing outfit, some traders prefer employing freighters, a number of whom are usually to be found on the frontier of the Missouri, ready to transport goods to Santa Fé, at ten to twelve cents per pound. From thence to Chihuahua the price of freights is six to eight cents, upon mules, or in waggons. The average gross returns of the traders has rarely exceeded fifty per cent upon the cost of their merchandize, leaving a net profit of between twenty and forty per cent; though their profits have not unfrequently been under ten per cent; in fact, as has before been mentioned, their adventures have sometimes been losing speculations.

YEARS.	Amount of Merchandise.	Waggons.	Men.	Proprietors.	Taken to Chihuahua.	REMARKS.
	dollars.	number.	number.	number.	dollars.	
1822	15,000	....	70	60		Pack animals only used.
1823	12,000	....	50	30		Ditto, ditto.
1824	35,000	26	100	80	3,000	Ditto, and waggons.
1825	65,000	37	130	90	5,000	Ditto, ditto.
1826	90,000	60	100	70	7,000	Waggons only, henceforth.
1827	85,000	55	90	50	8,000	
1828	150,000	100	200	80	20,000	3 men killed—(the first).
1829	60,000	30	50	20	5,000	1st U. S. Escort, 1 trader killed.
1830	120,000	70	140	60	20,000	First oxen used by traders.
1831	250,000	130	320	80	80,000	Two men killed.
1832	140,000	70	150	40	50,000	Party defended on Canadian, 2 men killed, 3 perished.
1833	180,000	105	185	60	80,000	
1834	150,000	80	160	50	70,000	2nd U. S. Escort.
1835	140,000	75	140	40	70,000	
1836	130,000	70	135	35	60,000	
1837	150,000	80	160	35	80,000	
1838	90,000	50	100	20	40,000	
1839	250,000	130	250	40	100,000	Arkansas expedition.
1840	50,000	30	60	5	10,000	Chihuahua ditto.
1841	150,000	60	100	12	80,000	Texas Santa Fé expedition.
1842	160,000	70	120	15	90,000	
1843	450,000	230	350	30	300,000	3rd U. S. Escort, ports closed.

"From 1831 to the present date, prices have scarcely averaged, for medium calicoes, thirty-seven cents, and for plain domestic cottons, thirty-one cents per yard. Taking assortments round, 100 per cent upon United States costs were generally considered excellent sales: many stocks have been sold at a still lower rate. The average prices of Chihuahua are equally low, yet a brisker demand has rendered this the most agreeable and profitable branch of the trade.

"The first attempt to introduce American goods into the more southern markets of Mexico from Santa Fé, was made in the year 1824. The amounts were very small, however, till towards the year 1831. For a few of the first years, the traders were in the habit of conveying small lots to Sonora and California; but this branch of the trade has, I believe, latterly ceased altogether. Yet the amounts transferred to Chihuahua have generally increased; so that for the last few years, that trade has consumed very nearly half of the entire imports by the Missouri caravans.

"The entire consumption of foreign goods in the department of Chihuahua, has been estimated, by intelligent Mexican merchants, at from two to three millions annually; the first cost of which might be set down at nearly one half. Of this amount the Santa Fé trade, as will be seen from the accompanying table, has not furnished a tenth part; the balance being introduced through other ports, viz.: Matamoros, whence Chihuahua has received nearly half its supplies—Vera Cruz, viâ the city of Mexico, whence considerable amounts have been brought to this department—Tampico, on the Gulf of Mexico, and Mazatlan, on the Pacific, viâ Durango, whence the imports have been of some importance—while nearly all the west of the department, and especially the heavy consumption of the mining town of Jesus-Maria, receives most of its supplies from the port of Guaymas on the Gulf of California; whence, indeed, several stocks of goods have been introduced as far as the city of Chihuahua itself. In 1840, a large amount of merchandise was transported directly from the Red river frontier of Arkansas to Chihuahua; but no other expedition has ever been made in that direction.

"By far the greatest portion of the importations through the seaports, has been made by British merchants. It is chiefly the preference given to American manufactures, which has enabled the merchandise of the Santa Fé adventurers to compete in the southern markets, with goods introduced through the seaports, which have had the benefit of the drawback. In this last respect our traders have laboured under a very unjust burden.

"It is difficult to conceive any equitable reason why merchants, conveying their goods across the prairies in waggons, should not be as much entitled to the protection of the government, as those who transport them in vessels across the ocean. This assistance might have enabled our merchants to monopolise the rich trade of Chihuahua; and they

would, no doubt, have obtained a share of that of the still richer departments of Durango and Zacatecas, as well as some portion of the Sonora and California trade. Then rating that of Chihuahua at 2,000,000, half that of Durango at the same, and 1,000,000 from Zacatecas, Sonora, &c., it would ascend to the amount of some 5,000,000 of dollars per annum.

"In point of revenue, Santa Fé has been of but little importance to the government of Mexico. Though the amount of duties collected annually at this port has usually been 50,000 to 80,000 dollars, yet nearly one-half has been embezzled by the officers of the customs, leaving an average net revenue of perhaps less than 40,000 dollars per annum.

"It is not an unimportant fact to be known, that, since the year 1831, few or none of the difficulties and dangers which once environed the Santa Fé adventurer have been encountered. No traders have been killed by the savages on the regular route, and but few animals stolen from the caravans. On the whole, the rates of insurance upon adventures in this trade should hardly be as high as upon marine adventures between New York and Liverpool. While I declare, however, the serious dangers and troubles to have been in general so slight, I ought not to suppress at least an outline of the difficulties that occurred on the prairies in 1843, which were attended with very serious consequences.

"It had been reported in Santa Fé as early as November, 1842, that a party of Texans were upon the prairies, prepared to attack any Mexican traders who should cross the plains the succeeding spring; and as some Americans were accused of being spies, and in collusion with the Texans, many were ordered to Santa Fé for examination, occasioning a deal of trouble to several innocent persons. Than this, however, but little further attention was paid to the report, many believing it but another of those rumours of Texan invasion which had so often spread useless consternation through the country.

"So little apprehension appeared to exist, that in February, 1843, Don Antonio Jose Chavez, of New Mexico, left Santa Fé for Independence, with but five servants, two waggons, and fifty-five mules. He had with him some 10,000 or 12,000 dollars in specie and gold bullion, besides a small lot of furs. As the month of March was extremely inclement, the little party suffered inconceivably from cold and privations. Most of them were frost-bitten, and all their animals, except five, perished from the extreme severity of the season; on which account Chavez was compelled to leave one of his waggons upon the prairies. He had worried along, however, with his remaining waggon and valuables, till about the 10th of April, when he found himself near the Little Arkansas, at least 100 miles within the territory of the United States. He was there met by fifteen men from the border of Missouri, professing to be Texan troops, under the command of one John M'Daniel. This party had been collected, for the most part, on the frontier, by their leader, who was recently from Texas, from which government he professed to hold a captain's commission. They started, no doubt, with the intention of joining one Colonel Warfield (also said to hold a Texan commission), who had been upon the plains near the mountains, with a small party for several months, with the avowed intention of attacking the Mexican traders.

"Upon meeting Chavez, however, the party of M'Daniel at once determined to make sure of the prize he was possessed of, rather than take their chances of a similar booty beyond the United States boundary. The unfortunate Mexican was therefore taken a few miles south of the road, and his baggage rifled. Seven of the party then left for the settlements with their share of the booty, amounting to some 400 or 500 dollars a piece, making the journey on foot, as their horses had taken a *stampede* and escaped. The remaining eight, soon after the departure of their comrades, determined to put Chavez to death, for what cause it would seem difficult to conjecture, as he had been for two days their unresisting prisoner. Lots were accordingly cast to determine which four of the party should be the cruel executioners; and their wretched victim was taken off a few rods and shot down in cold blood. After his murder, a considerable amount of gold was found about his person, and in his trunk. The body of the unfortunate man, together with his waggon and baggage, was thrown into a neighbouring ravine; and a few of the lost animals of the marauders having been found, their booty was packed upon them and borne away to the frontier of Missouri.

"Great exertions had been made to intercept this lawless band at the outset; but they escaped the vigilance even of a detachment of dragoons that had followed them over 100 miles. Yet the honest citizens of the border were too much on the alert to permit them to return with impunity. However, five of the whole number (including three of the party that killed the man) effected their escape, but the other ten were arrested, committed, and sent to St. Louis for trial before the United States Court. It appears that those who were engaged in the killing of Chavez have since been convicted of murder, and the others, who were concerned in the robbery, were found guilty."

A Colonel Snively soon after organised a company of 175 men, who, about the same year falling in with others equipped for the like object, under a Colonel Warfield, commenced an attack on Mora, a village on the Mexican frontier. These men were soon worsted by the Mexicans and disbanded. They were soon followed by other expeditions, which derived no unimportant aid from some American citizens; and the result has lately caused much political discussion throughout the United States.

"But the most unfortunate circumstance," says Mr. Gregg, "attending this invasion of the prairies—unfortunate at least to the United States and to New Mexico—was the closing of the northern ports, to foreign commerce, which was doubtless, to a great degree, a consequence of the before-mentioned expedition, and which of course terminated the Santa Fé trade, at least for the present.*

"The inhabitants of New Mexico are indolent, intolerant, systematically cringing, have no stability except in artifice, no profundity except for intrigue. The maladministration of the laws seems to be another impediment to their harmonious commercial intercourse with the traders from the United States.

"The most glaring outrages upon American citizens were committed in 1841, upon the occasion of the capture of the Texan Santa Fé expedition. In Taos, a poor deaf and dumb United States creole Frenchman was beaten to death in open day. In San Miguel, the alcalde, at the head of a mob, entered the store of a Mr. Rowland, whom he robbed of a considerable amount of merchandise. At the same time, the greatest excitement raged in Santa Fé against Americans, whose lives appeared in imminent danger; and a most savage attack was made upon our excellent consul, Manuel Alvarez, Esq., who had always taken an active interest in the welfare of American citizens.

"A few minutes after the governor had departed for San Miguel, to encounter the Texans, a fellow named Martin, his nephew and confidential agent, aided by a band of ferocious *sans culottes*, and armed with a large knife, secretly entered the house of the consul, who perceived him in time, however, to avert the blow; yet he received a severe wound in the face during the scuffle that ensued: the rabble running in at the same time, and vociferating, '*Saquenlo afuera! matenlo!*'—Drag him out! Kill him! Mr. Alvarez, doubtless, owed his preservation partially to the consternation with which the failure of their clandestine attempt at his life inspired the cowardly ruffians. Instead of being punished for this diabolical act, the principal assassin on the contrary, was soon after promoted in the army.

"The outrage did not end here, however; for, on the consul's demanding his passport for the United States, it was refused for nearly a month; thus detaining him until the cold

* The following is the substance of Santa Anna's decree, dated at his palace of Tacubaya, August 7, 1843:—

"Article 1st.—The frontier custom-houses of Taos, in the department of New Mexico, Paso del Norte and Presidio del Norte in that of Chihuahua, are entirely closed to all commerce.

"Article 2nd.—This decree shall take effect within forty-five days after its publication in the capital of the Republic."

It should be understood that the only port in Mexico for foreign goods was nominally Taos, though the custom-house was at Santa Fé, where all the entrances were made.

season had so far advanced, that, of his party (about fifteen in number), two perished from the cold; and not one arrived without being more or less frost-bitten—some very severely—besides suffering a loss of about fifty animals from the same cause.

"With a view of oppressing our merchants, Governor Armijo had, as early as 1839, issued a decree exempting all the natives from the tax imposed on store-houses, shops, &c., throwing the whole burden of impost upon foreigners and naturalised citizens; a measure clearly and unequivocally at variance with the treaties and stipulations entered into between the United States and Mexico. A protest was presented, without effect; when our consul, finding all remonstrances useless, forwarded a memorial to the American minister at Mexico; who, although the vital interests of American citizens were at stake, deemed the affair of too little importance, perhaps, and therefore appears to have paid no attention to it. But this system of levying excessive taxes upon foreigners, is by no means an original invention of Governor Armijo. In 1835, the government of Chihuahua having levied a *contribucion de guerra* for raising means to make war upon the savages, who were laying waste the surrounding country, foreign merchants, with an equal disregard for their rights and the obligations of treaties, were taxed twenty-five dollars each per month; while the native merchants, many of whom possessed large haciendas, with thousands of stock, for the especial protection of which these taxes were chiefly imposed, paid only from five to ten dollars each. Remonstrances were presented to the governor, but in vain.

"For a few years, Governor Armijo established a tariff of *his own*, entirely arbitrary, exacting 500 dollars for each waggon-load, whether large or small, of fine or coarse goods. Of course, this was very advantageous to such traders as had large waggons and costly assortments, while it was no less onerous to those with smaller vehicles, or coarse, heavy goods. As might have been anticipated, the traders soon took to conveying their merchandise only in the largest waggons, drawn by ten or twelve mules, and omitting the coarser and more weighty articles of trade. This caused the governor to return to an *ad valorem* system, though still without regard to the *Arancel general* of the nation. How much of these duties found their way into the public treasury, I will not venture to assert.

"The arrival of a caravan at Santa Fé changes the aspect of the place at once. Instead of the idleness and stagnation which its streets exhibited before, one now sees everywhere the bustle, noise, and activity of a lively market town. As the Mexicans very rarely speak English, the negotiations are mostly conducted in Spanish.

"Taking the circuit of the stores, I found they usually contained general assortments, much like those to be met with in the retail variety stores of the west. The stocks of the inexperienced merchants are apt to abound in unsaleable goods—*mulas*, as the Mexicans figuratively term them.

"Although a fair variety of dry goods, silks, hardware, &c., is to be found in this market, domestic cottons, both bleached and brown, constitute the great staple, of which nearly equal quantities ought to enter into a 'Santa Fé assortment.' The demand for these goods is such, that at least one-half of our stocks of merchandise is made up of them. However, although they afford a greater nominal per centum than many other articles, the profits are reduced by their freight and heavy duty. In all the southern markets, where they enter into competition, there is a decided preference given to the American manufactures over the British, as the former are more heavy and durable. The demand for calicoes is also considerable, but this kind of goods affords much less profit. The quantity in an assortment should be about equal to half that of domestics. Cotton velvets and drillings whether bleached, brown, or blue, and especially the latter, have also been in much request. But all the coarser cotton goods, whether shirtings, calicoes, or drillings, &c., were prohibited by the *Arancel*, or tariff, of 1837, and still continue to be, with some modifications."

The valley of the Rio del Norte, extending about 100 miles north, and 150 miles south of Santa Fé, seems remarkable for its beauty, richness of produce, and diversity of soil.

"Whatever is thrown into its bosom," says Mr. Gregg, "if the early autumn frosts permit it to ripen, grows to a wonderful degree of perfection—crops have often yielded over a hundredfold. This exuberance of soil is not, however, common to New Mexico generally, but rather proper to its valleys. The temperature is uniformly genial and moderate—a sultry day at Santa Fé, is of rare occurrence. The atmosphere is of extraordinary dryness, owing most probably to the great elevation of the plains about the Rocky mountains.

"Cotton is but little cultivated here, although it has been considered indigenous to the country, the early manufactures of the aborigines proving the fact, especially in this province. Tobacco is also a native plant; but, owing to the monopolising influence of the government, its culture is not deemed worthy of much notice by the inhabitants. Flax is likewise entirely neglected, as also the potato, another indigenous plant.

"The New Mexicans are celebrated for the manufacture of coarse blankets, which is an article of considerable traffic between them and the southern provinces, as also with the neighbouring Indians; and, on some occasions, with the United States. The finer articles are curiously woven in handsome figures of various colours. These are of different qualities, the most ordinary being valued at about two dollars apiece, while those of the finest texture, especially their imitations of the *Sarape Navajo*, will sell for twenty dollars, or more. There have been also made in New Mexico a few imitations of the *Sarape Saltillero*, the blanket of Saltillo, a city of the south, celebrated for the manufacture of the most splendid fancy blankets, singularly figured with all the colours of the rainbow. These are often sold for more than fifty dollars each. What renders the weaving of the fancy blankets extremely tedious is, that the variegation of colours is all effected with the shuttle; the texture, in other respects, being perfectly plain, without even a twill. An additional value is set upon the fine *sarape*, on account of its being a fashionable substitute for a cloak. Indeed, the inferior sarape is the only over-dress used by the peasantry in the winter.

"Besides blankets, the New Mexicans manufacture a kind of coarse twilled woollen stuff, called *gerga*, which is checkered with black and white, and is used for carpets, and also by the peasantry for clothing; which, in fact, with some other similar domestic stuffs, together with buckskin, constituted almost the only article of wear they were possessed of, till the trade from Missouri furnished them with foreign fabrics at more reasonable prices than they had been in the habit of paying to the traders of the southern provinces. Their domestic textures are nearly all of wool, there being no flax or hemp, and but little cotton spun. The manufacture even of these articles is greatly embarrassed, for want of good spinning and weaving machinery. Much of the spinning is done with the *huso* or *malacate* (the whirligig spindle), which is kept whirling in a bowl with the fingers, while the thread is drawn. The dexterity with which the females spin with this simple apparatus is truly astonishing.

"I have heard of some still more curious contracts in these measurement sales, particularly in Santa Fé, during the early periods of the American trade. Every thing was sometimes rated by the vara—not only all textures, but even hats, cutlery, trinkets, and so on! In such cases, very singular disputes would frequently arise as to the mode of measuring some particular articles; for instance, whether pieces of ribbon should be measured in bulk, or unrolled, and yard by yard; looking-glasses, cross or lengthwise; pocket-knives, shut or open; writing-paper, in the ream, in the quire, or by the single sheet; and then, whether the longer or shorter way of the paper; and many others."

The editor of the *Independence Journal*, who says he has been at some pains to collect information in regard to the Santa Fé trade,

"Estimates the exports at 400,000 dollars in specie, and buffalo robes, furs, &c., to the amount of 50,000 dollars more. Several of the companies, which came in last spring, have not returned, in consequence of the unfavourable state of the weather. For this reason the exports are much less this year than usual. Four companies went out this year, taking with them merchandise to the value, at eastern cost, of 200,000 dollars—the insurance, freight to that point, outfits, &c., cost another 100,000 dollars; making the whole sum invested in this trade 300,000 dollars, which would have been increased to 500,000,

but for the bad weather. In the four companies there were 160 men, and the outfit for them is stated as follows :—

	Dollars
780 mules, worth each 25 dollars	27,300
60 oxen, „ 30 „	1800
5000 lbs. bacon, at 3½ cents	182
30 barrels flour, at 5 dollars	120
90 bushels meal, 30 cents	27
Merchandise, outfit for hands	3500
Harness for teams	2500
Blacksmiths' work	500
Making, altogether, the sum	35,959

exclusive of waggons, waggon sheets, and many other articles purchased at that place. The number of waggons was 92, each costing 180 dollars, many of which were made there; and the total number of waggon sheets was 1300, including blankets to put between them.

"The trade with Santa Fé is thus made to amount to 750,000 dollars; but even this sum is said to be considerably short of what it is in ordinary seasons. The *Independence* editor insists that the trade should no longer be neglected by the government. 'Give us a port of entry; give us the right of drawbacks, and our traders will supply the whole of the provinces of Santa Fé, Chihuahua, Sonora, California, and others, instead of being supplied with British goods through Metamoras, Vera Cruz, and other ports. Instead of the trade being worth half a million of dollars, it will reach to four or five millions.' The east is said to be deeply interested in this trade, as furnishing an outlet for their calicoes and domestics—Missouri is interested; and the editor hopes that Congress will act upon this matter next winter, and give to our traders all the benefits which those of other nations enjoy.

"The waggon-makers of Independence have orders to build seventy-five waggons for the Santa Fé trade, by next spring—only fifty were made the past spring. Several new mercantile establishments have just been located there, and all are doing well. A turnpike-road from Independence to Wayne city, on the river, will be completed as rapidly as possible. All that is wanted to make Independence one of the most important towns in Missouri, is to make it a port of entry, and for the legislature to establish a branch of the bank at that place, to accommodate the traders, and the commerce of the western part of the state."

Some of the gold mines of New Mexico are said to be very productive and valuable, although latterly, Mr. Gregg seems to think, they have been neglected.

CHAPTER XXI.

COASTING AND FOREIGN NAVIGATION AND TRADE OF THE UNITED STATES.

THE COASTING TRADE of the United States of America, includes not only the carrying trade of the products or manufactures of one state to another, as the cotton of the south to the north, and the manufactures of the north and the products of the fisheries to the south; but it comprises also the carrying of foreign produce and manufactures from the great depôts of New York, Boston Philadelphia, Charleston, and New Orleans (see trade of those ports), to minor ports of distribution. The whole coasting trade of the United States we know to

be of great value from the tonnage which it employs, but we are ignorant of its actual value, as there are no customs' accounts kept between one state and another. Of the value of the coasting trade of England we are in like manner ignorant, from the absence of official accounts being kept of it.

THE FOREIGN NAVIGATION AND TRADE of the United States extends to every maritime country in the world, and the trading enterprise of the citizens of the great republic may be said to exceed even that of the inhabitants of the British empire.—(See *Trade and Navigation between the United Kingdom and the United States.*)

NAVAL ARCHITECTURE.—The early English colonists found it necessary to begin, soon after their first settling in the New England States and in Virginia, the building of boats and coasting vessels; and the Dutch followed the example on the Hudson.

The construction of shipping, whether sailing ships, steam-vessels, or small craft and boats, constitutes one of the most important employments in the country. The vessels of the United States have long been remarkable for their beauty, and for their admirable sailing qualities, and the epithet of *fir built ships* with bits of *striped bunting*, used in a derisive sense, corresponds not with the character of those splendid ships built of the durable tough oak of Virginia and other states;* and which sail proudly over all the oceans of the world.

The details of the tonnage of the United States will be found hereafter in an account of the navigation and trade of the United States.

In 1772, the number of vessels built in the British colonies was 172, tonnage 26,546; viz.:—built in the New England colonies 149, tonnage 18,149. In New York, 15; New Jersey, 1; Pennsylvania, 8; Maryland, 8; Virginia, 7; North Carolina, 3; South Carolina, 2; Georgia, 5.

After the revolution, and when the constitutional government of the United States was established, the ships of the whole union were placed under one general flag.—(See *Commercial Legislation of the United States.*)

By the Colonial Custom House books, kept at Boston by the Inspector-general of the Imports and Exports of North America, and Register of Shipping, it appears, that the amount of tonnage which entered into the provinces, now the United States, from January 5, 1770, to January 5, 1771, was 331,644; and the amount cleared during the same period, was 351,686.—*Lord Sheffield on American Commerce.*

It is well known, that the tonnage at that time, given in to the register, was about one-third less than the actual tonnage, in order to evade the duties, light money, and expenses. But this was far more than counterbalanced, by the tonnage of the same vessel, being, in many instances, repeated, in consequence

* The red and brown cedar which abound in the United States are remarkably durable woods. The red pine is one of the most valuable woods for the decks and ceiling of ships.

of different voyages in the same year. The actual amount of tonnage, employed at that time in the colonial trade, may, therefore, be estimated at about 300,000

This tonnage was owned, first, by persons residing in the European British dominions; secondly, by British merchants, occasionally residing in the colonies; and, thirdly, by native colonial merchants; and, according to an estimate of British statesmen, in the following proportions, in the several colonies:—

COLONIES.	Proportion belonging to British Merchants.		Proportion belonging to Native Colonial Inhabitants.
	Resident in Europe.	Occasionally resident in the Colonies.	
New England	1-8th.'	1-8th.	6-8ths.
New York	3-8ths.	3-8ths.	3-8ths.
Pennsylvania	2-8ths.	3-8ths.	3-8ths.
Maryland and Virginia	6-8ths.	1-8th.	1-8th.
North Carolina	5-8ths.	2-8ths.	1-8th.
South Carolina and Georgia	5-8ths.	2-8ths.	1-8th.

THE Amount Entered and Cleared in the several Colonies, during the Year above mentioned, was as follows:—

COLONIES.	Entered.	Cleared.	COLONIES.	Entered.	Cleared.
	tons.	tons.		tons.	tons.
New Hampshire	15,362	20,192	Virginia	44,803	45,179
Massachusetts	65,271	70,284	North Carolina	20,963	21,490
Rhode Island	18,667	20,661	South Carolina	29,504	32,031
Connecticut	19,223	20,263	Georgia	9,914	10,604
New York	25,539	26,653			
Pennsylvania	50,901	49,654	Total	330,624	350,485
Maryland	30,477	33,474			

Several of the the colonial ships cleared were sold in Great Britain.

The whole number of vessels belonging to the United States, on the 31st of December, 1830, was 12,256; and of this number, 943 were ships, 1371 brigs, the residue were sloops and schooners. Among this number, 343 were employed in steam navigation, and 1393 of those licensed were under twenty tons, leaving 10,863 over twenty tons' burden.

In 1831, the number of ships built were:—

1. *Registered vessels* employed in foreign trade, viz., sixty-six ships, seventy-two brigs, forty-five schooners, seven sloops, four steam-boats; 45,720 tons. There were sold to foreigners nine ships, twenty-one brigs, thirty-one schooners, and seven sloops; 9750 tons. Lost at sea, nine ships, fifty-three brigs, forty-eight schooners, and three sloops; 17,446 tons. Condemned as being unseaworthy, seven ships, twenty-three brigs, five schooners, and two sloops; 7288 tons; which leaves an increase to be added to the tonnage of 11,236 tons, out of 45,720 registered on foreign service tonnage.

NUMBER of Vessels, and the Seamen Employed in navigating the Same, which belonged to each State and Territory of the United States, on the 31st of December, 1830.

STATES AND TERRITORIES.	REGISTERED VESSELS.					ENROLLED AND LICENSED VESSELS.					LICENSED VESSELS UNDER TWENTY TONS.		Total number of Vessels.	Total number of Seamen.
	Ships.	Brigs.	Schooners.	Sloops.	Steamboats.	Ships.	Brigs.	Schooners.	Sloops.	Steamboats.	Schooners.	Sloops.		
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Maine	45	186	47	4	..	9	66	1243	119	3	245	6	1973	9,069
N. Hampshire	27	20	6	..	..	..	1	124	9	..	5	..	192	1,344
Vermont	..	..	..	9	4	..	..	..	4	2	..	..	19	109
Massachusetts	402	433	141	3	..	..	55	1546	472	8	54	47	3161	23,270
Rhode Island	39	51	16	1	..	2	12	46	89	3	12	20	291	1,854
Connecticut	1	28	11	1	..	1	6	74	213	5	3	34	377	1,496
New York	246	243	99	13	..	40	38	326	698	65	64	68	1905	12,750
New Jersey	..	3	1	1	..	..	..	223	455	4	19	81	787	1,832
Pennsylvania	65	116	61	2	..	3	8	85	157	12	21	88	618	3,645
Delaware	..	..	..	..	..	..	..	13	60	2	1	18	94	421
Maryland	39	46	27	..	..	..	2	726	66	15	89	24	1034	4,139
D. of Columbia	6	9	9	..	..	..	1	89	13	8	26	16	177	734
Virginia	11	1	15	..	..	..	5	320	47	10	78	38	525	1,954
North Carolina	..	8	29	1	..	..	1	148	10	..	114	16	327	988
South Carolina	..	10	13	1	..	..	..	54	6	4	..	1	89	208
Georgia	..	..	2	..	5	..	2	5	19	7	3	7	50	196
Alabama	1	..	5	1	..	..	..	16	8	13	18	11	73	296
Mississippi	..	..	2	..	..	..	..	1	1	..	..	13	17	42
Louisiana	6	15	34	8	1	..	3	57	14	164	33	64	399	2,789
Ohio	..	..	1	..	..	..	..	24	2	2	3	3	36	166
Michigan Ter.	..	..	..	..	..	..	..	13	4	2	3	15	37	107
Florida	..	1	4	5	..	..	1	19	9	4	7	26	77	335

2. *Enrolled and licensed tonnage, or coasting and fishing vessels*, viz., six ships, twenty-three brigs, 371 schooners, seventeen sloops, and thirty steamboats; 40,241 tons. Lost at sea, one ship, four brigs, sixty-one schooners, seventeen sloops; 6361 tons. Condemned, fourteen schooners, ten sloops; 1571 tons, being 32,308 of new tonnage.

3. The number of vessels built in the several states and territories, from the 30th of September, 1831, to 30th of June, 1843, was as follows:—

YEARS.	CLASS OF VESSELS.					Total number of Vessels built.	TOTAL TONNAGE.
	Ships.	Brigs.	Schooners.	Sloops and Canal-boats.	Steamboats.		
	number.	number.	number.	number.	number.	number.	tons.
1831	72	95	416	94	34	711	85,962
1832	132	143	568	122	100	1,065	144,538
1833	144	169	625	185	65	1,188	161,626
1834	98	94	497	180	88	957	118,329
1835	93	55	444	164	124	880	113,627
1836	67	72	507	168	135	949	122,986
1837	66	79	510	153	90	898	113,134
1838	83	89	439	122	125	858	110,987
1839	97	109	378	224	63	871	118,308
1840	114	101	312	157	78	762	118,893
1841	116	94	273	404	134	1,021	129,083
1842	58	34	138	173	79	482	63,617
Total	1140	1134	5107	2146	1115	10,642	1,401,090

NUMBER of Ships sold to Foreigners, 1831 to 1844.

YEARS.	Vessels.	Tonnage.	YEARS.	Vessels.	Tonnage.
Sold to Foreigners:—	number.	tons.	Sold to Foreigners:—	number.	tons.
1831-1832	68	9,750	1838-1839	50	5,768
1832-1833	35	6,083	1839-1840	87	13,837
1833-1834	34	2,932	1840-1841	82	12,713
1834-1835	42	4,725	1841-1842	43	7,769
1835-1836	78	10,509	1842-1843*	59	9,203
1836-1837	75	9,916	1843-1844		
1837-1838	36	5,385			

* For nine months ending 30th of June, 1843.

STATEMENT of the Tonnage of the Shipping belonging to the United States, distinguishing the Branches of Trade in which the same was employed, in each Year, from 1790 to 1845.

YEARS.	REGISTERED TONNAGE.	ENROLLED TONNAGE.			LICENSED VESSELS UNDER TWENTY TONS.		
	Foreign trade.	Coasting trade.	Whale fishery.	Cod fishery.	Coasting trade.	Cod fishery.	TOTAL.
	tons.	tons.	tons.	tons.	tons.	tons.	tons.
1790..	346,254	103,775	....*	28,348	....	....	478,377
1791..	363,110	106,494	....*	32,542	....	....	502,146
1792..	411,438	120,957	....*	32,060	....	....	564,437
1793..	367,734	114,853	....	38,177	7,217	11,985	491,780
1794..	438,862	167,227	4139	23,121	16,977	5,549	628,816
1795..	529,470	164,795	3162	24,887	19,601	6,046	747,963
1796..	576,733	195,423	2363	28,509	22,416	6,453	831,900
1797..	597,777	214,077	1103	33,406	20,325	7,222	876,912
1798..	603,376	227,343	763	35,476	24,099	7,269	898,328
1799..	669,197	220,904	592	23,932	25,736	6,046	946,408
1800..	669,921	215,295	651	32,306	27,196	7,120	972,492
1801..	718,549	246,255	736	31,279	28,296	8,101	1,033,218
1802..	560,380	260,543	580	32,987	29,079	8,533	892,101
1803..	597,157	268,676	1142	43,416	30,384	8,396	949,147
1804..	672,530	286,840	323	43,088	30,696	8,925	1,042,403
1805..	749,341	301,366	898	48,479	31,296	8,986	1,140,368
1806..	808,284	309,977	728	50,353	30,562	8,829	1,208,735
1807..	848,306	318,189	907	60,689	30,838	8,616	1,268,548
1808..	769,053	387,684	724	43,597	33,135	8,400	1,242,595
1809..	910,059	371,500	573	26,109	33,661	8,376	1,350,281
1810..	984,269	371,114	339	26,250	34,232	8,577	1,424,783
1811..	768,852	386,258	54	34,360	34,103	8,872	1,232,502
1812..	760,624	443,180	941	21,822	34,790	8,636	1,269,997
1813..	674,853	433,404	788	12,255	37,703	8,622	1,166,628
1814..	674,632	425,713	561	8,863	40,443	8,922	1,159,208
1815..	854,294	435,066	1229	26,510	40,598	10,427	1,368,127
1816..	800,759	479,979	1168	37,879	42,185	10,246	1,372,218
1817..	809,724	481,457	349	53,990	43,571	10,816	1,399,911
1818..	606,088	503,140	614	58,551	46,233	10,555	1,225,184†
1819..	612,930	523,556	686	65,014	47,502	11,031	1,266,751
1820..	619,047	539,080	1053	60,842	48,944	11,197	1,280,166
1821..	619,896	559,435	1924	51,351	55,408	10,941	1,298,958
1822..	628,150	573,080	3133	58,405	51,108	10,820	1,324,699
1823..	639,920	566,408	585	67,040	51,396	11,213	1,336,565
1824..	669,972	589,223	180	68,238	52,340	9,208	1,389,163
1825..	700,788	587,273	....	70,626	53,588	10,836	1,423,111
1826..	737,978	....	....	796,212	....	....	1,534,190
1827..	747,170	....	....	873,437	....	....	1,620,607
1828..	812,619	787,224	180	74,765	55,680	19,921	1,741,391
1829..	650,142	490,468	....	97,888	18,390	3,907	1,260,977†
1830..	576,475	496,639	792	95,014	20,338	3,515	1,191,776
1831..	620,451	516,086	481	103,449	23,637	3,739	1,267,846
1832..	686,989	624,159	377	99,152	25,468	3,302	1,439,450
1833..	750,026	717,422	478	107,294	26,776	4,151	1,606,149
1834..	857,438	755,462	364	113,555	28,156	3,930	1,758,907
1835..	385,821	....	....	....	....	....	1,824,940
1836..	897,774	846,116	1573	58,413	26,906	4,893	1,882,102
1837..	810,447	927,249	1894	75,054	29,730	5,497	1,896,685
1838..	822,591	1,008,146	5229	63,973	32,958	6,090	1,995,039
1839..	834,244	1,120,310	439	65,157	33,241	7,091	2,096,478
1840..	899,764	1,144,664	....	67,926	32,030	8,109	2,180,764
1841..	945,803	1,076,036	....	60,556	31,031	5,995	2,130,744
1842..	975,358	1,018,253	377	49,941	27,500	4,862	2,092,390
1843..	1,009,305	1,048,208	142	54,901	27,947	54,901	2,158,602
1844..	1,068,764	....	....	....	....	....	2,280,095
1845..							

* Included with the tonnage in the cod fisheries.

† These variations were caused by corrections made at these two periods in the register, the tonnage, lost and sold, not having been annually deducted until the year 1829.

NUMBER of Ships lost at Sea, 1831 to 1844.

YEARS.	Vessels.	Tonnage.	YEARS.	Vessels.	Tonnage.
Lost at Sea :—	number.	tons.	Lost at Sea :—	number.	tons.
1831–1832	191	23,762	1837–1838	135	21,605
1832–1833	172	24,595	1838–1839	118	21,113
1833–1834	113	15,394	1839–1840	197	31,405
1834–1835	92	11,914	1840–1841	122	19,667
1835–1836	129	19,109	1841–1842	184	28,419
1836–1837	157	24,365	1842–1843*	146	23,032

* For nine months, ending June, 1843.

NUMBER of Ships Condemned, 1831 to 1844.

YEARS.	Vessels.	Tonnage.	YEARS.	Vessels.	Tonnage.
Condemned as Unseaworthy:	number.	tons.	Condemned as Unseaworthy:	number.	tons.
1831–1832	67	8,859	1838–1839	60	8,095
1832–1833	71	6,876	1839–1840	88	10,067
1833–1834	57	5,235	1840–1841	41	5,691
1834–1835	42	5,129	1841–1842	97	11,475
1835–1836	55	5,835	1842–1843*	50	6,953
1836–1837	55	8,045	1843–1844		
1837–1838	60	5,489			

* For nine months, ending June, 1843.

MISCELLANEOUS STATEMENTS.

COMPARATIVE Statement of the Cost and Duties paid on the following articles used in the construction of a ship of 500 tons, a brig of 250 tons, and a schooner of 100 tons; prepared for the Hon. Mr. Hamlin, Member of Congress from Maine, by a Member of the House long engaged in ship-building.

ARTICLES.	Quantity.	Cost.	Duty.	ARTICLES.	Quantity.	Cost.	Duty.
SHIP of 500 Tons.		dollars.	dollars.	BRIG of 250 Tons.		dollars.	dollars.
Iron ... lbs.	30,000	1500	525	Brought forward	...	2500	945
Copper, &c. ... do.	3,500	870	140	Chains and anchors ... lbs.	10,500	650	262
Cordage ... do.	20,000	2000	1000	Sail duck ... pieces	45	650	67
Chains and anchors ... do.	22,000	1550	550				
Sail duck ... pieces	52	760	75	Total	...	3800	1274
Total	...	6675	2290	SCHOONER of 100 Tons.			
				Iron ... lbs.	10,000	500	175
BRIG of 250 Tons.				Copper, &c. ... do.	800	200	32
Iron ... lbs.	18,000	900	315	Cordage ... do.	5,000	500	250
Copper, &c. ... do.	2,000	500	80	Chains and anchors ... do.	5,000	300	125
Cordage ... do.	11,000	1100	550	Sail duck ... pieces	24	410	35
Carried forward	...	2500	945	Total	...	1910	617

Ship-building in Maine.—"We understand that ship-building has never been carried on so extensively in Maine as during the present season. Many large and valuable ships have been recently launched, and many others are now on the stocks in most of the sea-port towns. And these ships are generally built of the best seasoned white oak from the middle states, of fine models, thoroughly fastened, and finished in beautiful style.

"Among the ships now in the stocks, are two at Newcastle, one of 750 tons, and another of 800 tons; these are both elegant specimens of merchant ships. At Bath, the ship *Hannibal*, of 650 tons, is almost ready for launching. The ship *South Carolina*, of 769 tons, was launched some days since, and the ship *Rapahannock* is almost ready for launching. This is the largest merchantman ever built in the United States. Her length on deck is 180 feet, her beam thirty-seven feet, and her depth twenty-three feet four inches, and she measures about 1140 tons! This ship is thoroughly built of Virginia white oak and Georgia pine."—*Boston Mercantile Journal*, 1841.

Ship-building.—"A correspondent of the *Evening Post* communicates the following facts, which he collected at the Novelty Works on Wednesday:—

"There are now building, and in progress of building, at the Ship Yards, on the East River, in this city, and the Navy Yard, Brooklyn, the following vessels:—

	Tons.
At William Brown's yard, Novelty Works yard, one steamer, from . 1200 to	1300
At Jabez Williams's yard, one ship	740
" " one brig	350
At Webb and Allen's yard, one ship	525
At Ficket and Tomes's yard, one ship	500
At Smith, Demon, and Comstock's yard, one ship	950
At Brown and Bell's yard, two steamers, 600 tons each	1200
" " one schooner	100
Carried forward	5665

	Tons.
Brought forward	5665
At Westervelt's yard one ship (contracted for and in progress of building)	950
" " one ship " " "	800
At Lawrence and Sneeden's yard, by King and Denyke, one brig	300
At Berg's yard, one ship	900
At the Railway, one steamer lengthening and rebuilding	300
Navy Yard, Brooklyn.	
One steamer for government, about	1,400
Three sloops of war repairing (average about 800 tons each)	2,400
Total	12,715

"There are also building in the city of Brooklyn over 200 dwelling houses, of wood and brick, and brick and stone.

	Tons.
Ships and vessels building	8,615
Repairing	4,100
Total	12,715

Public Sale of Ships at Philadelphia.—"The three following Philadelphia built ships were sold at the Exchange, by Mr. C. J. Wolbert :—

"Ship *Lehigh*, built in 1833, coppered last fall, 585 10-95 tons, stows 7000 barrels of flour, 1100 tons of Canton goods, or 1685 bales of New Orleans cotton, sold for 24,500 dollars, on a credit of four months.

"Ship *Osage*, built in 1835, stows 5500 barrels of flour, 467 39-100 tons, sold for 14,500 dollars, on a credit of four months.

"Ship *Commerce*, built in 1832, measures 439 82-90 tons, stows 6000 barrels of flour, or 1500 bales of New Orleans cotton, was sold for a whaler, and brought 13,300 dollars, four months' credit."—*U. S. Gaz., July* 15, 1841.

A large Ship.—"We notice in the *St. John New Brunswick Courier*, the launch of the splendid ship *Greenock*, and we believe the largest merchantman ever built in North America. Her dimensions are: length of keel 182 feet, breadth of beam thirty-six feet, depth of hold twenty-three feet and a half, and from figure head to taffrail 225 feet; her measurement will be nearly 1400 feet; and it is supposed she will carry 2400 tons, or 2500 tons of timber and broken storage. Her model and fastenings are on an improved principle, with a beautiful bow and a light stern."

An old Ship.—"The *St. John New Brunswick Herald*, of the 27th of May, 1841, says, 'the curious in naval architecture, may have an opportunity of gratifying their curiosity, by a sight of a vessel now in our harbour; the *Volunteer*, of Hull. This antique specimen of British oak, is 110 years old, and was employed as a transport prior to the taking of Quebec. She is the identical ship in which the immortal Wolfe came to this continent. Should she come in contact now with one of our province built vessels, she would be found a hard nut to crack.'"

DUTIES on the following Materials used in Ship building, in the British and American Tariffs.

BRITISH TARIFF.	Duty.	AMERICAN TARIFF.
Iron	free.	25 dollars per ton, or about 33 per cent.
Copper	10*s.* per cwt.	25 to 30 per cent.
Cordage	6*s.* per cwt.	4½ cents per lb., about 40 per cent.
Timber, used in (except oak and fir)	free.	All sorts, hewn or sawn, 20 to 30 per cent.
Oak and fir, foreign	1*l.* 5*s.* per ton.	
Ditto, from American colonies	1*s.* per ton.	
Chains and anchors	15 per cent.	About 33 per cent.
Sailcloth	do.	7 cents per square yard, or about 20 per cent.
Naval stores	free.	20 per cent ad valorem.

A STATEMENT exhibiting the Amount of Tonnage Employed in the Foreign Trade, annually, from 1821 to 1844.

YEARS.	AMERICAN VESSELS.		FOREIGN VESSELS.	
	Cleared.	Entered.	Cleared.	Entered.
Ending 30th of Sept.	tons.	tons.	tons.	tons.
1821	804,947	765,098	83,073	81,526
1822	813,748	787,961	97,490	100,541
1823	810,761	775,271	119,740	119,468
1824	919,278	850,033	102,552	102,367
1825	960,366	880,754	95,080	92,927
1826	953,012	942,206	99,417	105,654
1827	980,542	918,361	131,250	137,589
1828	897,404	868,381	151,030	150,223
1829	944,799	872,949	133,006	130,743
1830	971,760	967,227	133,436	131,900
1831	972,504	922,952	271,994	281,948
1832	974,865	949,622	387,505	393,038
1833	1,142,160	1,111,441	497,039	496,705
1834	1,134,020	1,074,670	577,700	568,052
1835	1,400,517	1,352,653	630,824	641,310
1836	1,315,523	1,255,384	674,721	680,213
1837	1,266,622	1,299,720	756,292	765,703
1838	1,408,761	1,302,974	604,166	592,110
1839	1,477,928	1,491,279	611,839	624,814
1840	1,647,009	1,576,946	706,486	712,363
1841	1,634,156	1,631,909	736,849	736,444
1842	1,536,451	1,510,111	740,497	732,775
1843	1,268,083	1,443,523	523,949	534,752
1844	1,910,924	1,977,438	906,814	916,992

STATEMENT of the national character of the Foreign Tonnage cleared from, and entered into, the United States, for Four Years.

CLEARED.					ENTERED.				
FLAG.	1837	1838	1839	1840	FLAG.	1837	1838	1839	1840
	tons.	tons.	tons.	tons.		tons.	tons.	tons.	tons.
Austrian	17,774	3,382	2,573	4,154	Arabian	....	....	....	320
Arabian	....	....	....	320	Austrian	16,779	2,462	1,662	3,057
Belgian	1,468	720	1,185	479	Belgian	1,467	943	1,145	480
Brazilian	907	339	140	441	Brazilian	907	101	436	292
British	536,420	486,904	491,485	563,735	British	543,020	484,702	995,303	582,424
Columbian	120	358	800	248	Columbian	561	818	1,142	126
Danish	17,486	4,765	4,759	5,886	Danish	16,107	8,447	5,053	4,289
Dutch	14,670	4,536	3,231	3,437	Dutch	14,628	4,436	8,384	3,629
French	26,070	21,849	21,680	1,468	French	26,286	20,570	22,686	30,701
Hanoverian	....	813	....	722	Hanoverian	....	466	....	550
Hanseatic	65,538	39,636	38,067	34,772	Hanseatic	70,703	37,638	41,139	41,874
Haytian	1,028	1,512	961	632	Haytian	1,171	1,459	1,004	352
Mexican	1,424	976	1,300	2,137	Mexican	818	962	1,402	1,551
Neapolitan	464	227	455	457	Neapolitan	228	....	461	240
N. Grenadian	1,983	1,022	922	883	N. Grenadian	360	522	928	732
Norwegian	1,814	1,174	383	1,934	Norwegian	2,189	728	739	1,588
Prussian	17,973	2,321	1,213	1,659	Prussian	19,825	2,087	2,204	1,394
Russian	4,592	1,604	1,294	1,187	Russian	4,081	1,430	2,788	322
Sardinian	3,989	1,542	188	1,396	Sardinian	4,349	1,709	524	1,975
Sicilian	1,385	9,083	4,000	4,068	Sicilian	1,810	3,113	3,688	8,452
Spanish	10,569	13,607	13,753	16,768	Spanish	11,342	13,183	16,501	15,927
Swedish	26,612	11,542	18,787	19,667	Swedish	25,660	8,695	17,725	15,376
Texian	1,092	397	844	238	Texian	958	862	995	249
Unrestricted	....	....	950	1,064	Unregistered	....	....	1,243	275
Venezuelan	886	250	1,074	1,257	Venezuelan	828	637	455	1,195
Total	756,292	604,116	611,834	706,486	Total	765,703	592,110	624,814	712,363
American	1,266,622	1,408,671	1,477,928	1,647,008	American	1,299,720	1,302,974	1,491,279	1,576,946

The increase of American tonnage and the decrease of foreign tonnage are more marked in the clearances than in the entries. The foreign tonnage has declined 50,000 tons since 1837, while the American has increased steadily near 400,000 tons, or 33⅓ per cent.

This exhibits a regular increase in the American tonnage, and a falling off in the foreign tonnage. The aggregate of tonnage entered in 1840 was much larger than in any former year.

AMOUNT of American and Foreign Tonnage cleared from the United States for Foreign Countries for five Years.

YEARS.	AMERICAN.		FOREIGN.		TOTAL.
	number of vessels.	tons.	number of vessels.	tons.	tons.
1840	7583	1,647,089	4083	706,486	2,353,575
1841	7790	1,634,156	4554	76,849	2,370,405
1842	7014	1,536,451	4929	740,497	2,276,948
1843	5290	1,268,083	2848	523,949	1,792,022
1844	8343	2,010,924	5500	906,814	2,917,738

About one half of the aggregate amount of tonnage engaged in the export trade is foreign, a large portion of which is British. The American tonnage cleared from the United States in 1835, was greater than in 1843, and the foreign tonnage cleared in 1837 was greater than any year before or since.

STATEMENT of the Tonnage of American Vessels employed in the Trade with Foreign Countries, which entered Inwards and Cleared Outwards, at the Ports of the United States, distinguishing the Trade with each Country in each Year, from 1821 to 1831, and from 1835 to 1841.

COUNTRIES.	INWARDS.				OUTWARDS.			
	1821	1831	1835	1841	1821	1831	1835	1841
	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.
Russia	13,827	8,931	14,457	18,370	4,521	4,310	3,424	7,405
Prussia	..	700	..	357	..	387	239	547
Sweden	10,772	11,346	10,340	7,407	1,616	3,232	1,520	2,215
Norway / Denmark	1,421	..	443	..	4,142	3,060	2,331	889
Swedish West Indies	13,083	4,793	778	1,082	20,774	7,199	2,599	3,455
Danish "	39,407	27,501	23,866	23,667	46,299	41,730	35,976	29,464
" East Indies								
Holland and Belgium	25,851	24,076	21,514	37,013	26,048	23,168	23,961	39,025
Dutch West Indies	16,468	11,296	15,206	12,581	18,228	11,430	11,599	6,666
" East Indies	1,597	2,533	3,576	507	5,610	6,498	20,476	5,324
England	112,053	223,345	220,082	307,988	128,729	235,345	215,810	272,631
Scotland	4,737	5,674	6,072	8,049	4,015	6,312	6,890	7,414
Ireland	9,479	4,388	3,836	781	12,812	7,838	4,272	1,391
Gibraltar	11,231	3,599	2,871	2,377	20,954	11,703	15,192	17,868
British ports in Africa, Cape of Good Hope, &c.	376	929	480	543	200	1,012	887	958
" East Indies	4,548	5,342	6,503	6,408	3,027	6,481	10,389	12,647
" West Indies	32,631	38,046	44,991	68,442	22,083	40,922	63,477	91,587
" North American colonies	110,821	92,672	363,852	408,755	112,223	79,364	363,532	404,472
Newfoundland and British fisheries	448	275	..	..	501	277		
Other British colonies not specified	796	228	..	1,850	874	434		
Hanse Towns and Germany	14,524	15,934	11,022	15,593	17,308	17,147	12,966	14,123
France	15,131	54,623	87,364	121,734	1,114	63,481	105,302	137,361
French West Indies	41,729	26,704	20,169	14,445	43,366	35,334	24,658	22,154
" East Indies	..	..	..	..	144			
" Ports in Africa	..	..	..	..	..	..	117	
Bourbon and Mauritius	194	..	..	..	337			
Spain	11,332	16,343	20,952	26,767	9,778	6,503	15,621	12,100
Canary Islands	2,329	1,963	3,211	2,167	3,003	1,418	2,151	1,200
Philippine Islands	742	2,938	2,885	4,366	632	249	1,972	3,794
Floridas	9,032	..	..	..	9,341			
Cuba	106,826	132,830	153,280	199,685	103,822	132,222	151,313	194,001
Other Spanish West Indies	14,320	24,060	41,017	51,074	11,134	8,272	21,140	30,129
Spanish South American colonies	13,838	..	..	..	13,208			
Portugal	10,678	5,043	17,821	13,100	5,106	1,598	5,627	4,801
Madeira	4,140	2,514	3,938	2,504	8,082	5,163	3,700	4,626
Azores Islands	2,287	660	1,628	1,614	2,638	475	1,179	1,068
Cape de Verd Islands	5,038	875	302	926	825	1,200	2,643	1,996
Brazil and other Portuguese colonies	10,599	..	..	..	22,264			
Sicily	..	2,080	8,555	12,789	..	378	1,204	1,913
Italy and Malta	6,573	10,683	8,184	13,753	8,802	9,120	6,670	6,642
Trieste and other Austrian ports	2,018	1,920	5,177	5,259	1,895	4,215	6,592	10,350
Ionian Islands								
Turkey, Levant, Egypt, &c.	1,661	3,918	3,787	3,953	1,393	2,935	3,010	2,819
Morocco and Barbary States	..	..	..	290				
China	5,622	4,316	13,495	11,986	6,040	5,061	7,104	4,876
Honduras, Campeachey, &c.	5,111	1,456	5,472	4,355	6,009	1,449	11,007	6,409
Mexico	..	22,377	30,756	17,981	..	22,303	44,453	14,018
Columbia	..	9,174	13,985	15,251	..	7,188	10,180	10,063
Central Republic of America	..	2,821	2,910	2,223	..	3,315	1,851	1,178
Brazil	..	29,855	34,720	41,084	..	36,892	39,269	47,634
Buenos Ayres	..	9,926	11,227	18,153	..	8,525	11,019	16,671
Chili	..	3,729	4,441	3,072	..	11,145	6,089	5,962
Peru	..	2,577	902	129	..	523		
South America, generally	..	703	195	736	..	1,018	1,327	399
Hayti	49,139	26,446	38,021	35,899	46,171	27,807	38,274	26,904
West Indies, generally	216	2,903	100	88	17,623	17,839	14,455	11,435
Europe "	261	4,169	1,440	..	2,294	560		
Africa "	1,037	2,511	5,704	5,841	2,109	5,098	7,207	7,382
Asia "	1,532	1,171	1,439	2,279	5,423	3,116	2,465	4,468
North-west coast of America	..	375	..	..	4,298	783	346	
South Seas	10,643	29,581	50,414	32,347	17,968	39,470	56,206	55 504
Sandwich Islands and Pacific Ocean	..	..	..	693	..	..	682	1,250
Uncertain ports	..	80	273	..	104	..	144	
Total	765,098	922,952	1,352,652	1,631,909	804,947	972,504	1,400,517	1,634,156

STATEMENT exhibiting the Amount of Foreign and American Tonnage, which entered the Ports of the United States, during the Years ending the 31st of December, 1789, to the 31st of December, 1840.

YEARS ending 31st Dec.	British.	French.	Spanish.	Portuguese.	Italian.	Dutch.	Austrian.	Hanseatic.	Danish.	Swedish.	Prussian.	Russian.	Mexican.	Columbian.	Haytian.	All other.	TOTAL, FOREIGN.	TOTAL, AMERICAN.
	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.
1789	94,410	4,223	2,761	1,168	..	2,275	342	816	659	..	..	..	..	..	..	..	106,654	127,329
1790	216,914	12,059	7,381	3,777	..	6,136	459	1,978	1,113	535	394	..	..	..	..	..	250,746	355,079
1791	210,618	8,988	4,337	4,766	..	3,751	2,326	2,989	2,092	361	..	320	..	..	..	..	240,448	363,854
1792	206,065	24,343	2,692	2,341	..	3,557	..	3,214	1,159	907	..	..	..	..	..	..	244,278	414,679
1793	100,180	45,287	3,090	3,153	458	577	4,972	1,166	2,364	2,319	..	..	..	..	..	..	163,566	447,754
1794	37,058	11,249	2,230	6,044	192	417	978	4,373	9,390	11,043	..	..	..	..	..	..	82,974	525,649
1795	27,097	7,425	1,999	738	409	1,128	1,077	4,006	8,637	4,316	..	..	..	..	..	..	56,832	580,277
1796	19,669	2,055	2,449	637	758	301	..	4,987	10,430	5,560	..	..	..	..	..	..	46,846	675,046
1797	33,168	1,336	571	554	1460	451	..	11,996	16,726	6,064	431	..	..	..	..	..	72,757	608,078
1798	40,773	1,519	542	..	1057	973	..	18,773	19,148	4,149	721	..	..	..	..	105	87,760	522,245
1799	54,087	1,330	1,122	374	257	135	..	22,070	22,110	5,513	585	..	..	..	..	..	107,583	626,495
1800	71,689	1,007	1,432	55	173	..	..	15,365	23,978	7,724	705	..	..	..	..	275	121,403	682,871
1801	111,593	1,037	2,484	..	716	..	..	17,871	15,553	5,894	1,905	..	..	..	..	217	157,270	849,302
1802	104,473	7,659	8,582	1,111	..	102	..	12,980	6,491	1,127	2,994	..	..	..	..	..	145,519	787,301
1803	104,336	14,102	15,542	6,316	..	1,118	..	13,146	5,754	1,303	2,097	..	..	..	..	..	163,714	787,424
1804	73,500	1,857	16,304	4,494	506	563	152	9,583	6,388	3,631	4,947	216	..	..	..	..	122,141	821,962
1805	65,408	344	2,537	1,650	273	254	..	8,697	2,945	3,932	2,434	368	..	..	..	..	87,842	922,098
1806	69,350	46	640	1,445	..	..	..	11,214	4,109	2,783	275	849	..	..	..	373	91,084	1,034,008
1807	64,727	..	687	2,032	..	..	..	4,972	7,464	5,350	1,275	293	..	..	..	..	86,780	1,089,876
1808	34,551	885	950	147	..	..	..	2,412	1,785	6,944	..	..	..	..	..	..	47,674	525,130
1809	71,808	474	12,428	1,333	..	241	..	603	..	12,318	..	..	..	..	..	..	99,205	603,931
1810	52,286	117	19,336	2,103	..	..	382	3,712	373	1,777	..	230	..	..	..	..	80,316	906,434
1811	10,647	579	11,880	7,807	..	..	..	1,282	..	1,187	220	..	..	..	..	..	33,302	948,247
1812	1,196	2,151	18,436	13,573	..	245	243	..	1,045	6,671	867	2671	..	..	..	..	47,098	667,999
1813	90	2,992	46,438	15,282	..	..	509	..	..	40,068	514	6363	..	..	..	1571	113,827	237,348
1814	568	483	20,096	1,885	..	..	..	523	..	19,565	750	4431	..	..	..	..	48,301	59,626
1815	145,364	4,055	14,786	9,488	..	3,198	567	6,803	3,330	15,481	12,475	940	..	534	392	..	217,413	700,500
1816	212,426	10,997	9,650	2,603	..	5,179	1,029	2,855	3,394	7,442	171	1890	186	..	902	..	259,142	877,462
1817	174,935	15,110	4,929	506	..	5,006	281	3,956	1,610	2,001	..	2384	1,223	..	225	..	215,166	780,136
1818	118,538	23,475	4,621	839	235	5,186	671	3,742	1,744	928	132	246	216	115	433	293	161,414	755,101
1819	36,333	28,765	2,739	210	194	5,106	..	4,508	2,796	2,956	737	1210	..	344	..	..	85,898	783,579
1820	47,365	17,131	2,775	246	..	2,563	..	3,347	2,536	2,896	..	..	..	..	..	..	78,859	801,252
1821	52,976	1,427	6,590	..	..	3,769	104	6,014	4,235	5,549	1,236	289	..	26	700	..	82,915	765,098
1822	80,940	3,669	4,813	385	..	1,853	..	10,007	4,686	3,337	940	289	142	..	940	406	112,407	787,961
1823	86,009	7,195	6,974	310	188	2,115	..	8,095	482	3,436	..	361	962	716	455	..	117,297	775,271
1824	54,682	13,547	2,621	1,882	433	3,374	..	6,430	600	2,806	310	..	1,046	1240	83	427	89,481	850,033
1825	63,034	15,716	1,894	216	..	2,703	..	5,810	1,076	1,345	..	..	997	2045	..	..	94,836	880,754
1826	82,117	16,601	2,353	..	193	1,498	..	6,500	..	3,891	207	360	3,049	2074	1720	162	120,716	942,206
1827	101,470	13,129	2,372	211	..	967	..	6,402	1,878	2,458	..	286	2,300	894	4496	699	137,562	918,361
1828	98,851	16,757	3,922	119	..	1,811	..	8,470	2,776	4,199	208	716	2,286	302	5672	917	147,006	868,381
1829	86,158	13,047	9,791	1,402	..	873	..	8,411	1,557	3,685	..	264	2,033	509	1957	411	130,098	872,949
1830	100,298	4,057	13,335	270	..	399	..	7,148	1,882	3,262	287	249	3,916	62	954	327	136,446	967,227
1831	239,502	15,914	22,193	137	554	1,051	..	13,317	5,703	4,891	311	1664	11,330	94	491	504	217,656	922,952
1832	311,569	25,907	27,721	613	846	3,140	2,026	25,472	5,893	10,181	350	761	5,735	888	403	162	421,667	949,622
1833	402,730	21,732	35,745	163	72	1,738	1,753	28,554	5,857	14,066	359	1342	4 226	1117	310	1110	520,874	1,111,441
1834	453,495	23,649	32,056	410	1481	2,011	1,802	22,265	5,788	13,392	934	749	5,980	765	11	..	568,052	1,074,670
1835	529,922	15,457	24,497	511	1972	3,112	3,125	28,218	13,570	15,661	1,272	251	11,057	503	139	2044	641,310	1,352,653
1836	544,774	19,519	10,428	325	3052	6,199	8,276	39,525	8,463	23,630	3,729	4486	4,855	583	625	1125	680,213	1,255,384
1837	543,020	26,246	11,342	805	6530	14,628	16,779	70,703	16,107	25,660	19,825	4081	818	561	1171	5198	765,703	1,299,720
1838	484,702	20,570	13,183	1,152	4822	6,436	2,452	37,538	3,447	8,695	2,087	1430	962	848	1459	3805	592,110	1,302,974
1839	495,353	22,686	16,501	1,059	5711	3,384	1,662	41,139	5,653	17,725	2,204	2788	1,462	1142	1004	5941	624,814	1,491,279
1840	582,424	30,701	15,927	..	5667	3,620	3,057	41,874	4,289	15,376	1,394	22	1,544	126	352	5681	712,363	1,576,946

OFFICIAL Statistical View of the Tonnage of American and Foreign Vessels, arriving from, and departing to, each Foreign Country, during the Year ending the 30th of September, 1842; the Nine Months ending the 30th of June, 1843; and the Year ending the 30th of June, 1844.

COUNTRIES.	1842				1843				1844			
	AMERICAN TONNAGE.		FOREIGN TONNAGE.		AMERICAN TONNAGE.		FOREIGN TONNAGE.		AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.
	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.
Russia	8,068	5,691	1,597	1,699	8,213	4,163	271	271	14,656	6,308	736	1,981
Prussia	603	..	..	2,063	..	2,173	..	1,905	442	164	2,148	5,009
Sweden	3,394	1,311	13,291	5,161	816	780	4,781	488	1,180	..	11,212	4,629
Swedish West Indies	1,266	2,663	73	726	721	949	..	..	763	1,478	..	141
Denmark	453	795	231	917	..	465	418	1,714	228	481	172	2,567
Danish West Indies.	21,680	26,740	5,334	700	24,248	23,036	3,660	358	23,789	24,548	2,482	363
Holland	24,502	33,589	2,906	18,804	16,512	23,239	1,477	2,660	27,577	23,786	5,240	16,589
Dutch East Indies..	4,861	794	..	..	701	2,890	..	..	3,341	4,656	..	251
Dutch West Indies...	8,974	4,254	708	528	7,801	3,794	124	248	17,530	4,981	662	89
Dutch Guiana	3,900	5,454	..	..	3,540	3,066	..	..	6,602	7,363		
Belgium	12,132	12,949	7,810	12,875	11,580	20,708	2,081	8,529	18,882	8,148	5,587	18,339
Hanse Towns	14,125	16,779	40,9-8	54,060	7,090	13,937	34,600	42,075	20,729	12,749	43,566	50,656
England	307,343	285,479	141,989	139,054	..	..	1,277	..	292,330	311,746	197,465	192,583
Scotland	4,736	6,390	27,778	10,045	273,622	329,935	166,360	163,174	7,838	7,849	18,876	13,418
Ireland	3,369	631	20,797	..	10,041	12,764	14,473	18,848	1,347	191	23,939	786
Gibraltar	3,297	12,115	..	1,758	221	982	12,581	2,197	4,036	13,873	2,413	2,573
Malta	521	756	..	..	1,942	6,941	308	1,568	396	611	410	
British East Indies..	10,099	9,079	285	1,129	378	214	..	..	7,140	10,479		
Mauritius	..	565	302	..	5,661	5,415	..	..	..	683	458	
Australia	1,205	1,787	..	..	299	590	..	..	986	415		
Cape of Good Hope..	..	..	..	..	..	406	..	..	213	1,639	250	
British African ports	312	312	..	117	415	125	446	279	..	129	458	127
British West Indies..	64,363	86,691	37,466	16,670	51,879	75,962	33,905	14,388	76,315	123,501	40,956	26,854
British Guiana	2,445	5,334	7,010	3,945	3,156	7,425	65	708	4,845	10,470	6,860	2,868
Honduras	5,271	5,679	274	17	2,290	6,145	5,716	2,094	5,991	7,914	558	307
British American colonies	334,634	323,315	359,830	417,409	209,808	202,607	214,112	233,092	723,262	696,865	473,922	516,231
Other British colonies	..	68	..	..	363	93	..	..	325			
France on the Atlantic	116,356	130,865	11,877	16,042	95,566	110,171	8,629	11,171	109,066	109,307	8,980	15,918
France on the Mediterranean	15,527	21,944	2,095	2,147	11,322	18,167	275	418	18,133	17,868	3,933	656
Bourbon	..	..	..	98	..	562						
French African ports	..	..	..	559	13,874	284	6,417	362				
French West Indies.	13,326	29,790	6,120	1,180	1,173	24,006	..	103	24,645	37,375	10,924	2,253
French Guiana	1,986	1,512	392	257	216	737	..	..	1,313	2,322	222	
Miquelon & French fisheries	..	2,002	..	446	..	1,329	..	226	580	4,105	..	576
Hayti	26,531	21,115	419	363	16,468	16,606	307	717	30,182	26,710	307	649
Spain on the Atlantic	11,948	11,656	628	2,398	10,636	2,298	1,843	302	13,413	10,427	2,098	135
Spain on the Mediterranean	16,587	5,319	2,884	90	6,636	479	1,010	..	8,542	865	4,834	
Teneriffe and other Canaries	1,856	426	1,035	473	300	486	211	..	2,306	861	..	148
Manilla and Philippine islands	7,817	4,797	214	..	4,615	1,401	..	..	6,636	6,233		
Cuba	170,797	182,456	10,757	9,719	117,847	136,338	7,069	4,897	209,322	224,618	5,205	7,588
Other Spanish West Indies	56,635	29,565	1,304	1,134	33,245	18,361	171	340	50,807	28,143	511	683
Portugal	8,290	3,305	1,921	787	6,240	2,557	2,414	543	5,121	5,743	2,471	172
Madeira	1,244	2,253	..	..	493	1,657	..	..	914	2,404	..	122
Fayal & other Azores	2,276	1,622	100	100	1,257	742	345	..	1,119	1,115	102	
Cape de Verd islands	448	3,219	..	..	335	1,302	..	167	659	1,697	105	382
African ports	..	198	..	..	3,143	3,350	527	1,117				
Italy	4,560	7,367	1,031	1,402	10,588	565	1,544	680	5,245	2,340	1,963	941
Sicily	18,360	1,272	6,167	3,016	1,705	1,951	954	260	14,161	1,045	7,004	3,286
Sardinia	314	1,153	255	776	5,239	8,679	..	1,782	2,536	4,395	922	1,581
Ionian islands	315	..	..	..	2,853	1,533						
Trieste	4,547	10,520	332	361	1,022	..	375	..	5,464	10,597	1,006	3,918
Turkey	4,257	1,815	..	..	16,927	16,185	165	927	2,803	2,773	1,091	
Morocco, &c.	..	..	..	..	23,826	22,727	1,606	2,360				
Texas	22,490	24,316	1,768	1,369	1,896	1,802	..	..	19,019	20,065	1,876	1,779
Mexico	13,481	15,912	1,586	1,226	9,991	8,030	1,176	884	24,934	22,630	4,170	1,804
Venezuela	12,287	9,742	2,796	3,211	..	..	..	..	11,601	8,835	1,498	1,839
New Granada	1,837	1,615	744	161	..	..	..	..	2,146	1,601		
Central America	2,281	1,638	..	165	1,006	1,245	260	..	2,547	2,251	119	120

(continued)

COUNTRIES.	1842				1843				1844			
	American Tonnage.		Foreign Tonnage.		American Tonnage.		Foreign Tonnage.		American Tonnage.		Foreign Tonnage.	
	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.
	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.
Brazil	37,058	37,778	5,593	2,643	32,466	32,066	2,179	1,395	48,550	46,250	14,802	1,816
Argentine Republic	11,617	2,120	2,260	..	6,836	2,144	200	..	11,668	4,833	2,008	566
Cisplatine Republic	6,104	14,215	938	812	2,755	6,858	..	393	445	12,519	615	1,159
Chili	3,072	7,092	..	694	3,186	5,378	..	..	3,206	7,247		
Peru	316	..	..	..	277	446	..	..	351	404		
South America, generally	..	1,587	..	..	..	755	..	..	95			
China	12,125	7,259	362	364	13,460	13,532	..	..	15,035	11,262	364	
Europe, generally	..	..	..	..	..	..	..	..	..	..	..	604
Asia, generally	3,261	6,155	..	..	823	4,513	..	..	591	4,542		
Africa, generally	8,125	6,462	396	117	4,613	3,960	420	140	8,953	9,878	1,648	257
West Indies, generally	..	16,920	71	710	142	15,038	..	169	..	15,425	..	168
Atlantic Ocean	9,882	9,056	..	..	5,543	3,897	..	..	5,121	6,787		
South Seas	39,946	50,481	..	..	32,396	26,549	..	..	47,723	51,620	..	400
Sandwich islands	799	510	..	..	1,220	593	..	..	1,245	1,972		
North-west coast of America	..	202	..	..	..	..	..	..	298	667		
Uncertain places												
Total	1,510,111	1,536,451	732,775	740,497	1,143,523	1,268,083	534,752	523,949	1,977,438	1,910,924	916,992	906,814

NATIONAL Character of the Vessels Entered and Cleared the United States, in 1844.

NATIONAL CHARACTER.	ENTERED.		CLEARED.	
	No.	tons.	No.	tons.
Austrian	3	1,033	2	565
Belgian	7	2,209	9	2,867
British	5030	766,747	4953	756,669
French	55	17,257	54	17,863
Spanish	46	6,974	47	7,105
Hanseatic	155	52,669	156	53,814
Hanoverian	10	2,027	9	1,724
Russian	5	1,824	8	2,675
Prussian	21	5,526	21	5,155
Swedish	110	34,706	108	33,097
Norwegian	26	7,076	20	5,885
Dutch	13	2,501	10	1,835
Portuguese	1	102		
Neapolitan	2	445	3	668
Sicilian	16	3,850	17	4,139
Sardinian	6	1,317	5	945
Texan	12	1,426	15	1,779
Mexican	15	1,493	13	1,146
Columbian	1	49	2	109
Venezuelan	11	1,559	11	1,539
Buenos Ayrean	1	306	1	306
Danish	31	5,896	36	6,929
Total	5577	916,992	5500	906,814

STATEMENT exhibiting the Number of American and Foreign Vessels, with their Tonnage, which Cleared from, and Entered the United States for, and to Foreign Countries, from the 1st of July, 1843, to the 30th of June, 1844.

COUNTRIES.	CLEARED.						ENTERED.					
	American.		Foreign.		Total American and Foreign.		American.		Foreign.		Total American and Foreign.	
	No.	tons.	No.	tons.	No.	tons.	No.	tons.	No.	tons.	No.	tons.
Russia	20	6,308	6	1,981	26	8,289	45	14,656	2	736	47	15,392
Prussia	1	164	21	5,009	22	5,173	2	442	9	2,148	11	2,590
Sweden	..	..	20	4,629	20	4,629	5	1,180	40	11,212	45	12,392
Swedish West Indies	11	1,478	1	141	12	1,619	6	763	..	..	6	763
Denmark	2	481	13	2,567	15	3,048	1	228	1	172	2	400
Danish West Indies	154	24,548	3	363	157	24,911	157	23,789	10	2,482	167	26,271
Holland	65	23,786	61	16,589	126	40,375	72	27,577	23	5,240	95	32,817
Dutch East Indies	12	4,656	1	251	13	4,907	9	3,341	..	..	9	3,341
Dutch West Indies	43	4,981	1	89	44	5,070	122	17,530	1	662	123	18,192
Dutch Guiana	38	7,363	..	..	38	7,363	34	6,602	..	..	34	6,602
Belgium	21	8,148	59	18,339	80	26,487	51	18,882	18	5,587	69	24,469
Hanse Towns	32	12,749	139	50,656	171	63,405	63	20,729	121	43,566	184	64,295
England	547	311,746	350	192,583	897	504,329	524	292,330	371	197,465	895	489,795
Scotland	20	7,849	30	13,418	50	21,297	18	7,838	38	18,876	56	26,714
Ireland	1	191	2	786	3	977	3	1,347	48	23,939	51	25,286
Gibraltar	60	13,873	12	2,573	72	16,446	14	4,036	6	2,413	20	6,449
Malta	3	611	..	..	3	611	1	396	1	410	2	806
British East Indies	24	10,479	..	..	24	10,479	16	7,140	..	..	16	7,140
British African ports	1	129	1	127	2	256	..	..	2	458	2	458
Australia	1	415	..	..	1	415	3	986	..	..	3	986
Mauritius	3	683	..	..	3	683						
Cape of Good Hope	5	1,689	..	..	5	1,689	1	213	1	250	2	463
British West Indies	779	123,501	252	26,854	1,031	150,355	498	76,315	316	40,956	814	117,271
British Guiana	74	10,470	27	2,868	101	13,338	34	4,845	37	6,860	71	11,705
Honduras	57	7,914	4	307	61	8,221	41	5,991	4	558	45	6,549
Canada	2664	665,852	1902	312,377	4,566	978,229	2709	689,355	1933	307,941	4,642	997,296
New Brunswick, &c	220	31,013	2361	203,854	2,581	234,867	257	34,232	2260	165,981	2,517	309,868
France on the Atlantic	219	109,327	43	15,989	262	125,316	224	109,066	25	8,980	249	118,046
France on the Mediterranean	58	17,868	2	656	60	18,524	52	18,133	13	3,933	65	22,066
French West Indies	236	37,375	9	2,253	245	39,628	154	24,645	36	10,924	190	35,569
French Guiana	15	2,322	..	..	15	2,322	9	1,313	2	222	11	1,535
Miquelon and French fisheries	37	4,105	7	576	44	4,681	5	580	..	..	5	580
French African ports	..	..	7	862	7	862						
Hayti	215	26,710	3	649	218	27,359	237	30,182	2	307	239	30,489
Spain on the Atlantic	36	10,427	1	135	37	10,562	39	13,413	7	2,098	46	15,511
Spain on the Mediterranean	4	865	..	..	4	865	40	8,542	17	4,834	57	13,376
Teneriffe, and other Canaries	4	861	1	148	5	1,009	13	2,306	2	302	15	2,608
Manilla, and Philippine Islands	13	6,233	..	..	13	6,233	16	6,636	..	..	16	636
Cuba	1254	224,618	42	7,588	1,296	232,206	1252	209,322	37	5,205	1,289	214,527
Other Spanish West Indies	180	28,143	4	683	184	28,820	339	50,807	3	511	342	51,318
Portugal	29	5,743	1	172	30	5,915	22	5,121	8	2,471	30	7,592
Madeira	12	2,404	1	122	13	2,526	4	914	..	..	4	914
Fayal, and the other Azores	7	1,115	..	..	7	1,115	6	1,119	1	102	7	1,221
Cape de Verd Islands	11	1,697	2	382	13	2,079	4	659	1	105	5	764
Italy	8	2,340	4	941	12	3,281	21	5,245	7	1,963	28	7,208
Sicily	4	1,045	14	3,286	18	4,331	56	14,161	26	7,004	82	21,165
Sardinia	15	4,395	6	1,581	21	5,976	7	2,536	4	922	11	3,458
Trieste	28	10,597	14	3,918	42	14,515	15	5,404	3	1,006	18	6,470
Turkey	12	2,773	..	..	12	2,773	12	2,803	5	1,091	17	3,894
Texas	82	20,065	15	1,779	97	21,844	78	19,019	15	1,876	93	20,895
Mexico	166	22,636	21	1,804	187	24,440	185	24,934	30	4,170	215	29,104
Central America	15	2,251	1	120	16	2,371	16	2,547	1	119	17	2,666
Venezuela	64	8,835	12	1,839	76	10,674	86	11,601	10	1,498	96	13,099
New Granada	12	1,691	..	..	12	1,691	14	2,146	.	..	14	2,146
Brazil	225	46,250	8	1,816	233	48,066	225	48,550	61	14,802	286	63,352
Argentine Republic	19	4,833	3	566	22	5,399	50	11,068	8	2,008	58	13,676
Cisplatine Republic	54	12,519	5	1,159	59	13,678	2	445	3	615	5	1,060
Chili	20	7,247	..	..	20	7,247	8	3,206	..	..	8	3,206
Peru	2	404	..	..	2	404	2	551	..	..	2	551
China	27	11,262	..	..	27	11,262	32	15,035	1	364	33	15,399
Europe, generally	..	..	3	604	3	604						
Asia, generally	15	4,542	..	..	15	4,542	2	591	..	..	2	591
Africa, generally	51	9,878	2	257	53	10,135	48	8,953	7	1,648	55	10,601
West Indies, generally	128	15,425	2	168	130	15,593						
Sandwich Islands	7	1,972	..	..	7	1,972	4	1,245	..	..	4	1,245
Atlantic Ocean	38	6,787	..	..	38	6,787	32	5,121	..	..	32	5,121
South Seas	161	51,620	1	400	162	52,020	149	47,723	..	..	149	47,723
North-west Coast of America	2	667	..	..	2	667	1	298	..	..	1	298
South America, generally	..	..	..	..	..	..	..	95	..	..	1	95
Total	8343	2,010,924	5500	906,814	13,843	2,917,738	8148	1,977,438	5577	916,992	13,725	2,894,430

STATEMENT of the Tonnage cleared from each State and Territory, from the 1st of July, 1843, to the 30th of June, 1844.

STATES AND TERRITORIES.	AMERICAN.				FOREIGN.				TOTAL AMERICAN AND FOREIGN.			
	No.	Tons.	Crews.		No.	Tons.	Crews.		No.	Tons.	Crews.	
			Men.	Boys.			Men.	Boys.			Men.	Boys.
Maine	503	91,020	3,756	174	754	61,929	3,409	38	1,257	152,949	7,165	212
New Hampshire	2	201	9	1	90	4,515	202	..	92	4,716	211	1
Vermont	340	56,336	1,745	564	..	..	..	..	340	56,336	1,745	564
Massachusetts	1065	229,281	11,778	85	1291	105,118	6,580	1	2,356	334,399	18,358	86
Rhode Island	93	17,471	986	53	8	1,782	76	..	101	19,253	1,062	53
Connecticut	153	33,381	2,070	189	40	4,780	253	..	193	38,161	2,323	189
New York	3579	978,813	53,664	1696	2213	414,625	31,515	588	5,792	1,393,438	85,179	2284
New Jersey	2	609	26	..	..	..	..	..	2	609	26	
Pennsylvania	394	70,650	3,223	270	59	8,267	443	71	453	79,277	3,666	341
Delaware	25	3,882	193	3	..	..	..	..	25	3,882	193	3
Maryland	346	69,834	3,107	..	111	21,205	1,211	..	457	91,039	4,378	
District of Columbia	62	9,301	415	11	24	3,983	197	7	86	13,284	612	18
Virginia	207	44,100	1,867	..	29	7,343	333	..	236	51,443	2,200	
North Carolina	263	35,476	1,724	2	30	4,068	229	..	293	39,544	1,953	2
South Carolina	238	49,801	2,110	51	159	48,926	1,839	258	397	98,727	3,949	309
Georgia	93	23,574	949	..	75	38,901	1,363	..	168	62,475	2,312	
Alabama	134	47,097	1,766	..	86	53,938	1,918	..	220	101,035	3,684	
Louisiana	712	237,179	9,097	9	289	101,056	4,306	1	1,001	338,235	13,403	10
Mississippi												
Tennessee												
Missouri												
Ohio	33	2,653	132	..	144	14,162	645	..	177	16,815	777	
Kentucky												
Michigan	1	18	4	..	60	5,757	281	..	61	5,775	285	
Florida Territory	98	10,247	619	..	38	6,099	275	..	136	16,346	895	
Total	8343	2,010,924	99,300	3108	5500	906,814	55,075	964	13,843	2,917,738	154,375	4072

STATEMENT of the Tonnage entered into each State and Territory, from the 1st of July, 1843, to the 30th of June, 1844.

STATES AND TERRITORIES.	AMERICAN.				FOREIGN.				TOTAL AMERICAN AND FOREIGN.			
	No.	Tons.	Crews.		No.	Tons.	Crews.		No.	Tons.	Crews.	
			Men.	Boys.			Men.	Boys.			Men.	Boys.
Maine	268	52,015	2,046	102	758	61,608	3,387	36	1,026	113,623	5,433	138
New Hampshire	14	6,192	192	10	94	4,758	214	..	108	10,950	406	10
Vermont	348	55,495	1,738	546	..	..	..	..	348	55,495	1,738	546
Massachusetts	1215	273,843	12,785	474	1294	104,545	6,782	1	2,509	378,388	19,567	475
Rhode Island	94	17,746	890	31	8	1,021	55	..	102	18,767	945	31
Connecticut	119	26,265	1,544	90	45	5,378	277	..	164	31,643	1,821	90
New York	3889	1,065,996	57,708	1781	2331	433,742	32,418	579	6,220	1,499,738	90,126	2360
New Jersey	..	..	..	..	3	297	14	..	3	297	14	
Pennsylvania	377	76,795	3,299	305	71	12,738	600	104	448	89,533	3,899	409
Delaware	12	1,957	122	1	..	..	..	..	12	1,957	122	1
Maryland	298	61,469	2,622	..	111	21,344	1,116	..	409	82,813	3,738	
District of Columbia	24	4,360	197	3	22	3,430	173	7	46	7,790	370	10
Virginia	94	18,552	832	..	21	4,702	220	..	115	23,254	1,052	
North Carolina	196	25,814	1,281	8	27	3,529	203	..	223	29,343	1,484	8
South Carolina	163	28,604	1,318	37	152	47,239	1,805	271	315	75,843	3,123	308
Georgia	58	9,274	480	..	73	37,004	1,368	..	131	46,278	1,848	
Alabama	102	27,095	1,085	..	86	53,676	1,903	..	188	80,771	2,988	
Louisiana	730	211,656	8,426	33	281	99,705	4,321	6	1,011	311,361	12,747	39
Mississippi												
Tennessee												
Missouri												
Ohio	30	2,691	134	..	88	8,570	358	..	118	11,261	492	
Kentucky												
Michigan	3	129	6	..	75	7,149	337	..	78	7,278	343	
Florida Territory	114	11,490	754	..	37	6,557	397	..	151	18,047	1,151	
Total	8148	1,977,438	97,459	3421	5577	916,992	55,948	1004	13,725	2,894,430	153,407	4425

THE Number and Class of Vessels built, and the Tonnage thereof, in each State and Territory of the United States, for the Year ending 30th June, 1844.

STATES.	Ships.	Brigs.	Schooners.	Sloops and Canal Boats.	Steamboats.	TOTAL.	Tonnage.	
	number.	number.	number.	number.	number.	number.	tons.	95ths.
Maine	27	15	52	..	2	96	20,200	17
New Hampshire	1	..	2	..	..	3	754	88
Vermont								
Massachusetts	18	5	19	1	..	43	9,584	75
Rhode Island	5	2	..	..	..	7	2,813	76
Connecticut	1	..	8	9	7	25	2,914	12
New York	11	11	27	116	16	181	21,518	79
New Jersey	..	..	10	10	1	21	1,332	84
Pennsylvania	4	3	2	96	36	141	13,075	68
Delaware	..	1	4	3	..	8	585	87
Maryland	6	6	42	1	..	55	5,417	81
District of Columbia	..	..	..	31	..	31	850	13
Virginia	..	..	4	2	4	10	717	30
North Carolina	..	..	9	3	..	12	587	18
South Carolina	..	..	4	1	2	7	583	59
Georgia	..	..	..	1	..	1	72	11
Florida	..	..	1	..	..	1	72	22
Alabama								
Mississippi								
Louisiana	..	1	8	4	2	15	668	89
Missouri	..	..	..	..	9	9	2,567	08
Tennessee	..	..	..	..	2	2	271	21
Kentucky	..	..	..	..	35	35	7,165	11
Ohio	..	2	4	..	43	49	9,498	39
Michigan	..	1	8	1	4	14	2,284	87
Total	73	47	204	279	163	766	103,537	29

CONDENSED View of the Tonnage of the several Districts of the United States, on the 30th of June, 1844.

STATES.	DISTRICTS.	Registered tonnage.		Enrolled and licensed tonnage.		Total tonnage of each district.	
		tons and 95ths.		tons and 95ths.		tons and 95ths.	
Maine	Passamaquoddy	3,298	15	5,878	16	9,176	31
,,	Machias	1,037	94	13,057	40	14,095	39
,,	Frenchman's Bay	1,714	58	17,904	74	19,619	37
,,	Penobscot	5,521	31	21,959	39	27,480	70
,,	Belfast	11,134	73	24,253	79	35,388	57
,,	Waldoborough	18,621	68	38,735	81	57,357	54
,,	Wiscasset	5,342	58	9,558	82	14,901	45
,,	Bath	38,938	85	18,891	02	57,829	87
,,	Portland	408,45	89	16,501	88	57,347	82
,,	Saco	1,544	35	2,176	67	3,721	07
,,	Kennebunk	4,882	80	2,374	11	7,256	91
,,	York	....		1,155	72	1,155	72
Vermont	Burlington	....		2,762	86	2,762	86
New Hampshire	Portsmouth	14,645	74	8,279	50	22,925	29
Massachusetts	Newburyport	16,162	65	4,910	55	21,073	25
,,	Ipswich	....		2,051	56	2,051	56
,,	Gloucester	2,681	76	13,161	91	15,843	72
,,	Salem	21,931	74	12,322	32	34,254	11
,,	Marblehead	1,526	47	8,099	81	9,626	33
,,	Boston	175,330	52	35,554	47	210,885	04
,,	Plymouth	6,825	74	9,030	30	15,865	00
,,	Fall River	2,716	22	4,954	00	7,670	22
,,	New Bedford	94,747	26	9,381	02	104,128	28
,,	Barnstable	5,995	25	34,212	38	40,207	63
,,	Edgartown	6,956	52	1,131	37	8,087	89
,,	Nantucket	27,749	30	3,765	15	31,514	54
Rhode Island	Providence	16,476	63	5,515	54	21,992	22
,,	Bristol	12,454	81	2,482	14	14,937	00
,,	Newport	6,447	00	4,795	94	11,242	94
Connecticut	Middletown	1,082	58	9,539	31	10,621	89
,,	New London	28,125	68	9,640	39	37,766	12
,,	Stonington	6,012	80	4,830	30	10,843	15
,,	New Haven	5,152	39	6,283	17	11,435	56
,,	Fairfield	713	93	10,793	30	11,507	28
New York	Champlain	....		3,192	34	3,192	34
,,	Sackett's harbour	....		3,055	23	3,055	23
,,	Oswego	....		9,387	89	9,387	89
,,	Niagara	....		12	49	12	49
,,	Genesee	....		235	05	235	05
,,	Oswegatchie	....		1,022	03	1,022	03
,,	Buffalo creek	....		20,822	23	20,822	23
,,	Sag harbour	19,618	59	6,068	32	25,686	91
,,	New York	253,888	23	271,273	75	525,162	03

(*continued*)

STATES.	DISTRICTS.	Registered tonnage.	Enrolled and licensed tonnage.	Total tonnage of each district.
		tons and 95ths.	tons and 95ths.	tons and 95ths.
New York	Cape Vincent	....	2,720 51	2,720 51
New Jersey	Perth Amboy	218 09	19,538 50	19,756 59
"	Bridgetown	227 30	10,419 59	10,676 89
"	Burlington	....	4,104 66	4,104 66
"	Camden	....	5,429 28	5,429 28
"	Newark	552 86	13,015 01	13,567 87
"	Little Egg harbour	....	4,738 89	4,738 89
"	Great Egg "	....	10,409 53	10,409 53
Pennsylvania	Philadelphia	40,295 59	74,599 24	114,894 83
"	Presque isle	....	4,213 46	4,213 46
"	Pittsburg	....	9 232 71	9,232 71
Delaware	Wilmington	2,209 63	3,878 39	6,088 07
"	Newcastle	....	4,824 16	4,824 16
Maryland	Baltimore	41,541 40	34,961 72	76,503 17
"	Oxford	....	9,861 28	9,861 28
"	Vienna	337 75	12,178 55	12,516 35
"	Snow Hill	....	6,313 50	6,313 50
"	St. Mary's	....	1,778 66	1,778 66
"	Town Creek	....	1,574 16	1,574 16
"	Anapolis	....	2,492 19	2,492 19
D. of Columbia	Georgetown	2,633 68	6,367 11	9,000 79
"	Alexandria	6,591 48	3,945 48	10,537 02
Virginia	Norfolk	19,034 84	8,515 46	18,550 35
"	Petersburg	948 76	698 39	1,647 20
"	Richmond	3,514 47	4,536 88	8,051 40
"	Yorktown	....	2,001 35	2,001 35
"	East River	....	3,219 52	3,219 52
"	Tappahannock	406 93	4,383 46	4,790 44
"	Folly Landing	....	2,931 50	2,931 50
"	Yecomico	....	3,227 27	3,227 27
"	Cherrystone	....	1,495 37	1,495 37
"	Wheeling	....	1,340 18	1,340 18
North Carolina	Wilmington	11,222 54	3,504 65	14,727 24
"	Newbern	1,558 90	2,416 31	3,975 26
"	Washington	1,267 12	2,215 02	3,482 14
"	Edenton	158 03	1,060 77	1,218 80
"	Camden	802 64	8,173 92	8,976 61
"	Beaufort	254 80	1,401 49	1,656 34
"	Plymouth	898 14	1,015 83	1,914 02
"	Ocracoke	....	1,088 45	1,088 45
South Carolina	Charleston	9,445 87	9,864 15	19,310 07
"	Beaufort	....	329 92	329 92
"	Georgetown	566 44	941 68	1,508 17
Georgia	Savannah	8,132 17	6,492 41	14,624 58
"	Sunbury			
"	Brunswick	698 07	779 66	1,477 73
"	Hardwick			
"	St. Mary's	765 52	237 30	1,002 82
Florida	Pensacola	1,066 67	866 89	1,933 61
"	St. Augustine	396 62	212 46	609 13
"	Apalachicola	....	3,090 24	3,090 24
"	St. Mark's	....	142 18	142 18
"	St. John's	....	309 13	309 13
"	Key West	2,443 82	1,049 15	3,493 02
Alabama	Mobile	3,827 33	11,387 11	15,214 44
Mississippi	Pearl River	....	1,341 10	1,341 10
Louisiana	New Orleans	55,620 88	105,422 04	161,042 92
"	Teche	....	726 01	726 01
Tennessee	Nashville	....	5,688 78	5,688 78
Kentucky	Louisville	....	7,114 44	7,114 44
Ohio	Cuyahoga	....	14,196 84	14,196 84
"	Sandusky	....	2,407 22	2,407 22
"	Cincinnati	....	13,139 39	13,139 39
"	Miami	....	2,371 52	2,371 52
Michigan	Detroit	....	14,901 17	14,901 17
"	Michilimackinac	....	498 75	498 75
Missouri	St. Louis	....	16,664 53	16,664 53
Total	.....	1,068,764 91	1,211,330 11	2,280,095 07

NUMBER and Tonnage of Sailing Vessels, registered in England, on the 31st day of December, 1843.

DESCRIPTION.	Vessels.	Tonnage.
	number.	tons.
Under fifty tons each	6,153	185,832
Over fifty tons each	10,627	2,019,414
Steam vessels under fifty tons	337	8,119
" over fifty tons	309	63,923
In Scotland, sailing vessels	3,549	481,670
" steam vessels	128	
In Ireland, sailing vessels	1,921	198,419
" steam vessels	81	

VESSELS which entered inwards, Coastwise, in the Year 1843.

PLACES.		Vessels.	Tonnage.
		number.	tons.
In England	Sailing vessels	98,205	12,532,207
Scotland		19,053	
Ireland		16,476	
England	Steamers	9,294	
Scotland		2,688	
Ireland		2,651	

The amount of tonnage of vessels which cleared outwards, coastwise, in the same period was 12,571,031 tons.

NUMBER and Tonnage of Vessels that were Built and Registered in the several Ports of the British Empire, in the Years 1841, 1842, and 1843.

PLACES.	1841				1842				1843			
	Steam Vessels		Sailing Vessels.		Steam Vessels.		Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
	No.	tons.	No.	tons.	No.	tons.	No.	tons.	No.	tons.	No.	tons.
United Kingdom	48	11,363	1063	148,215	58	13,716	856	116,213	46	6129	652	76,968
Isles of Guernsey, Jersey, and Man	..	..	81	8,731	1	198	56	3,148	..	..	38	2,276
Plantations	6	1,028	662	131,829	8	1,017	550	74,645	7	610	379	39,478
Total	54	12,391	1806	288,775	67	14,931	1462	194,006	53	6739	1069	118,722

NUMBER, Tonnage, and Crews of Vessels, belonging to the British Empire, on the 31st of December of each of the three Years, 1841, 1842, and 1843.

PLACES.	1841			1842			1843		
	vessels.	tons.	men.	vessels.	tons.	men.	vessels.	tons.	men.
United Kingdom	22,747	2,886,626	167,117	23,207	2,990,849	170,628	23,152	2,957,437	169,816
Isles of Guernsey, Jersey, and Man	714	48,773	5,224	747	50,571	5,396	746	50,144	5,339
British Plantations	6,591	577,081	37,857	6,861	578,430	38,585	7,085	580,806	38,822
Total	30,052	3,512,480	210,198	30,815	3,619,850	214,609	30,983	3,588,387	213,977

STATEMENT of the Shipping employed in the Trade of the United Kingdom, exhibiting the Number, Tonnage, and Crews of Vessels that Entered Inwards and Cleared Outwards (including their repeated Voyages), separating British from Foreign Vessels, and distinguishing the Trade with each Country, in the Year ending the 5th of January, 1844.

COUNTRIES.	INWARDS.						OUTWARDS.					
	British.			Foreign.			British.			Foreign.		
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
EUROPE.	No.	tons.	No.	No.	tons.	No.	No.	tons.	No.	No.	tons.	No.
Russia	1529	314,682	13,666	177	47,883	2,220	1099	231,899	10,233	181	45,441	2,015
Sweden	36	6,435	283	226	44,184	2,039	57	9,757	462	211	30,257	1,592
Norway	22	1,814	120	665	97,248	5,032	28	3,023	189	600	93,310	4,798
Denmark	34	4,148	219	1190	82,940	5,817	365	62,446	2,927	1729	151,045	9,184
Prussia	548	70,164	3,488	918	163,745	7,645	498	64,122	3,416	969	176,137	8,144
Germany	902	181,560	10,146	1098	102,496	6,532	935	188,298	9,854	1125	90,664	5,951
Holland	1620	242,029	12,615	776	78,522	5,186	1574	232,595	12,122	630	54,880	3,912
Belgium	743	92,174	7,305	565	77,030	4,502	653	72,261	6,517	338	47,909	3,069
France	4076	451,020	33,673	1931	160,156	14,599	4234	491,739	35,669	1642	127,933	13,345
Portugal Proper	391	39,783	2,444	29	3,318	251	348	38,319	2,364	55	8,404	520
" Azores	206	16,231	1,126	1	134	11	143	12,586	908			
" Madeira	25	4,767	301	2	320	22	39	8,545	592	1	207	10
Spain and Balearic islands	426	41,875	2,602	66	8,489	627	533	64,086	3,766	115	20,718	1,080
Spain and Canaries	11	1,082	64	2	220	23	17	1,947	121	5	564	41
Gibraltar	129	24,255	1,873	1	200	12	247	42,916	3,387	2	303	23
Italy and Italian islands	571	82,776	4,303	41	10,964	517	559	87,713	4,596	101	20,430	1,060
Malta	17	2,216	121	..	..	..	135	25,547	1,253	31	7,174	328
Ionian islands	54	7,325	402	..	..	..	38	7,336	376	1	288	11
Turkey and Continental Greece	173	28,749	1,592	9	2,460	118	241	46,732	2,336	51	13,199	699
Morea and Greek islands	38	5,302	262	1	190	9	26	4,376	229	8	1,631	73
AFRICA.												
Egypt	113	31,519	1,693	..	..	..	61	18,985	1,250	3	478	23
Tripoli, Barbary, and Morocco	32	3,477	191	..	..	..	91	16,941	789	26	6,741	297
Senegal and coast from Morocco to River Gambia	..	..	..	3	364	29	4	1,036	51	6	961	63

(continued)

COUNTRIES.	INWARDS.						OUTWARDS.					
	British.			Foreign.			British.			Foreign.		
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
	No.	tons.	No.	No.	tons.	No.	No.	tons.	No.	No.	tons.	No.
Sierra Leone and coast from Gambia to the Mesurado	54	12,702	609	..	..	..	67	16,528	867			
Windward Coast	3	550	32	..	..	..	5	688	56			
Cape Coast Castle	31	4,688	289	..	..	..	32	5,431	351			
Coast from Rio Volta to Cape of Good Hope	53	16,657	1,008	1	62	11	87	29,473	1,774	1	178	10
Cape of Good Hope	28	4,888	251	..	..	..	112	29,484	1,579			
Tritan d'Achuna	..	..	..	..	..	..	2	655	36			
Eastern States	2	330	18									
Ports in the Red Sea	..	..	..	..	..	..	..	..	..	1	96	9
Cape Verd Islands	7	1,021	67	..	..	..	11	2,253	131			
St. Helena & Ascension	12	2,658	125	..	..	..	22	4,995	261			
Mauritius	72	20,213	959	..	..	..	42	11,803	608			
ASIA.												
Arabia	..	..	..	..	..	..	15	6,301	274			
East India Company's Territories, Singapore, and Ceylon	441	209,600	11,289	..	..	..	374	168,672	8,452			
Sumatra	..	..	..	..	..	..	1	375	16			
Java	17	5,738	250	1	387	24	15	4,153	205	1	387	18
Philippine Islands	15	5,282	254	..	..	..	5	2,032	124	2	390	30
Other Islands of the Indian Seas	1	402	24									
China	84	39,712	1,935	..	..	..	73	32,298	1,660	3	1,690	65
New Holland	89	27,463	1,410	..	..	..	135	53,058	2,767			
New Zealand	..	..	..	..	..	..	11	4,538	227			
South Sea Island	1	192	15									
AMERICA.												
British Northern Colonies	2,215	771,905	30,027	..	..	..	1,996	710,608	29,105	1	180	8
" West Indies	758	206,290	11,135	..	..	..	897	253,698	14,339			
Hayti	16	3,160	155	..	..	..	18	2,687	158			
Cuba and other Foreign West Indies	179	51,991	2,791	56	12,893	619	202	60,038	3,066	85	27,180	1,144
United States	352	200,781	7,753	715	396,109	13,355	419	246,026	9,050	717	396,237	13,429
Mexico	67	15,645	953	1	207	13	58	9,730	628	4	973	50
Guatemala	3	899	37									
Columbia	89	16,902	896	..	..	..	49	8,216	475	2	336	22
Brazil	158	38,020	1,941	8	2,099	97	207	50,034	2,564	50	12,983	574
Rio de la Plata	95	21,371	1,057	..	..	..	56	12,626	659	5	1,118	55
Chili	70	19,484	1,006	16	4,358	198	69	18,225	941	2	435	28
Peru	40	10,453	539	..	..	..	27	6,464	365	2	331	22
Falkland Isles	..	..	..	..	..	..	1	208	12			
Whale Fisheries	40	12,516	1,480	..	..	..	34	10,067	1,408			
Guernsey, Jersey, and Man	2,812	170,450	14,532	43	4,972	283	2,367	141,264	12,411	3	245	16
Total	19,500	3,545,346	191,326	8,541	1,301,950	69,791	19,334	3,635,833	197,976	8709	1,341,433	71,718

STATEMENT of the Number, Tonnage, and Crews of Vessels (including their repeated Voyages), that Entered Inwards and Cleared Outwards, at the several Ports of the United Kingdom, from and to Foreign Parts, during each of the Three Years, ending the 5th of January, 1844.

	YEARS.	British and Irish Vessels.			Foreign Vessels.			TOTAL.		
		Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
		number.	number.	number.	number.	number.	number.	number.	number.	number.
Inwards..	1841	18,525	3,361,211	178,696	9,527	1,291,165	73,634	28,052	4,652,376	252,330
	1842	18,987	3,294,725	178,884	8,054	1,205,303	65,952	27,041	4,500,028	244,836
	1843	19,500	3,545,346	191,326	8,541	1,301,950	69,791	28,041	4,847,296	261,117
Outwards.	1841	18,464	3,429,279	186 696	9,786	1,336,892	75,694	28,250	4,766,171	262,390
	1842	18,785	3,375,270	186,816	8,375	1,252,176	68,493	27,160	4,627,446	255,309
	1843	19,334	3,635,833	197,976	8,709	1,341,433	71,718	28,043	4,977,266	269,694

TONNAGE Entered the Ports of France, the United States, and Great Britain.

YEARS.	UNITED KINGDOM.		UNITED STATES.		FRANCE.	
	British.	Foreign.	American.	Foreign.	French.	Foreign.
	tons.	tons.	tons.	tons.	tons.	tons.
1815.....	1,372,108	746,985	700,000	217,413		
1816.....	1,415,723	379,465	807,462	259,142		
1817.....	1,625,121	465,011	780,136	212,166		
1818.....	1,886,394	762,457	755,101	161,414		
1819.....	1,809,128	542,648	783,579	85,898		
1820.....	1,668,060	447,611	801,253	78,859	335,942	354,550
1821.....	1,599,274	396,256	765,098	82,915	316,243	367,092
1822.....	1,664,186	469,151	787,961	112,407	285,560	423,044
1823.....	1,740,859	582,996	775,271	117,297	229,129	423,162
1824.....	1 797,320	753,441	850,033	89,481	316,480	438,005
1825.....	2,144,598	958,132	880,754	94,836	329,735	414,670
1826.....	1,950,630	694,116	942,206	120,716	355,756	544,682
1827.....	2,806,898	751,864	908,861	137,562	353,102	475,509
1828.....	2,094,257	634,620	863,381	147,006	346,591	527,639
1829.....	2,184,525	710,303	872,949	130,098	331,049	581,755
1830.....	2,180,012	758,828	967,227	136,410	340,171	669,283
1831.....	2,367,322	874,605	922,952	217,656	333,216	461,194
1832.....	2,185,980	639,979	949,622	421,607	399,948	714,638
1833.....	2,183,844	762,085	1,111,441	520,874	358,157	622,735
1834.....	2,298,263	833,905	1,074,670	568,952	394,486	736,918
1835.....	2,442,734	866,990	1,352,653	641,310	407,999	766,033
1836.....	2,505,473	988,899	1,255,384	680,213	550,121	889,345
1837.....	2,616,166	1,005,940	1,299,720	765,703	592,124	910,111
1838.....	2,785,387	1,211,666	1,302,974	592,110	620,140	915,000
1839.....	3,101,650	1,331,365	1,490,279	624,814	642,130	924,220
1840.....	3,197,501	1,460,294	1,576,946	712,363	665,178	1,076,737
1841.....	2,900,749	1,081,380	1,631,909	736,444	630,071	1,193,289
1842.....	2,680,838	971,768				
1843.....						
1844.....						

NUMBER and Tonnage of Vessels employed in the Coasting Trade which Entered Inwards and Cleared Outwards with Cargoes, at the several Ports of the United Kingdom, during the Years ending 5th of January, 1843 and 1844.

COASTING TRADE.	ENTERED INWARDS. Year ending the 5th of January.				CLEARED OUTWARDS. Year ending the 5th of January.			
	1843		1844		1843		1844	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
	number.	tons.	number.	tons.	number.	tons.	number.	tons.
Employed between Great Britain and Ireland.....	9,060	1,148,907	10,104	1,255,901	17,433	1,682,828	16,760	1,670,574
Other coasting vessels	118,780	9,636,543	121,357	9,566,275	123,557	9,619,829	124,937	9,650,564
Total.....	127,840	10,785,450	131,641	10,822,176	411,010	1,302,657	141,697	11,321,138

NUMBER and Tonnage of Vessels employed in the Foreign Trade of the United Kingdom, during the Years ending 5th of January, 1843 and 1844.

COUNTRIES TO WHICH THE VESSELS BELONGED.	ENTERED INWARDS. Year ending the 5th of January.				CLEARED OUTWARDS. Year ending the 5th of January.			
	1843		1844		1843		1844	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
	number.	number.	number.	number.	number.	number.	number.	number.
United Kingdom and its dependencies	13,823	2,680,838	13,964	2,919,528	15,197	2,734,983	15,206	2,727,306
Russia	220	65,249	160	45,506	127	38,269	138	39,281
Sweden	207	32,222	190	32,476	198	27,054	206	30,855
Norway.....	679	107,429	698	111,402	264	30,929	342	38,810
Denmark	756	54,066	938	65,254	1,092	87,457	1,431	107,609
Prussia	711	138,431	809	157,935	605	108,917	835	154,457
Other German states ..	863	74,338	657	60,736	967	91,752	1,127	100,468
Holland	481	40,509	432	38,456	512	49,475	575	56,673
Belgium	256	35,819	236	33,487	354	53,118	297	44,966
France.....	801	30,256	590	29,791	1,250	93,533	1,053	87,845
Spain	78	10,955	64	9,179	66	9,089	63	8,479
Portugal.....	31	3,544	32	3,982	27	3,217	34	3,842
Italian States.....	182	43,732	40	11,176	159	38,016	58	14,679
Other European States	6	1,727	4	926	3	944	8	1,829
United States of America	574	325,814	748	405,278	576	323,329	605	335,606
Other States in America, Africa or Asia ..	6	1,301	2	310	5	1,492	2	574
Total.....	19,674	3,655,230	19,564	3,925,422	21,402	3,691,574	21,980	3,753,369

STATEMENT of the Number, Tonnage, and Crews of Vessels that belonged to the several British Plantations in the Year 1843.

COUNTRIES.	Vessels.	Tons.	Crews.
EUROPE.	number.	number.	number.
Malta	84	14,926	772
AFRICA.			
Bathurst	26	1,201	210
Sierra Leone	18	1,754	166
Cape of Good Hope	26	3,134	252
Mauritius	123	12,411	1,456
ASIA.			
Bombay	108	46,452	2,600
Malabar	15	6,199	305
Tanjore	33	5,070	257
Madras	33	5,859	231
Coringa	17	3,384	136
Calcutta	179	48,668	2,506
Ceylon	620	28,826	2,480
New Holland, Sydney	275	27,844	2,446
Van Diemen's Land and New Zealand	152	10,663	948
AMERICA. (*British Northern Colonies.*)			
Newfoundland	775	48,601	4,182
Canada	539	53,587	3,042
New Brunswick	683	93,288	3,997
Nova Scotia	1964	108,004	6,529
Cape Breton	450	20,462	1,669
Prince Edward's Island	214	15,874	692
BRITISH WEST INDIES.			
Antigua	53	864	217
Bahamas	144	3,433	720
Barbadoes	41	1,778	266
Berbice	17	773	82
Bermuda	55	3,944	344
Demerara	54	2,754	277
Dominica	11	482	70
Grenada	46	782	195
Jamaica	117	4,504	640
Montserrat	5	134	23
Nevis	8	161	38
St. Christopher's	35	528	108
St. Lucia	19	913	132
St. Vincent's	32	1,214	191
Tobago	8	194	49
Tortola	45	257	119
Trinidad	61	1,884	385
Total	7085	580,806	38,822

CHAPTER XXII.

FOREIGN TRADE OF THE UNITED STATES OF AMERICA.

DURING the colonial government of the English settlements in the countries now forming the United States, although the absurd and mischievous commercial policy of the rulers and legislators of the British empire limited the navigation, industry, and trading enterprise of the colonists, yet the persevering Anglo-Saxon spirit of the colonists urged them over the seas to every port in the world, except those to which the navigation laws prohibited them to trade.

The following brief chronological sketch will exhibit the progress of the navigation and trade of the old British colonies, and of the United States, until the year 1800.

1607. The first permanent settlement, after various disastrous attempts, established in Virginia.

1609. Henry Hudson, an Englishman in the service of the Dutch, sailed from the Texel in the beginning of this year, with the design of sailing to the East Indies by a north-west course. He entered into the river Manhattan, and departed in October for England. Dutch ships were sent the next year to open a trade with the natives.

1616. *Tobacco* about this time first cultivated by the English in Virginia.

Four ships sailed from London, and four from Plymouth to New England, from whence they carried cargoes of fish and oil, which were sold with profit in Spain and the Canary islands.

1618. The only commodities exported from Virginia, at this time, were tobacco and sassafras. The use of the plough introduced in Virginia.

1619. *Tobacco.*—King James prohibited the sale of tobacco, in gross or retail, either in England or Ireland, until the custom should be paid and the royal seal affixed. Twenty thousand pounds of tobacco exported this year from Virginia to England, nearly the whole crop of the preceding year.

1621. *Parliamentary Acts respecting Tobacco.*—The English parliament resolved, "that all foreign tobacco shall be *barred*, but that of Virginia, or any of the king's dominions, shall not be held foreign." A bill, for the restraint of the inordinate use of tobacco passed in May. *No tobacco was to be imported after the* 1*st of October*, 1621, *but from Virginia and the Somers isles, and, after that day, none was to be planted in England.* There was to be paid to the king, for custom, *sixpence a pound*, in consideration of the loss he might sustain in his revenue. None was to be sold by the merchant for more than *eight shillings* the pound, but they who should sell tobacco by the pipe, might make the most they could. *This is the first instance of the policy of promoting the importation of the produce of the colonies in preference to the produce of foreign States.*

1622. *Tobacco.*—The tobacco exported from Virginia to England, on an average, for seven years previous to 1622, amounted to 142,085 pounds a year.

Fishery.—Thirty-five ships which sailed this year from the west of England, and two from London, to fish on the New England coasts, made successful voyages.

Limit on the Trade to New England.—The Plymouth company complained to King James of the encroachments and injuries of interlopers on their American commerce and possessions, and applied to him for relief. The king issued a proclamation, commanding that none should frequent the coasts of New England but the adventurers and planters, or traffic with the Indians, otherwise than by the licence of the council of Plymouth. Chalmers says, "This remarkable edict, far from proving beneficial to the company, really brought on its dissolution."

1624. *Fishing.*—About fifty English ships sailed in the spring of this year, to fish on the coasts of New England.

1626. *Newfoundland Fishery.*—The coast of Newfoundland, for several years frequented by about 250 sail of English vessels, estimated at 15,000 tons, employing 5000 persons, and an annual profit of about 135,000*l.* sterling.

1627. *Trade of the Colony of Plymouth.*—The governor and others hired the trade of the colony for six years; and for this privilege, together with the *shallop* and the *pinnace* built at Monamet, undertook to pay 1800*l.* and all other debts of the planters; to bring over to them 50*l.* a year in hoes, shoes, and sell them for corn at 6*s.* a bushel; and, at the end of the term, to return the *monopoly* to the company.

1628. *Dutch Trade with Plymouth.*—A Dutch bark, from Manhattan, arrived at Plymouth, New England. After this commencement of trade, the Dutch often sent goods to the same place, and a traffic was continued for several years. The Plymouth colonists exchanged tobacco for linens, stuffs, and other articles.

1631. *Corn made a Legal Tender.*—In Massachusetts, the court of assistants ordered, that corn should pass for payment of all debts at the usual rate for which it was sold, unless money were expressly named.

1633. *Trade in Connecticut.*—Several trading-vessels sailed up the Connecticut river in the course of the year.

1639. *Act to Encourage the Fishery.*—The legislature of Massachusetts passed an act, to free from all duties and public taxes, all property employed in catching, *curing*, or transporting fish.

1641. *Trading Post at Narraganset.*—Richard Smith purchased of the *Sachems*, a tract of land in the Narraganset country, distant from the English settlements; erected a house of trade, and entertained all passing travellers.

1642. *Trading Post at the Delaware.*—The colonists of New Haven sent agents, who purchased of the natives several tracts of land on both sides of Delaware bay and river, and then erected a trading post. Kreft, the Dutch governor of New Netherlands, without any previous notice, sent forth his soldiers, who burned the trading post, and seized the goods at the Delaware.

Iroquois Trade with the Dutch.—The Iroquois carried a considerable trade with the Dutch at Albany, who gave the Iroquois in return fire-arms, ammunition, &c.

1645. *Impost on Wines, &c.*—The general court of Massachusetts levied an impost on wines and strong liquors, for the pay of government, the maintenance of fortifications, and the protection of the harbours.

Iron Works at Lynn.—The general court of Massachusetts this year granted liberty to make iron. An iron work was begun in Lynn.

Virginia Currency.—The legislature of Virginia prohibited dealing by barter, and established the Spanish piece of eight, at six shillings, as the standard currency for that colony.

1646. *Impost on Exports from Connecticut.*—In a contract made in 1644, between George Fenwick and the agents of the colony of Connecticut, it was stipulated, that a certain duty on corn, biscuit, beaver, and cattle, exported from the river's mouth, should be paid to Fenwick for the space of ten years. This agreement was confirmed the succeeding year by the legislature, which, at the same time, passed an act, imposing a duty of twopence per bushel on all grain, sixpence on every hundred weight of biscuit, and a small duty on all beaver skins exported from the mouth of the river during the same period.

1646-7. *Origin of the Navigation Act.*—By an ordinance of the lords and commons of England, all merchandise, goods, and necessaries, for the American plantations, were exempted from duty for three years, on condition that no ship or vessel, in any of the colonial ports, be suffered to land any goods of the growth of the plantations, and *carry them to foreign ports, excepting in English bottoms.*

1647. *Trade with the West Indies.*—A trade opened this year between New England and Barbadoes, and other islands in the West Indies, profitable to the colonists, and enabling them to make payments in England.

1651. *Navigation Act.*—The parliament of England passed the famous navigation act. It enacted, "That no merchandise, either of Asia, Africa, or America, including also the English plantations there, should be imported into England, in any but English built ships, and belonging either to England, or English plantation subjects, navigated also by an English commander, and three-fourths of the sailors to be Englishmen, excepting such merchandise as should be imported directly from the original place of their growth or manufacture, in Europe solely; and that no fish should, thenceforward, be imported into England or Ireland, nor exported thence to foreign ports, nor even from one of their own home ports, but what should be caught by their own fisheries only." This act was evaded at first by New England, which still traded in all ports, and enjoyed the peculiar privilege of importing their goods into England free of customs.

1652. *Mint in Massachusetts.*—A mint was erected this year in New England for coining money. The money coined was shillings, sixpences, and threepences. The law enacted, that 'Massachusetts' and a tree in the centre, be on one side, and 'New England' and the year of our Lord, and the figures XII., VI., III., according to the value of each piece, be on the other side. The several coins had N. E. on one side, and the number with the year 1652 on the other. This date was never altered, though more coin was stamped annually for thirty years.

1655. *Change in the Virginia Currency.*—The Virginia legislature changed the Spanish piece of eight from six shillings to five shillings sterling, as the standard of its currency.

1660. *Navigation Act altered and confirmed.*—The navigation act of 1651, continued, with additions. It enacted, that no sugar, tobacco, ginger, indigo, cotton, fustic, dying-woods, of the growth of the English territories in America, Asia, or Africa, shall be transported thence to any other country, than those belonging to the crown of England, under the penalty of forfeiture; and all vessels sailing to the plantations were to give bonds to bring said commodities to England. The most submissive colonists considered the act as grievous, and contrived various methods to evade it.

1662. *Mint in Maryland.*—The assembly of Maryland besought the proprietary to make order for setting up a mint, and a law was passed for that purpose. "The great hindrance to the colony in trade for the want of money," is assigned as the reason for the measure. It was enacted, that the money coined shall be of as good silver as English sterling; that every shilling, and so in proportion for other pieces, shall weigh above ninepence in such silver; and that the proprietary shall accept of it in payment of his rents and other debts. This coin being afterwards circulated, the present law

was confirmed among the perpetual laws of Maryland, in 1676. This law and that of Massachusetts are the only laws for coining money which occur in colonial history previous to the American revolution.

1663. *Monopoly of the Colonial Trade.*—An act of parliament was passed this year to monopolise the colonial trade for England. It prohibited the importation, into any of the English colonies, in Asia, Africa, or America, of any commodities of the growth, production, or manufacture of Europe, except they were laden or shipped in England, Wales, or the Town of Berwick-upon-Tweed, and in English built shipping, and to be carried directly to the said colonies, with an exception of salt for the fisheries, wines from Madeira and Azores, and all sorts of victuals from Scotland and Ireland. Under this act, the colonists could obtain no European goods, but through the ports of England. A draw-back of the duties, however, was generally allowed on the exportation of those goods to the colonies.

1665. *Massachusetts Shipping.*—The number of ships and vessels belonging to the colony was about eighty, from twenty to forty tons; about forty, from forty to 100 tons; and about twelve ships, above 100 tons.

1669. *Hudson's Bay Company.*—Charles II. gave to Prince Rupert, and several lords, knights, and merchants, associated with him, a charter, under the title of "The Governor and Company of Adventurers of England, trading into Hudson's Bay." The entire sum which constituted the original funds of the company, amounted only to 10,500*l.*

1671. *Board of Trade and Plantations.*—A board of commissioners of trade, &c., was established this year. The first act of this board was the drawing up of a circular letter to the governors of all his majesty's plantations and territories, in the West Indies and islands belonging to them. Evelyn, a member of the board, says, "What we most insisted on, was to know the condition of New England, which appearing to be very independent as to their regard to England or his majesty, rich and strong as they now were, there were great debates in what style to write them, for the condition of that colony was such, that they were able to contest with all other plantations about them, and there was a fear of their breaking from all dependence on this nation."

1672. *Duties laid by Parliament on the Colonies.*—The parliament, considering the colonies as proper objects of taxation, enacted, that if any vessel, which by law may trade in the plantations, shall take on board any commodities, and a bond with sufficient security shall not have been given to unlade them in England, there shall be rendered to his majesty, for sugars, tobacco, ginger, cocoa-nut, indigo, logwood, fustic, cotton, wool, the several duties mentioned in the act. The duties of tonnage and poundage had been imposed and extended to every dominion of the crown, at the restoration, but this was the first act which imposed customs on the colonies, to be regularly collected by colonial revenue officers.

1676. *Custom of Tobacco.*—The whole custom of tobacco from Virginia, collected in England this year, was 135,000*l.* Maryland tobacco was probably included.

1678. *New York Exports and Imports.*—The annual exports, besides peas, beef, pork, tobacco, and peltry, were about 60,000 bushels of wheat. The annual imports were to the value of about 50,000*l.*

1681. *Commerce and Customs of Portsmouth.*—During the year ending with April, 1681, there were entered as Portsmouth, New Hampshire, forty-nine vessels, from ten to 150 tons' burden. The amount of the provincial customs, levied at that port during the same year, on wines and liquors, and one penny a pound of the value on the first cost of goods imported, was 61*l.* 3*s.* 1*d.* This was money of the province, which was of less value than sterling, thirty-three and one-third per cent.

1682. *Trade of Pennsylvania.*—A publication appeared this year, entitled, "The Articles of the Free Society of Traders in Pennsylvania, agreed upon by divers Merchants for the better Improvement and Government of Trade in that Province."

1683. *Carolina.*—To remedy the distress felt, by want of a common measure of commerce, the parliament of Carolina 'raised the value of foreign coins,' and suspended all prosecutions for foreign debts. The currency of Carolina became, in consequence, much depreciated. The second measure, though at first confirmed by the proprietaries, was

afterwards dissented from, "because it was contrary to the king's honour, since it was in effect to stop the course of justice; because the parliament had no power to enact a law so contrary to those of England."

1686. *New York.*—The city incorporated by a charter. The shipping belonging to the city of New York had increased to nine or ten three-masted vessels, of about eighty or ninety tons; 200 ketches or barks of about forty tons; and about twenty sloops of twenty-five tons.

1690. *First Paper Money in the Colonies.*—The government of Massachusetts issued bills of credit as a substitute for money.

1694. *Annapolis made a Port Town.*—The town of Severn, Ann county, in Maryland, was made a port town, and the residence of a collector and naval officer, and received the name of Annapolis.

1695. *Rice in Carolina.*—The planting of rice was introduced about this time into Carolina.

1696. *Shipping of New York.*—The shipping of New York at this time, consisted of forty ships, sixty-two sloops, and sixty boats.

Board of Trade and Plantations.—King William erected a new and standing council for commerce and plantations, styled, the lords commissioners for trade and plantations. With this board, the governors of the American colonies were obliged to hold a constant correspondence; and to this board, they transmitted the journals of their councils and assemblies, the accounts of the collectors of customs, naval officers, &c.

1699. *Wool Manufactures of America.*—Complaints being made in England, that the wool and woollen manufactures of North American plantations began to be exported to foreign markets, formerly supplied by England, a law was passed, by which no person might export in ships, or carry by horses, into any other place or colony out of the king's dominions, any wool or woollen manufactures of the English plantations in America, under forfeiture of ships and cargoes, and also of 500*l.* penalty. This is the first notice in the English statute laws of woollen manufactures in the colonies.

1700. *Population of Boston.*—Boston, at this time, contained about 1000 houses and above 7000 souls.

1701. *Duty imposed by Carolina.*—The assembly of Carolina, imposed a duty of three-farthings a skin, exported by residents, but double if sent out in English vessels.

Newfoundland Fishery employed this year 121 vessels, collectively, amounting to nearly 8000 tons' burden.

1702. *First Paper Currency of Carolina.*—A bill was passed by the provincial assembly, for stamping bills of credit which were to be taken up in three years by a duty laid upon liquors, skins, and furs. This was the first paper currency issued in Carolina. For five or six years after its emission, it passed in the country at the same value and rate with the sterling money of England.

1703. *Culture of Silk in Carolina.*—Sir Nathaniel Johnson about this time introduced the culture of silk into Carolina, but the planters considered rice their staple commodity.

1704. *Rhode Island Tonnage Duty.*—The legislature of Rhode Island imposed a tonnage duty on all vessels not wholly owned by the inhabitants of that colony.

Regulation of Coins.—The colonies, experienced great inconveniences from the difference in the value of the same coin. Queen Anne published a proclamation "for settling and ascertaining the current rates of foreign coin, in her majesty's plantations in America.

1712. *Bank Bills issued.*—South Carolina established a public bank, and issued 48,000*l.* in bills of credit, called bank bills, to be lent out at interest on landed or personal security, and to be taken in gradually at the rate of 4000*l.* a year. Hewatt says, "Soon after the emission of these bills, the rate of exchange and the price of produce rose, and in the first year advanced 150, in the second 200 per cent."

1713. *Connecticut.*—This colony had scarcely any foreign commerce at this time. Its principal trade was with Boston, New York, and the West Indies.

1714. *The First Schooner* is said to have been built about this time, at Cape Ann, by Captain Andrew Robinson.

1715. *Boston Lighthouse.*—The legislature of Massachusetts passed an act for erecting a lighthouse on Beacon Island, at the entrance of Boston harbour.

Pig and Bar Iron began about this time to be made in Virginia.

1716. *Exports from the Mississippi.*—Two ships went to France, richly laden, from the river Mississippi; and these were the first which carried over any merchandise from the Louisiana colony since its settlement.

Fish from Newfoundland.—From the Newfoundland fishery, there were exported this year, to Spain, Portugal, and Italy, 106,952 quintals of fish.

1717. *New Orleans Founded.*—In expectation of great advantages from the trade and commerce of Louisiana, the French this year founded New Orleans.

The Trade of Massachusetts employed 3493 sailors and 492 ships, of 25,406 tons.

1718. *Import Bill of Massachusetts.*—An import bill was passed by the legislature of Massachusetts, which laid a duty, on West India goods and wines, and on English manufactures, and a duty of tonnage on English ships. The duty on English goods was one per cent. Before the session in May, next year, the governor received instructions from the king to give all encouragement to the manufactures of Great Britain, and afterward received a reprimand from the lords justices, the king being absent, for consenting to the duty on English goods, &c. The court, on receiving official notice of this reprimand, "readily acknowledged the exceptions taken to that clause in the bill, were just and reasonable."

1719. *Lotteries Suppressed.*—Massachusetts passed an act for suppressing lotteries.

1720. *Trade with the French Prohibited.*—An act was passed for prohibiting the sale of Indian goods to the French.

Tea began to be used in New England about this time.

North-west Passage Attempted.—The Hudson-Bay Company sent out Captains Dwight and Barlow, with a ship and a sloop, for the purpose of making discoveries and finding a passage to China, by the north-west parts of America; but they were never heard of afterwards.

1722. *Trading-House Erected at Oswego.*—Governor Burnett, of New York, in order to command Lake Ontario, for the benefit of the fur trade and the friendship of the Six Nations, and to frustrate the commerce of the French, erected a trading-house at Oswego, in the country of the Senecas.

1723. *Pennsylvania Paper Currency.*—This province issued in March 15,000*l.* It made no loans but on land security, or plate, deposited in the loan-office; obliged the borrower to pay five per cent; made its bills a tender in all payments, on pain of confiscating the debt, or forfeiting the commodity; imposed penalties on all persons who presumed to make any bargain or sale on cheaper terms, in case of being paid in gold or silver; and provided for the gradual reduction of the bills, by enacting that one-eighth of the principal, as well as the whole interest, should be annually paid. The advantage of this first issue, induced the government, in the latter end of the year, to issue a further sum of 30,000*l.* on the same terms.

1724. *Trade of Carolina.*—There were this year imported into South Carolina, 493 slaves; also British goods and manufactures, to the value of between 50,000*l.* and 60,000*l.* sterling.

From the different harbours of Newfoundland there were exported this year, in fifty-nine vessels, 111,000 quintals of fish.

1727. *Act Respecting Salt.*—The parliament of England passed an act for the importing of salt into Pennsylvania, by British ships, regulated by the acts of navigation, for curing fish, in like manner as was allowed to New England and Newfoundland.

1728. *Exports from Carolina.*—The province was divided this year into two distinct governments, North and South Carolina. The exports of rice from South Carolina, during ten years, were 26,488 barrels, about 44,081 tons.

All the acts of Governor Burnett, for the prohibition of the trade between Albany and Montreal, repealed by the king.

1730. *Whale Fishery, &c.*—The whale fishery on the North American shores must, about this time, have been very important; for there arrived in England, from these coasts, in the month of July, 9200 tuns of train and whale oil, and 154 tons of whalebone. During

the first fifteen days of July, there arrived at London, from the American sugar colonies, upwards of 10,000 hogsheads of sugar, and 15,000 gallons of rum, and half as much more was computed to have been carried to Bristol, Liverpool, and Glasgow.

Exports from the Colonies.—Iron and copper ore, bees'-wax, hemp, and raw silk, the products of Virginia, were first exported from that colony to Great Britain; 50,000 weight of hemp, raised in New England and Carolina, were exported to England; seventy-two bags of wool, the product of Jamaica, St. Christopher's, and other West India islands, were exported thither, and great quantities of peltry, by the Hudson's Bay Company "All these articles," says Anderson, in his Annals, "excepting the last, were entirely new, and mostly unexpected productions, in those colonies."

1731. *Commercial State of Massachusetts.*—The colony of Massachusetts contained, this year, 120,000 English inhabitants. Its trade employed about 600 sail of ships and sloops, of at least 38,000 tons, one-half of which traded to Europe. Its fisheries employed from 5000 to 6000 men. There were, at the same time, in New England, eight furnaces for hollow-ware, and nineteen forges.

1732. *Corn and Tobacco a Legal Tender.*—The legislature of Maryland, this year, made tobacco a legal tender, at one penny per pound, and Indian corn at twenty-pence per bushel.

1733. *Exports from Carolina.*—There were exported this year from South Carolina, 36,584 barrels of rice, 2802 barrels of pitch, 848 barrels of turpentine, sixty tons of lignum vitæ, twenty tons of braziletto wood, twenty-seven tons of sassafras, and eight chests of skins.

1735. *The Population of Massachusetts* was, 138,427.

1736. *Trade of the Colonies.*—Maryland employed 130 sail of ships in its trade. The net product of tobacco, exported from that colony and Virginia, amounted, in value, to 210,000*l.*, and the annual profit to the mother country, from that trade, was estimated at 500,000*l.* The arrivals at the port of Philadelphia, this year, were 211, and the clearances 215. The arrivals at the port of New York were 211, and the clearances 222.

1739. *Scheme for Taxing the Colonies.*—During the British war with Spain, a scheme for taxing the British colonies was submitted to Sir Robert Walpole. "I will leave that," said the minister, "for some of my successors, who may have more courage than I have, and be less a friend of commerce than I am. It has been a maxim with me, during my administration, to encourage the trade of the American colonies in the utmost latitude. Nay, it has been necessary to pass over some irregularities in their trade with Europe; for, by encouraging them to an extensive growing commerce, if they gain 500,000*l.* I am convinced that, in two years afterwards, full 250,000*l.* of their gains will be in his majesty's exchequer, by the labour and product of this kingdom. As immense quantities of every kind go thither, and as they increase in their foreign American trade, more of our produce will be wanted. This is taxing them more agreeably to their own constitution and ours." The British parliament, however, passed an act, this year, for more effectually securing the trade of the British to America.

1741. *Massachusetts.*—There were now on the stocks in this state about forty top-sail vessels, of about 7000 tons. In Marblehead there were about 160 fishing schooners, of about fifty tons each.

1742. *The Entries at Philadelphia*, this year, were 230, and the clearances 281.

1743. *The Shipping of New England*, about this time, is said to have consisted of at least 1000 sail, exclusive of fishing barks. Ship-building, one of the principal branches of the trade of Boston, declined about this period.

Indigo.—The culture of indigo was introduced into South Carolina, by Miss Lucas. The cultivation of this valuable plant, being considered of importance, some indigo-seed was soon after imported from the West Indies, where it had been already cultivated with success and profit. At first the seed was planted as an experiment; and it was so successful, that several planters turned their immediate attention to the culture of indigo.

1744. *Trade of New Orleans.*—At the port of New Orleans, in Louisiana, several vessels came from Florida, and Havanna, and the Bay of Campeachy, to trade for boards, lumber, pitch, drygoods, and live-stock, to the value of 150,000 dollars.

Trade of South Carolina.—At the port of Charleston, 230 vessels were loaded, this year, and 1500 seamen were employed in the trade of the province.

1745. *Benjamin Franklin* published an account of his new invented fireplaces.

1747. *Tobacco.* On a medium of three years, there were exported to England, from the American colonies, 40,000,000 of pounds' weight of tobacco.

1748. *Bounty on Indigo.*—The parliament passed an act, for allowing a bounty of sixpence per pound on all indigo raised in the American plantations, and imported directly into Great Britain from the place of its growth.

Trade of Boston, Portsmouth, and Newport.—This year, 500 vessels cleared out from the port of Boston, for the foreign trade; and 430 entered inwards, exclusive of coasting and fishing vessels. The clearances from Portsmouth, New Hampshire, were 121, and the entries seventy-three, besides about 200 coasting sloops and schooners. The clearances from Newport, Rhode Island, were 118, and the entries fifty-six.

1749. *Entries and Clearances* at Boston, Philadelphia, and New London, this year, were as follows:—Boston, 489 entries, and 504 clearances; Newport, thirty-seven entries, and sixty-two clearances; Philadelphia, 303 entrances, and 291 clearances.

1750. *The Entries at New York,* were 232, and the clearances 286. Eight vessels cleared from Georgia, and the exports with which they were freighted, were valued at 2004*l.* sterling.

1751. *Commerce of Perth Amboy.*—The entries at this port, the capital of New Jersey, at that time, were forty-one, and the clearances thirty-eight. There were exported 6424 barrels of flour, 168,000 pounds of bread, and 17,941 bushels of grain, besides other commodities.

Flax-seed.—Six waggons, loaded with this article, came from the upland parts of Maryland into Baltimore.

Ginseng was found at Stockbridge, Massachusetts. It grew in abundance in that township, and in the adjacent wilderness.

1753. *Exports from North Carolina,* this year, amounted to 60,000 barrels of tar, twelve barrels of pitch, 10,000 barrels of turpentine, and about 30,000 deerskins, besides lumber and other articles.

1754. *Exports from South Carolina,* were, this year, 104,682 barrels of rice, and 215 pounds of indigo, which, together with naval stores, provisions, skins, lumber, and other products, amounted to the value of 240,000*l.* sterling. Cotton is also mentioned as an article of export.

The Massachusetts Marine Society was incorporated by an act of the legislature.

1755. *Population of the Colonies.*—Maryland contained 180,000 inhabitants, Rhode Island, 35,939, and New England, 436,936.

1764. *Parliament* passed an act for granting certain duties in the British colonies and plantations in America. This was the first act of the British parliament that ever was passed, in which the object of raising a revenue was directly expressed. It was intituled the sugar and molasses act.

1765. *Sugar Act.*—The sugar act, passed in 1764, restricted the intercourse which the American colonies had enjoyed with the West Indies, and caused general discontent.

The Stamp Act.—Parliament this year passed an act for raising revenue by a general stamp duty in all the American colonies. About 250 members in the house of commons voted for it, and fifty only against it. In the house of lords it passed unanimously, without debate, and obtained the royal assent. It caused the greatest discontent in the colonies. The stamp officers resigned; vessels sailed from ports as before; and the courts of justice, though suspended a while, in most of the colonies, at length proceeded to business without stamps.

1766. *The Stamp Act* repealed, by a majority of 275 to 167.

Salem Marine Society instituted for the assistance of distressed mariners and their families, promoting navigation, preserving and communicating all discoveries and occurrences in the voyages of its members, and receiving plans to facilitate the navigation of the port of Salem.

1767. *Duties.*—Parliament passed an act, imposing a duty to be paid by the colonists,

on paper, glass, painters' colours, and teas, imported into the colonies. Also an act, establishing a custom-house and a board of commissioners in America.

1768. *Non-Importation Agreement of Merchants.*—In August, the merchants and traders of Boston, generally, subscribed a paper, in which they engaged not to import, nor purchase any kind of goods or merchandise, imported from Great Britain, from January, 1769, to January, 1770, excepting a few enumerated articles; nor to import, nor purchase of any, who shall import from any other colony in America, within that time, any tea, paper, glass, or other goods, commonly imported from Great Britain. The Connecticut, Salem, and New York merchants, entered into similar agreements

1769. *The Legislature of Virginia*, after being dissolved by the governor, met and adopted resolutions against importing British goods. This example was followed in other colonies, and the non-importation agreement became general.

Colonial Trade.—The trade of Great Britain with her colonies, on the continent of America, on an average of three years ending 1769, employed 1078 ships and 28,910 seamen. The value of goods exported from Great Britain during the average of the same years, was 3,370,000*l.*; and of goods exported from the colonies to Great Britain and elsewhere, 3,924,606*l.*

Grape Cultivated—The vine successfully cultivated at this time in Virginia.

1770. *Act to Repeal Duties, except on Tea, &c.*—The British merchants who traded to America sustained immense losses by the non-importation of their goods; and presented petitions to parliament, stating their losses, and praying for its intervention. On the 5th of March, Lord North proposed a bill for the repeal of part of the act of 1767, which laid a duty on glass, paper, and painters' colours, but continuing that part of the law which exacted a duty from tea. He said he brought forward that bill to prevent the continuance of the dangerous combinations which the imposts had produced in America, and the losses and dissatisfactions which they had caused among the merchants at home. He contended that the act was just as a claim, but unproductive of revenue. "The articles taxed," he said, "being chiefly British manufactures, ought to have been encouraged, instead of being burdened with assessments. The duty on tea was continued, for maintaining the parliamentary right of taxation. An impost of threepence in the pound could never be opposed by the colonists, unless they were determined to rebel against Great Britain. Besides, a duty on that article, payable in England, and amounting to nearly one shilling in the pound, was taken off on its exportation to America, so that the inhabitants of the colonies saved ninepence in the pound." He understood not the principles and feelings of the American colonists. They opposed the right of parliament to tax them far more than the tax itself. The members in opposition urged the injustice and inexpediency of taxing America, and the evils which had arisen from the attempt; but Lord North carried his bill by a large majority.

1772. *The Exports* from Georgia, in 217 vessels, amounted to 121,677*l.* sterling.

1773. *Duty on Tea resisted.*—The British government, determined to carry into execution the duty on tea. The warehouses of the East India Company contained about 17,000,000 lbs. of tea, for which there was no market. The East India Company were authorised by law to export their tea, free of duties, to all places whatever; by which regulation, tea would sell cheaper in America than before it had been made a subject of revenue. The new ministerial plan was considered as a direct attack on the liberties of the colonists, which it was the duty of all to oppose; and it was very generally declared that, whoever should, directly or indirectly, countenance this dangerous invasion of their rights, would be considered an enemy to his country. The East India Company freighted several ships to the colonies with tea, and appointed agents for its sale. Some cargoes were sent to New York; some to Philadelphia; some to Charleston, South Carolina; and three to Boston. The citizens of New York and Philadelphia sent the ships back to London. The inhabitants of Charleston unloaded the tea and placed it in cellars, prohibited its use, and left it to be thoroughly damaged. None of it was ever used.

Tea destroyed at Boston.—The citizens of Boston resolved to send back the tea ships. The captains of the ships had consented, if permitted, to return with their cargoes to England; but the consignees would not discharge them from their charter parties; the custom-house refused to give them a clearance; and the governor would not grant them a

passport for clearing the fort. It was known that the tea would be gradually landed from the ships lying so near the town; and that, if landed, it would be disposed of. To prevent this, a number of armed men, disguised like Indians, boarded the ships and threw their whole cargoes of tea into the dock.

The entries at the port of Boston, this year, were 587; the clearances, 411.

1774. *Boston Port Bill.*—Intelligence of the destruction of the tea at Boston was communicated on the 7th of March, in a message from the throne to both houses of parliament. The conduct of the colonists was represented, as not merely obstructing the commerce of Great Britain, but as subversive of the British constitution. Without a hearing on the part of the colonists, a bill was passed, by which the port of Boston was legally precluded from the privilege of landing and discharging, or of lading and shipping goods, wares, and merchandise; and every vessel within the points of Alderton and Nahant, was required to depart within six hours, unless laden with food or fuel. This act, which shut up the harbour of Boston, was speedily followed by another, entitled "An Act for the better regulating the government of Massachusetts." The object of this act was to alter the charter of the province, so as essentially to abridge the liberties of the people. In the apprehension that, in the execution of these acts, riots would take place, and that trials for murders, committed in suppressing them, would be partially decided by the colonists, it was provided by law, that if any person were indicted for murder, or for any capital offence committed in aiding magistracy, the governor might send the person, so indicted, to another colony or to Great Britain, to be tried. These three acts were passed in immediate succession. "By the first," said the colonists, "the property of unoffending thousands is arbitrarily taken away, for the act of a few individuals; by the second, our chartered liberties are annihilated; and by the third, our lives may be destroyed with impunity."

On arriving, copies of the port bill were quickly multiplied and circulated over every colony, and excited simultaneous indignation. At Philadelphia, a subscription was set on foot for such poor inhabitants of Boston as should be deprived of the means of subsistence by the operation of the act. The Virginia House of Burgesses resolved, "that the 1st day of June, the day on which the operation of the port bill was to commence, should be set apart by the members as a day of fasting, humiliation, and prayer, devoutly to implore the Divine interposition, for averting the heavy calamity which threatened destruction to their civil rights and the evils of a civil war; to give them one heart and one mind, firmly to oppose, by all just and proper means, every injury to the American rights." On the publication of this resolution, the royal governor, the Earl of Dunmore, dissolved them; but, previously to their separation, eighty-nine of the members signed an agreement in which they declared, "that an attack, made on one of our sister colonies, to compel submission to arbitrary taxes, is an attack made on all British America, and threatens ruin to the rights of all, unless the united wisdom of the whole be applied." They also recommended to the committee of correspondence to communicate with the several committees of the other colonies, on the expediency of appointing deputies to meet annually in general congress, to deliberate on those measures which the united interest of America might from time to time require.

On the day designated by the port act business was finished at Boston at twelve o'clock at noon, and the harbour shut up against all vessels. The day was devoutly kept at Williamsburg, in Virginia, as a day of fasting and humiliation. In Philadelphia, it was solemnised with every manifestation of public grief; the inhabitants shut up their houses, and, after divine service, "a stillness reigned over the city, which exhibited the appearance of a general mourning, or of the most solemn Sabath." In most other places it was observed as a day of mourning.

1775. *Bill for restraining the Commerce of New England.*—Lord North moved for leave to bring in a bill to restrain the trade and commerce of the provinces of New Hampshire, Massachusetts, Rhode Island, and Connecticut, to Great Britain, Ireland, and the British islands in the West Indies; and to prohibit those provinces from carrying on any fishery on the banks of Newfoundland, and other places to be mentioned in the bill, under certain conditions, and for a limited time. After much opposition in both houses, the bill was carried by a large majority.

Bill for restraining the Trade of the Middle and Southern Colonies.—Soon after

parliament had passed the bill for restraining the trade of New England, intelligence was received, that the inhabitants of the middle and southern colonies were supporting their northern brethren in every measure of opposition, a bill was in consequence brought in and passed for imposing similar restrictions on the colonies of East and West Jersey, Pennsylvania, Maryland, Virginia, South Carolina, and the counties on the Delaware. The omission of New York, Delaware, and North Carolina, in this bill, was considered in America as calculated to promote disunion; but the three exempted colonies scorned to accept the favour, and voluntarily subjected themselves to the same restraints as were imposed on the other colonies.

1777. *Bibles to be imported.*—It having been found, upon inquiry, that the proper types for printing the Bible were not to be had in America, and that the paper could not be procured but with great difficulties and risk, Congress directed the committee of commerce to import 20,000 copies of the Bible.

1781. *Bank of North America established.*—A national bank was instituted this year, projected by Robert Morris, one of the delegates of Pennsylvania, whom Congress had appointed treasurer. The capital of 400,000 dollars, he divided in shares of 400 dollars each, in money of gold or silver, to be procured by subscriptions. Twelve directors were to manage the bank, which was denominated by Congress, "The President, Directors, and Company of the Bank of North America." To the financial skill of Mr. Morris the country was greatly indebted. Under his able management public credit revived; the army was paid; and public operations maintained in the field and the cabinet.

1784. *Trade of New Haven.*—The foreign trade of New Haven, which had been destroyed by the late war, revived. The number of vessels belonging to the port, engaged in the West India and foreign trade, amounted to thirty-three; of which number one was a ship of 300 tons, four were square rigged vessels, or brigs; the others, sloops of sixty to 110 tons.

First United States Voyage to China.—The *Empress of China*, a ship of 360 tons, commanded by John Green of Boston, sailed from New York in February for Canton, and returned the following year. This was the first voyage from the United States to China.

1785. *Treaty with Prussia.*—A treaty of amity and commerce was concluded between the King of Prussia and the United States.

1786. *Act for a Mint.*—An act was passed by the legislature of Massachusetts, for establishing a mint for the coinage of gold, silver, and copper.

1788. *Card Manufactory.*—A card manufactory was set up in Boston, with a newly invented machine, essentially lessening the necessity of manual labour.

Cotton planted in Georgia and Carolina.—Richard Leake, Esq, made an extensive and very successful experiment for the planting of cotton in Georgia. Several planters in Georgia and Carolina followed the example with success. The black cotton seed was brought about this time into Georgia from the Bahamas.

1789. *Barrell's Sound.*—Barrell's Sound, on the north-west coast of America, visited by Captain Gray in the *Washington.*

1791. *Bank of the United States.*—The United States Bank, with a capital of 10,000,000 dollars, was established at Philadelphia, by the style of "The President, Directors, and Company of the Bank of the United States." The revenue of the United States was 4,771,200 dollars; and the expenditure, 3,798,436 dollars.

Exports from New York.—The exports from New York to foreign parts amounted 2,505,465 dollars.

Commerce of Providence.—The number of sail of vessels belonging to the county of Providence, in Rhode Island, was 129; the tonnage was 11,942.*

First Export of Cotton from the United States.—The first bale of cotton, of American growth, was exported this year from the United States to England.

Cotton Spinning.—A factory for spinning cotton by water power was put in operation by Samuel Slater, at Pawtucket, in Rhode Island.

1792. *United States Mint.*—Congress passed an act for establishing a mint, and regulating the coins of the United States.

* In 1764, there belonged to the same county fifty-four sail of vessels, of 4320 tons.

Banks.—The South Carolina Bank, the Bank of Pennsylvania, and the Bank of New Hampshire established. The Union Bank in Boston incorporated.

Exports of Charleston.—The exports from Charleston, South Carolina, this year, were estimated at 2,917,979 dollars.

Culture of Silk.—The rearing of mulberry-trees and silk-worms, and the culture of silk, so far succeeded in Connecticut, that a minister in Branford had a silk gown made for him this year at his own house. This was the first clergyman's gown made in America.*

Revenues of the United States.—The revenues of the United States estimated at 3,700,000 dollars. The tonnage of vessels which paid duty in the ports of the United States, between the 1st of October, 1791, and the 30th of September, 1792, including the coasting and fishing vessels, was upwards of 800,000 tons.

1793. *Navigation of New York.*—There entered the port of New York 683 vessels from foreign ports, and 1381 coasting vessels.

Exports of the United States.—The exports of the United States were estimated at upwards of 26,000,000 dollars.

1795. *Exports.*—The value of exports of the United States amounted to upwards of 47,000,000 dollars. The net value of imports and tonnage was nearly 8,000,000 dollars.

Charleston and Baltimore.—The first vessel from Carolina for the East Indies, sailed this year from Charleston. The value of imports to Baltimore was upwards of 5,000,800 dollars. There arrived at Baltimore, this year, 109 ships, 162 brigs and snows, and 5464 bay craft.

1797. *Exports and Post office.*—The value of exports from the United States amounted to 57,000,000 dollars. The mails of the United States were carried over 14,385 miles of territory; in which space there were upwards of 480 post-offices. The revenue of the post-office, this year, was 46,000 dollars.

1798. *Protection of Commerce.*—An act was passed more effectually to protect the commerce and coasts of the United States. This act was passed in May. In June, Congress passed an act to authorise the defence of the merchant vessels of the United States against French depredations.

1800. *Bankruptcy.*—Congress enacted a law for establishing a uniform system of bankruptcy.

Census, Shipping, and Post-office.—By the second census, the number of inhabitants was 5,305,482. The shipping of the United States amounted to 939,000 tons. The revenue of the post-office was 80,000 dollars.

Canal.—Santee canal, extending twenty-two miles between Santee and Cooper rivers, began to be passed through by boats. It cost the proprietors above 600,000 dollars; a sum exceeding seven times the amount of what the province sold for seventy-two years before."

1800 to 1845. Since the commencement of the present century, the progress of American navigation and trade will be found illustrated in the preceding and following tables. (*See also Commercial and Financial Legislation of England and America.*) The United States, for the first fifteen years, experienced some of the evils of European warfare, and, in common with England and the British possessions, the calamity attendant upon a war, which with more wisdom on the part of the respective governments, never would have occurred.

In advocating commercial freedom between nations, we have always done so, believing that the greater the international trade and consequent interests, the stronger were the bonds for a lasting peace. During the last thirty years, peace has happily subsisted between the mother land and America.

* Stiles, Lit. Diary. The Rev. Jason Atwater, minister of Branford, showed the gown to Dr. Stiles, who writes: "He raised and manufactured the silk from his own trees and worms." On the 20th of January, 1791, Dr. Stiles "saw a pair of silk stockings, woven at Norwich, in a loom made there—weighed four ounces—white. Also, a handkerchief made at Northford, two ounces and a half; both made of silk raised in New Haven and Northford."

IMPORTS and Exports of the United States for Fifty-five Years, Payments into the Treasury, and Cost of collecting Revenue.—For Details of the several States, see each State.

YEARS.	Value of all Exports from the United States.	Value of Imports into the United States.	Payments into Treasury on account of Duty.	Cost of Collection, &c.
	dollars.	dollars.	dollars cts.	dollars cts.
1789*.....	20,205,156			
1791 †.....	19,012,041	52,200,000	4,399,472 99	239,541 03
1792.....	20,753,098	31,500,000	3,443,070 85	161,754 80
1793.....	26,109,572	31,100,000	4,255,306 56	188,362 13
1794.....	33,026,233	34,600,000	4,801,065 28	221,090 23
1795.....	47,989,472	69,756,268	5,588,461 26	260,359 28
1796.....	97,064,097	81,436,164	6,567,087 94	291,206 92
1797.....	56,850,206	75,379,406	7,549,649 65	343,434 26
1798.....	61,527,097	68,551,700	7,106,061 93	375,879 33
1799.....	78,665,522	79,068,148	6,610,449 31	412,183 45
1800.....	70,971,780	91,252,768	9,080,932 73	440,373 62
1801.....	94,115,925	111,363,511	10,750,778 93	482,772 70
1802.....	72,483,160	76,333,333	12,438,235 74	492,205 55
1803.....	55,800,033	64,666,666	10,479,417 61	405,536 37
1804.....	77,699,074	85,000,000	11,098,565 33	488,333 24
1805.....	95,566,921	120,000,000	12,936,487 04	557,541 94
1806.....	101,536,963	129,000,000	14,667,698 17	613,785 88
1807.....	108,343,150	138,500,000	15,845,521 61	615,621 71
1808.....	22,430,960	56,990,000	16,363,550 58	565,235 14
1809.....	52,203,231	59,400,000	7,257,506 62	498,130 77
1810.....	66,757,974	85,400,000	8,583,309 31	437,208 72
1811.....	61,316,831	53,400,000	13,313,222 73	441,129 02
1812.....	38,527,236	77,030,000	8,958,777 53	477,726 57
1813.....	27,855,997	22,005,000	13,224,623 25	414,171 88
1814.....	6,927,441	12,965,000	5,998,772 08	352,561 14
1815.....	52,557,753	113,041,274	7,282,942 22	476,007 01
1816.....	81,920,452	147,103,000	36,306,874 87	819,038 22
1817.....	87,671,569	99,250,000	26,283,348 49	782,308 09
1818.....	93,281,133	124,750,000	17,176,385 00	769,206 50
1819.....	70,142,521	87,125,000	20,283,608 76	810,220 14
1820.....	69,691,669	74,450,000	15,005,612 15	777,764 32
1821.....	64,974,382	62,585,721	18,115,705 57	700,528 97
1822.....	72,160,387	83,241,541	24,066,066 43	728,964 82
1823.....	74,699,030	77,579,267	22,402,024 29	766,699 02
1824.....	75,986,657	80,549,007	25,486,817 86	779,739 88
1825.....	99,535,388	96,340,075	31,653,871 50	889,302 93
1826.....	77,595,322	84,974,477	26,083,861 97	886,999 48
1827.....	82,324,827	79,484,068	27,948,956 57	889,818 27
1828.....	72,264,686	88,509,824	29,951,251 90	932,093 63
1829.....	72,358,671	74,492,527	27,688,701 11	1,013,667 58
1830.....	73,849,508	70,876,920	28,389,505 05	1,055,115 37
1831.....	81,310,583	103,191,124	36,596,118 19	1,216,009 57
1832.....	87,176,943	101,029,266	29,341,175 65	1,315,975 36
1833.....	90,140,433	108,118,311	24,177,578 52	1,351,543 97
1834.....	104,336,973	126,521,332	18,960,705 96	1,264,545 37
1835.....	121,693,577	149,895,742	25,890,726 66	1,284,997 69
1836.....	128,663,040	189,980,035	30,818,327 67	1,397,469 10
1837.....	117,419,376	140,989,217	18,134,131 01	1,492,947 84
1838.....	108,486,616	113,717,404	19,702,825 45	1,514,633 34
1839.....	121,028,416	162,092,132	25,554,533 96	1,724,591 89
1840.....	132,085,946	107,141,519	15,104,790 93	1,542,319 24
1841.....	121,851,803	127,946,177	19,919,492 17	1,483,960 08
1842.....	104,691,534	100,162,087	16,622,746 84	1,458,442 58
1843‡.....	100,063,266	89,260,895	17,000,000 00	
1844§.....	111,200,046	108,435,035		

* From March 4. The net amount of duties on imports, from the 1st of October, 1789, to the 30th of September, 1790, according to the official report of the secretary, was 1,903,709 dollars 48½ cents.
† To December 31, the following years end the 30th of September until 1842, inclusive.
‡ For nine months ending the 30th of June.
§ For the year ending the 30th of June.

We have already given detached tables of the principal articles exported.—*See* PRODUCE of MINES, of THE FOREST, of THE SEA, of AGRICULTURE, and of MANUFACTURES.

IMPORTS into the United States from the 1st of October, 1795, to the 30th of September, 1844.

YEARS.	FROM									
	Great Britain and Dependencies.	France and Dependencies.	Spain and Dependencies.	Netherlands and Dependencies.	Sweden and Dependencies.	Denmark and Dependencies.	Portugal and Dependencies.	China.	Hanse Towns.	Italy.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1795.....	30,972,215	20,228,017	3,942,445	3,699,615	671,496	2,614,449	2,223,777	1,144,103	1,663,433	
1796.....	41,127,345	19,043,114	3,863,366	4,857,934	751,323	3,283,787	2,178,326	2,459,410	2,176,486	
1797	32,620,643	18,072,927	6,002,011	5,613,249	680,878	2,759,516	2,138,305	2,319,964	2,755,677	
1798.....	23,753,241	17,868,102	9,447,490	6,538,209	319,243	1,343,206	1,421,346	2,309,304	3,738,763	
1799.....	37,211,919	3,186,168	14,476,929	6,038,026	562,499	2,941,939	1,314,984	3,219,262	6,928,511	
1800.....	42,577,590	9,644,323	16,071,918	7,132,627	474,656	1,376,509	1,295,736	4,613,463	4,998,975	
1801.....	52,213,522	14,606,945	18,240,314	8,949,473	545,035	3,436,369	1,418,434	4,558,356	4,686,757	
1821.....	29,277,938	5,900,581	9,653,728	2,934,272	1,369,869	1,999,730	748,423	3,111,951	990,165	973,463
1822.....	39,527,829	7,059,342	12,376,841	2,708,162	1,544,907	2,535,406	881,290	5,242,556	1,578,757	1,562,633
1823.....	34,072,578	6,605,343	14,233,590	2,125,587	1,503,050	1,324,532	533,635	6,511,425	1,981,026	1,369,440
1824.....	32,732,340	8,120,763	16,577,156	2,355,525	1,101,750	2,110,666	601,722	5,618,502	2,527,830	1,029,439
1825.....	42,394,812	11,835,581	9,566,237	2,265,378	1,417,598	1,539,592	733,443	7,533,115	2,739,526	1,454,022
1826.....	32,212,356	9,588,896	9,023,420	2,174,181	1,292,182	2,117,164	765,203	7,422,186	2,816,545	1,120,749
1827.....	33,056,374	9,448,562	9,100,369	1,722,070	1,225,042	2,340,171	659,001	3,617,183	1,638,558	1,013,126
1828.....	35,591,484	10,287,505	8,167,546	1,990,431	1,946,783	2,374,069	433,555	5,339,108	2,644,392	1,607,417
1829.....	27,582,082	9,616,970	6,801,374	1,617,334	1,303,959	2,086,177	687,869	4,680,847	2,274,275	1,409,588
1830.....	26,804,984	8,240,885	8,373,681	1,356,765	1,308,640	1,671,218	471,643	3,878,141	1,873,278	940,254
1831.....	47,956,717	14,737,585	11,701,201	1,653,031	1,120,730	1,652,216	397,550	3,083,205	3,493,301	1,704,264
1832.....	42,406,924	12,754,615	10,863,290	2,358,474	1,150,804	1,182,708	485,264	5,344,907	2,865,096	1,619,795
1833.....	43,085,865	13,962,913	13,431,207	2,347,343	1,200,899	1,166,872	555,137	7,541,570	2,227,726	999,134
1834.....	52,679,298	17,557,245	13,527,464	2,127,886	1,126,541	1,684,368	699,122	7,892 327	3,355,856	1,422,063
1835.....	65,949,307	23,362,584	15,617,140	2,903,718	1,316,508	1,403,902	1,125,713	5,987,187	3,841,943	1,457,977
1836.....	86,022,915	37,036,235	19,345,690	3,861,514	1,299,603	1,874,340	672,670	7,324,816	4,994,820	1,970,246
1837.....	52,289,557	22,497,817	18,927,871	3,370,828	1,468,878	1,266,906	928,291	8,965,337	5,642,221	1,827,181
1838.....	49,051,181	18,087,149	15,971,394	2,194,238	900,790	1,644,865	725,058	4,764,356	2,847,358	944,238
1839.....	71,600,351	33,234,119	19 276,795	3,473,220	1,566,142	1,546,758	1,182,323	3,678,509	4,849,150	1,182,297
1840.....	39,130,921	17,008,127	14,019,647	2,326,896	1,275,458	976,678	599,894	6,640,829	2,521,493	1,157,200
1841.....	51,099,638	24,187,444	16,316,303	2,440,437	1,229,641	1,084,321	574,841	3,985,388	2,449,964	1,151,236
1842.....	38,613,043	17,223,390	12,176,588	2,214,520	914,176	584,321	374,684	4,934,645	2,274,010	987,528
1843.....	28,978,582	7,836,137	6,980,504	815,451	278,674	485,285	71,369	4,385,566	920,865	564,228
1844.....	45,458,900	1,795,247	13,775,451	2,681,492	445,553	630,510	257,013	4,931,255	2,156,386	1,559,699

YEARS.	FROM—*continued.*									
	Russia.	West Indies generally.	Texas.	Mexico.	Columbia.	Central America.	Brazil.	Argentine Republic.	Chili.	Hayti.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1795.....	1,168,715	85,186								
1796.....	1,382,978	13,050								
1797.....	1,418,418	52,898								
1798.....	1,067,152	16,873								
1799.....	2,274,913	101,397								
1800.....	1,521,995	26,937								
1801.....	1,672,059	4,711								
1821.....	1 852,199	3,727	..	..	..	..	605,126	..	..	2,246,257
1822.....	3,307,328	1,590	..	..	..	..	1,486,567	..	..	2,341,817
1823.....	2,258,777	7,123	..	..	..	..	1,214,810	..	..	2,352,733
1824.....	2,209,663	188	..	..	..	..	2,074,119	..	..	2,247,235
1825.....	2,067,110	9,579	..	4,044,647	1,837,050	56,789	1,156,707	749,771	229,509	2,065,329
1826.....	2,617,169	120	..	3,916,198	2,079,724	204,270	2,156,678	522,769	629,949	1,511,836
1827.....	2,080,077	167	..	5,231,867	1,550,248	251,342	2,060,971	80,065	184,693	1,781,309
1828.....	2,788,362	1,860	..	4,814,258	1,484,856	204,770	3,097,752	317,466	781,863	2,163,585
1829.....	2,218,995	3,314	..	5,026,761	1,255,310	311,931	2,535,467	912,114	416,118	1,799,809
1830.....	1,621,899	7,386	..	5,235,241	1,120,095	302,882	2,491,460	1,431,883	182,585	1,597,140
1831.....	1,608,328	10,691	..	5,166,745	1,207,154	198,504	2,375,829	928,103	413,758	1,580,578
1832.....	3,251,852	12,740	..	4,293,594	1,439,182	288,316	3,890,845	1,560,171	504,623	2,053,386
1833.....	2,772,550	..	..	5,452,818	1,524,622	266,746	5,089,693	1,377,117	334,130	1,740,058
1834.....	2.595,840	..	..	8,066 068	1,727,188	170,968	4,729,969	1,430,118	787,409	2,113,717
1835.....	2,305,245	..	..	9,490,446	1,662,764	215,450	5,574,466	878,618	917,095	2,347,556
1836.....	2,778,554	4,460	..	5,615,819	1,696,650	195,304	7,210,190	1,053,503	811,407	1,828,019
1837.....	2,816,116	2,183	163,384	5,654,002	1,567,345	163,402	4,991,893	989,442	1,180,156	1,440,856
1838.....	1,898,396	217	165,718	3,500,703	1,615,249	155,614	3,191,238	1,010,908	942,095	1,275,762
1839.....	2,393,894	..	318,116	83,127,153	2,073,216	192,845	5,292,955	1,150,546	1,186,641	1,377,989
1840.....	2.572,427	..	303,847	4,175,001	1,572,548	189,021	4,927,296	787,964	1,616,859	1,252,824
1841.....	2,817,488	..	395,026	3,284,957	2,156,121	186,911	6,302,653	1,957,747	1,230,980	1,809,684
1842.....	1,350,106	..	480,892	1,995,696	1,720,558	124,994	5,948,814	2,417,541	831,039	1,266,997
1843.....	742,803	..	445,399	2,782,406	1,307,013	531,137	3,747,058	793,988	857,556	898,447
1844.....	1,059,410	..	678,581	2,327,002	1,435,479	223,408	5,883,806	1,421,192	750,370	1,441,244

TOTAL aggregate Value of Domestic and Foreign Exports from the United States to the following Countries.

YEARS.	Great Britain and Dependencies.	France and Dependencies.	Spain and Dependencies.	Netherlands and Dependencies.	Sweden and Dependencies.	Denmark and Dependencies.	Portugal and Dependencies.	China.	Hanse Towns.	Russia.	West Indies generally.	Texas.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars,	dollars.	dollars.	dollars.
1790	9,246,562	4,668,902	1,989,421	1,925,981	47,240	224,415	1,283,462	....	478,050			Included with Mexico.
1791	7,953,418	4,298,762	1,301,286	1,634,825	21,866	277,273	1,039,696	....	426,269	3,570	59,434	
1792	8,192,328	5,674,630	1,769,618	2,402,180	166,146	573,890	1,018,643	....	116,071	4,669	229,496	
1793	8,431,239	7,050,498	2,237,950	3,169,536	310,427	870,508	997,590	....	1,805,884	....	399,559	
1794	8,175,211	5,353,681	4,055,705	5,898,515	381,784	1,298,809	1,024,241	....	3,992,982	....	994,118	
1795	9,218,540	12,653,635	4,714,864	2,884,817	894,852	1,962,261	764,285	1,023,242	9,655,524	66,221	1,543,348	
1796	23,164,545	11,623,314	3,650,678	7,875,364	1,096,407	2,675,503	559,448	1,352,860	9,507,447	47,381	3,367,942	
1797	9,212,335	12,449,076	6,632,352	9,384,896	898,315	2,637,309	474,014	387,310	9,589,858	3,450	1,508,044	
1798	17,086,189	6,941,486	8,740,553	7,420,650	733,462	2,901,511	729,089	261,795	14,563,343	60,732	248,121	
1799	26,546,987	2,780,504	17,421,402	5,851,503	733,597	4,348,859	857,751	595,249	17,144,400	46,030	92,020	
1800	27,310,289	5,163,833	15,660,606	5,669,016	562,685	2,114,442	1,265,844	1,047,385	8,012,846	....	115,631	
1801	42,132,032	11,261,751	13,610,816	6,922,372	232,208	1,581,186	1,718,759	1,374,506	10,516,197	9,136	372,932	
1802	23,925,091	14,475,537	11,227,859	5,966,858	275,256	1,721,485	2,160,701	877,267	6,229,492	73,721	1,261,122	
1803	25,369,073	8,245,013	4,533,539	5,523,423	265,470	1,892,895	2,305,548	172,495	3,279,732	....	1,704,404	
1804	21,829,802	12,776,111	6,728,125	16,447,417	691,975	3,346,623	2,496,858	198,601	4,475,007	....	3,224,294	
1805	23,047,386	21,072,747	12,672,768	17,835,216	406,043	4,037,454	2,105,409	322,075	3,232,508	71,372	3 496,947	
1806	23,229,936	18,575,812	14,809,072	20,499,519	357,030	4,250,855	2,521,995	387,116	6,424,224	12,407	1,754,952	
1807	31,015,623	19,196,589	18,224,720	17,590,043	1,422,388	4,529,317	1,687,516	197,280	3,160,282	445,217	1,566,501	
1808	5,183,297	4,541,435	5,949,903	2,758,587	234,455	415,586	539,647	....	229,815	....	469,005	
1809	8,105,839	15,043	10,318,034	1,313,270	9,085,517	4,317,394	8,312,897	918,022	2,392,643	842,261	124,450	
1810	16,555,488	137,630	14,941,942	174,078	7,902,001	10,546,535	7,679,210	319,479	1,126,382	3,975,698	360,931	
1811	21,881,555	2,317,876	12,572,888	....	1,664,178	444,898	11,466,150	631,060	....	6,137,657	1,289,274	
1812	10,270,969	3,158,884	9,287,850	30,747	2,136,995	137,250	9,399,520	184,527	....	1,745,597	1,042,565	
1813	2,422	4,277,650	10,113,436	29,160	2,608,322	....	10,687,928	....	13,086	51,150	45,259	
1814	10,710	494,626	4,374,572	27,581	1,357,139	....	591,669	61,228	....	460	9,456	
1815	21,589,868	8,727,637	6,230,960	4,580,858	1,021,695	682,742	2,281,101	488,695	2,236,673	574,549	1,933,465	
1816	39,184,558	12,138,135	8,589,718	5,609,524	760,352	1,340,652	2,270,389	1,034,764	3,534,500	706,844	2,291,097	
1817	43,468,242	12,434,818	8,423,936	5,785,318	542,723	2,090,224	1,834,823	548,660	3,345,631	643,393	3,513,766	
1818	46,717,832	14,490,589	7,556,913	7,215,477	465,316	1,729,348	2,898,177	1,758,608	3,233,518	441,019	2,587,018	
1819	29,741,739	11,042,201	8,108,259	4,830,114	554,135	2,040,732	2,263,580	1,586,972	3,529,172	629,621	2,308,709	
1820	28,803,915	9,111,215	6,840,024	7,688,336	646,866	2,469,638	1,325,751	1,479,701	2,591,275	1,382,221	2,508,956	
1821	26,522,572	6,474,718	7,218,265	6,092,061	777,407	2,327,882	435,700	4,290,560	2,132,544	628,894	560,513	
1822	30,041,337	7,075,332	8,438,212	5,801,839	921,434	2,434,046	427,491	5,935,368	2,505,015	529,081	540,060	
1823	27,571,060	9,568,924	10,963,398	7,767,075	558,291	1,955,071	246,648	4,636,061	3,169,439	648,734	613,690	
1824	28,027,845	10,552,304	15,367,278	3,617,389	569,428	2,183,252	518,836	5,301,171	1,863,273	231,981	599,884	
1825	44,217,525	11,891,326	5,846,720	5,895,499	569,550	2,701,088	408,160	5,570,515	3,121,033	287,401	669,668	
1826	28,980,020	12,106,429	6,687,351	4,794,070	358,380	2,412,875	313,553	2,506,644	2,116,697	174,648	617,869	
1827	32,870,465	13,565,356	7,321,991	3,826,674	850,877	2,404,822	357,370	3,864,405	3,013,185	382,244	466,860	
1828	27,020,209	12,098,341	7,204,627	3,083,359	1,106,954	3,348,167	291,614	1,482,802	2,995,251	450,495	460,197	
1829	28,071,084	12,832,304	6,888,094	4,622,120	957,948	2,311,174	322,911	1,354,862	3,277,160	386,226	369,619	
1830	31,647,881	11,806,238	6,049,051	4,562,437	961,729	2,014,085	279,799	742,193	2,274,880	416,575	247,121	
1831	39,901,379	9,882,679	5,661,420	3,096,609	540,078	2,000,793	294,383	1,290,835	2,592,172	462,766	635,627	
1832	37,268,556	13,244,698	6,399,193	6,035,466	515,140	2,207,551	296,218	1,260,522	4,088,212	582,682	562,954	
1833	39,782,240	14,424,533	6,506,041	3,566,361	420,069	1,839,834	442,561	1,433,759	2,903,296	703,805	367,773	
1834	50,797,650	16,111,442	6,296,556	4,578,739	494,741	1,857,114	322,496	1,010,403	4,659,674	330,694	408,643	
1835	60,167,699	20,335,066	7,069,279	4,411,053	602,593	1,780,496	521,413	1,868,580	3,528,276	585,447	450,516	
1836	64,487,550	21,441,200	8,081,668	4,799,157	700,386	2,122,469	191,007	1,194,264	4,363,882	911,013	513,996	
1837	61,217,485	20,255,346	7,604,002	4,285,767	507,523	1,640,173	423,705	630,591	3,754,949	1,306,732	467,557	1,007,928
1838	58,843,392	16,252,413	7,684,006	3,772,206	355,852	1,299,927	232,131	1,516,602	3,291,645	1,048,289	339,052	1,247,880
1839	68,169,082	18,924,413	7,724,429	2,871,239	470,914	1,406,346	244,354	1,533,601	2,801,067	1,239,246	438,152	1,122,559
1840	70,420,846	22,349,154	7,617,347	4,546,085	652,546	1,193,500	321,256	909,966	4,035,964	1,169,481	1,473,185	1,027,214
1841	62,376,402	22,235,575	7,181,409	3,288,741	771,210	1,987,283	349,113	1,200,816	4,560,716	1,025,729	912,318	1,155,557
1842	52,306,650	18,738,860	6,323,295	4,270,770	477,965	1,047,673	302,964	1,444,397	4,564,513	836,593	820,517	899,966
1843	46,901,830	12,472,453	3,953,694	2,370,884	67,764	927,865	168,534	2,418,958	3,291,932	386,793	95,537	142,953
1844	61,721,876	16,133,436	6,751,811	3,453,385	295,345	983,156	252,160	1,756,041	3,566,687	555,414	181,448	277,548

TOTAL Exports to the following Countries, since their Independence as separate Governments.

YEARS.	Mexico.	Venezuela, New Grenada, and Ecuador.	Central America.	Brazil.	Argentine and Cisplatine Republics.	Chili.	Texas.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1821	....	....	....	1,381,760			Under Mexico.
1822	....	....	....	1,463,929			
1823	....	....	....	1,341,390			
1824	....	....	....	2,301,904			
1825	6,470,144	2,239,255	99,522	2,393,754	573,520	921,438	
1826	6,281,050	1,952,672	119,774	2,300,349	379,340	1,447,498	
1827	4,173,257	944,534	224,772	1,863,806	151,204	1,702,601	
1828	2,886,484	884,524	159,272	1,988,705	154,228	2,629,402	
1829	2,331,151	767,348	239,854	1,929,927	626,052	1,421,134	
1830	4,837,458	496,990	250,118	1,843,238	629,887	1,536,114	
1831	6,178,218	658,149	306,497	2,076,095	659,779	1,368,155	
1832	3,467,541	1,117,024	335,307	2,054,794	923,040	1,221,119	
1833	5,408,091	957,543	575,016	3,272,101	699,728	1,463,940	
1834	5,265,053	795,567	184,149	2,059,351	971,837	1,476,355	
1835	9,029,221	1,064,016	183,793	2,608,656	708,918	941,884	
1836	6,041,635	829,255	189,518	3,094,936	384,933	937,917	
1837	3,880,323	1,080,109	157,663	1,743,209	273,872	1,487,799	1,007,928
1838	2,164,097	724,739	243,040	2,657,194	296,994	1,370,264	1,247,880
1839	2,787,362	750,785	216,242	2,637,485	465,363	1,794,553	1,122,559
1840	2,515,241	919,123	217,946	2,506,574	519,006	1,728,829	1,027,214
1841	2,036,620	872,937	149,913	3,517,273	818,170	1,102,988	1,155,557
1842	1,534,233	769,936	68,466	2,601,502	681,228	1,639,676	899,966
1843	1,471,937	745,455	52,966	1,792,288	557,234	1,049,463	142,953
1844	1,794,833	655,078	150,276	2,818,252	966,465	1,105,221	277,548

STATEMENT showing the Value of Imports into the United States for Twenty Years, distinguishing the leading Districts of Entry.

YEARS.	Massachusetts.	New York.	Pennsylvania.	Maryland.	South Carolina.	Louisiana.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1821	14,826,732	23,629,246	8,158,922	4,070,842	3,007,113	3,379717	62,577,267
1822	18,337,320	35,445,628	11,874,170	4,792,486	2,283,586	3,817,238	83,241,541
1823	17,607,160	29,421,349	13,696,770	4,946,179	2,419,101	4,283,125	77,579,267
1824	15,378,758	36,113,723	11,865,531	4,551,642	2,166,185	4,539,769	80,549,007
1825	15,845,141	49,639,174	15,041,797	4,751,815	1,892,297	4,290,034	96,340,075
1826	17,063,482	38,115,630	13,551,779	4,928,569	1,534,483	4,167,521	84,974,477
1827	13,370,564	38,719,644	11,212,935	4,405,708	1,434,106	4,531,645	79,421,068
1828	15,070,444	41,927,792	12,884,408	5,629,694	1,242,048	6,217,881	88,509,824
1829	12,520,744	34,743,307	10,100,152	4,804,135	1,139,618	6,857,209	74,492,527
1830	10,453,544	35,624,070	8,702,122	4,523,866	1,054,619	7,599,083	70,876,920
1831	14,269,056	57,077,417	12,124,083	4,826,577	1,238,163	9,766,693	103,191,124
1832	18,118,900	53,214,402	10,678,358	4,029,303	1,213,725	8,871,653	101,029,266
1833	19,940,911	55,918,449	10,451,250	5,437,057	1,517,705	9,590,505	108,118,311
1834	17,672,129	73,188,594	10,479,208	4.647,483	1,787,267	13,781,809	126,521,332
1835	19,800,373	88,191,305	12,389,937	5,647,153	1,891,805	17,519,814	149,895,742
1836	25,681,462	118,253,416	15,068,233	7,131,867	2,801,361	15,117,649	189,980,035
1837	19,984,668	79,301,722	11,680,111	7,857,033	2,510,860	14,020,012	140,989,217
1838	13,300,925	68,453,206	9,360,371	5,701,869	2,318,791	9,496,808	113,717,404
1839	19,385,223	99,882,438	15,050,715	6,995,285	3,086,077	12,064,962	162,092,132
1840	16,513,858	60,440,750	8,464,882	4,910,746	2,058,870	10,673,190	107,141,519
1841	20,318,003	75,713,426	10,346,698	6,101,313	1,557,431	10,256,350	127,966,177

RECAPITULATION OF THE NAVIGATION AND TRADE OF THE UNITED STATES.

STATEMENT showing the Total Import and Export of the United States at the five Periods as follows:—

YEARS.	Imports.	Exports.
	dollars.	dollars.
1825	96,340,075	99,535,388
1830	70,876,920	73,849,508
1835	129,391,247	121,693,577
1840	107,141,519	131,571,950
1845		

Of these amounts there were imported from and exported to—

YEARS.	GREAT BRITAIN AND DEPENDENCIES.		FRANCE AND DEPENDENCIES.	
	Imports.	Exports.	Imports.	Exports.
	dollars.	dollars.	dollars.	dollars.
1825	42,394,812	44,217,525	11,835,581	11,891,327
1830	26,804,084	31,647,881	8,240,885	11,806,238
1835	65,949,307	60,167,699	23,362,984	20,335,066
1840	39,130,923	70,322,986	17,908,127	22,355,905
1845				
	SPAIN AND DEPENDENCIES.		BRAZIL.	
1825	9,322,701	5,840,720	2,156,707	2,393,754
1830	8,373,681	6,049,051	2,491,460	1,843,238
1835	15,617,140	7,069,279	5,574,466	2,608,650
1840	14,019,650	7,618,347	4,927,296	2,506,574
1845				
	MEXICO.		THE HANSE TOWNS.	
1825	4,044,647	6,470,144	2,739,526	3,121,033
1830	5,235,241	4,837,458	1,873,278	2,274,880
1835	9,490,446	9,029,221	3,841,943	3,528,276
1840	4,175,001	2,515,341	2,521,493	4,198,459
1845				
	NETHERLANDS AND DEPENDENCIES.		RUSSIA.	
1825	1,253,369	5,895,499	2,067,110	287,401
1830	1,356,765	4,562,437	1,621,899	416,575
1835	2,963,718	4,411,033	2,395,245	585,447
1840	2,326,896	4,546,085	2,572,427	1,169,481
1845				
	SWEDEN AND DEPENDENCIES.		DENMARK AND DEPENDENCIES.	
1825	1,417,598	569,550	1,539,502	2,701,088
1830	1,398,640	961,729	1,671,218	2,014,085
1835	1,316,508	602,593	1,403,902	1,780,496
1840	1,275,468	652,546	976,078	1,193,500

SHOWING the Amount of Imports and Exports, and the American and Foreign Tonnage annually Entered and Cleared in the United States, from the Year 1821 to the Year 1830, both inclusive; from the same source as above.

1821.—Total import of the United States..dlrs. 62,585,724
— „ export „ .. „ 64,974,382
American tonnage entered..tons 765,098
Foreign „ .. „ 81,526
Total entered 846,624
American tonnage cleared..tons 804,947
Foreign „ .. „ 83,073
Total cleared 888,020

1822.—Total import of the United States..dlrs. 83,241,541
— „ export „ .. „ 72,160,281
American tonnage entered..tons 787,964
Foreign „ .. „ 100,541
Total entered 888,505
American tonnage cleared..tons 813,748
Foreign „ .. „ 97,490
Total cleared 911,238

1823.—Total import of the United States..dlrs. 77,579,267
— „ export „ .. „ 74,699,030
American tonnage entered..tons 775,271
Foreign „ .. „ 119,468
Total entered 894,739
American tonnage cleared..tons 810,761
Foreign „ .. „ 119,740
Total cleared 930,501

1824.—Total import of the United States..dlrs. 80,549,007
— „ export „ .. „ 75,986,657
American tonnage entered..tons 850,033
Foreign „ .. „ 102,367
Total entered 952,400
American tonnage cleared..tons 919,278
Foreign „ .. „ 102,552
Total cleared 1,021,830

1825.—Total import of the United States..dlrs. 96,340,075
— „ export „ .. „ 99,535,388
American tonnage entered..tons 880,754
Foreign „ .. „ 92,927
Total entered 973,681
American tonnage cleared..tons 960,366
Foreign „ .. „ 95,080
Total cleared 1,055,446

1826.—Total import of the United States..dlrs. 84,974,477
— „ export „ .. „ 77,595,322
American tonnage entered..tons 942,206
Foreign „ .. „ 105,654
Total entered 1,047,860
American tonnage cleared..tons 953,012
Foreign „ .. „ 99,417
Total cleared 1,052,429

1827.—Total import of the United States..dlrs. 79,484,068
— „ export „ .. „ 82,321,827
American tonnage entered..tons 918,361
Foreign „ .. „ 137,589
Total entered..... 1,055,950
American tonnage cleared..tons 980,542
Foreign „ .. „ 131,250
Total cleared 1,111,792

1828.—Total import of the United States...dlrs. 88,509,824
— „ export „ .. „ 72,264,686
American tonnage entered..tons 868,381
Foreign „ .. „ 150,223
Total entered 1,018,604
American tonnage cleared..tons 897,404
Foreign „ .. „ 151,030
Total cleared 1,048,434

1829.—Total import of the United States...dlrs. 74,492,527
— „ export „ .. „ 72,358,671
American tonnage entered..tons 872,949
Foreign „ .. „ 130,743
Total entered 1,003,692
American tonnage cleared..tons 944,799
Foreign „ .. „ 133,006
Total cleared 1,077,805

1830.—Total import of the United States..dlrs. 70,876,920
— „ export „ .. „ 73,849,508
American tonnage entered..tons 967,227
Foreign „ .. „ 131,900
Total entered 1,099,127
American tonnage cleared..tons 971,760
Foreign „ .. „ 133,436
Total cleared 1,105,196

COMMERCE AND NAVIGATION OF THE UNITED STATES, FROM 1830 TO 1840.

STATEMENT showing the Total Amount of Imports and Exports, the Aggregate Tonnage, Domestic and Foreign, entered into the United States and cleared therefrom, and the Portions thereof belonging to the several Countries therein designated, in each Year, from 1830 to 1840, both inclusive; derived from the Appendix to the Report of the Honourable J. P. Kennedy, from the Committee on Commerce, May 28, 1842.

1830.—Total import of the United States.....dollars 70,876,920
„ export „ ..... „ 73,849,508
American tonnage entered.....tons 967,227
Foreign „ ..... „ 131,900
Total entered..... „ ——— 1,099,127
American tonnage cleared..... „ 971,760
Foreign „ ..... „ 133,436
Total cleared..... „ ——— 1,105,196

Among the foreign tonnage were :—

VESSELS.	Entered.	Cleared.	VESSELS.	Entered.	Cleared.
	tons.	tons.		tons.	tons.
British.....	87,231	87,823	Danish.....	1234	1218
French.....	11,250	11,331	Russian.....	264	264
Spanish.....	12,299	11,629	Prussian.....	287	287
Hanseatic.....	9,653	9,006	Austrian.....	....	171
Dutch.....	630	1,130	Mexican.....	2718	2997
Swedish.....	4,136	3,979			

1831.—Total import of the United States.....dollars 103,191,124
„ export „ ..... „ 81,310,583
American tonnage entered.....tons 922,952
Foreign „ ..... „ 281,948
Total entered..... „ ——— 1,204,900
American tonnage cleared..... „ 972,504
Foreign „ ..... „ 271,994
Total cleared..... „ ——— 1,244,498

Among the foreign tonnage were :—

VESSELS.	Entered.	Cleared.	VESSELS.	Entered.	Cleared.
	tons.	tons.		tons.	tons.
British.....	215,887	211,270	Danish.....	6,250	4971
French.....	11,701	7,165	Russian.....	577	577
Spanish.....	19,618	19,072	Prussian.....	312	312
Hanseatic.....	11,176	12,319	Austrian.....		
Dutch.....	1,022	1,913	Mexican.....	10,037	9850
Swedish.....	2,653	2,821			

1832.—Total import of the United States.....dollars 101,029,266
„ export „ ..... „ 87,176,943
American tonnage entered.....tons 949,622
Foreign „ ..... „ 393,038
Total entered..... „ ——— 1,342,660
American tonnage cleared..... „ 974,865
Foreign „ ..... „ 387,505
Total cleared..... „ ——— 1,362,370

Among the foreign tonnage were :—

VESSELS.	Entered.	Cleared.	VESSELS.	Entered.	Cleared.
	tons.	tons.		tons.	tons.
British.....	288,841	284,886	Danish.....	6146	5162
French.....	22,638	23,257	Russian.....	1502	1592
Spanish.....	26,942	29,066	Prussian.....	..	..
Hanseatic.....	22,351	19,540	Austrian.....	1373	1273
Dutch.....	2,860	4,369	Mexican.....	7595	7207
Swedish.....	9,784	8,468			

1834.—Total import of the United States.....dollars 108,118,311
„ export „ ..... „ 90,140,433
American tonnage entered.....tons 1,111,441
Foreign „ „ ..... „ 496,705
Total entered... „ ——— 1,608,146
American tonnage cleared..... „ 1,142,160
Foreign „ „ ..... „ 497,039
Total cleared... ——— 1,639,199

Among the foreign tonnage were—

VESSELS.	Entered.	Cleared.	VESSELS.	Entered.	Cleared.
	tons.	tons.		tons.	tons.
British	383,487	377,250	Danish	4669	4310
French	20,917	25,620	Russian	1591	841
Spanish	33,560	33,067	Prussian	574	1084
Hanseatic	29,285	27,208	Austrian	2013	1701
Dutch	1,309	6,519	Mexican	3976	3359
Swedish	12,169	11,947			

1834.—Total import of the United States ..... dollars 126,521,332
„ export „ ..... „ 104,336,973
American tonnage entered ..... tons 1,074,670
Foreign „ „ ..... „ 568,052
Total entered... „ ——— 1,642,722
American tonnage cleared..... „ 1,134,220
Foreign „ „ ..... „ 577,700
Total cleared... „ ——— 1,711,920

Among the foreign tonnage were—

VESSELS.	Entered.	Cleared.	VESSELS.	Entered.	Cleared.
	tons.	tons.		tons.	tons.
British	453,495	458,067	Danish	5788	5058
French	23,649	24,537	Russian	749	962
Spanish	32,056	37,804	Prussian	934	1071
Hanseatic	25,265	24,513	Austrian	1802	2453
Dutch	2,011	2,599	Mexican	5980	2450
Swedish	13,392	14,945			

1835.—Total import of the United States ..... dollars 149,895,742
„ export „ ..... „ 121,693,577
American tonnage entered..... tons 1,352,653
Foreign „ „ ..... „ 641,310
Total entered... „ ——— 1,993,963
American tonnage cleared..... „ 1,400,517
Foreign „ „ ..... „ 630,824
Total cleared... „ ——— 2,031,341

Among the foreign tonnage were—

VESSELS.	Entered.	Cleared.	VESSELS.	Entered.	Cleared.
	tons.	tons.		tons.	tons.
British	529,922	523,417	Danish	3,570	3,186
French	15,457	14,354	Russian	250	330
Spanish	24,497	26,245	Prussian	1,272	942
Hanseatic	28,218	28,421	Austrian	3,125	2,509
Dutch	3,112	2,148	Mexican	11,057	10,531
Swedish	15,661	13,479			

1836.—Total import of the United States ..... dollars 189,980,035
„ export „ ..... „ 128,663,040
American tonnage entered..... tons 1,255,384
Foreign „ „ ..... „ 680,213
Total entered.. „ ——— 1,935,597
American tonnage cleared..... „ 1,315,523
Foreign „ „ ..... „ 674,721
Total cleared... „ ——— 1,990,244

Among the foreign tonnage were—

VESSELS.	Entered.	Cleared.	VESSELS.	Entered.	Cleared.
	tons.	tons.		tons.	tons.
British	544,774	538,921	Danish	8463	8065
French	19,519	18,486	Russian	4486	3533
Spanish	10,428	10,970	Prussian	3729	3372
Hanseatic	39,525	43,256	Austrian	8276	7427
Dutch	6,199	7,250	Mexican	4855	4106
Swedish	23,630	22,030			

1837.—Total import of the United States ..... dollars 140,989,277
„ export „ ..... „ 117,419,376
American tonnage entered..... tons 1,299,720
Foreign „ „ ..... „ 765,703
Total entered.... „ ——— 2,065,423
American tonnage cleared ..... „ 1,266,622
Foreign „ „ ..... „ 756,292
Total cleared..... „ ——— 2,022,914

Among the foreign tonnage were—

VESSELS.	Entered.	Cleared.	VESSELS.	Entered.	Cleared.
	tons.	tons.		tons.	tons.
British	543,020	536,420	Danish	16,107	17,480
French	26,286	26,070	Russian	4,081	4,592
Spanish	11,342	10,562	Prussian	19,825	17,973
Hanseatic	70,703	65,538	Austrian	16,779	17,774
Dutch	14,628	14,670	Mexican	818	1,426
Swedish	25,660	26,612			

1838.—Total import of the United States.....dollars 113,717,406
„ export „ ..... „ 108,486,616
American tonnage entered..... tons 1,302,974
Foreign „ „ ..... „ 592,110
Total entered..... „ ——— 1,895,084
American tonnage cleared..... „ 1,408,761
Foreign „ „ ..... „ 604,166
Total cleared..... „ ——— 2,012,927

Among the foreign tonnage were :—

VESSELS.	Entered.	Cleared.	VESSELS.	Entered.	Cleared.
	tons.	tons.		tons.	tons.
British	484,702	486,904	Danish	3447	4765
French	20,570	21,849	Russian	1430	1604
Spanish	13,183	13,607	Prussian	2087	2321
Hanseatic	37,538	39,636	Austrian	2452	3382
Dutch	4,436	4,536	Mexican	962	976
Swedish	8 695	11,542			

1839.—Total import of the United States.....dollars 162,092,132
„ export „ ..... „ 121,028,410
American tonnage entered.....tons 1,491,279
Foreign „ ..... „ 624,814
Total entered..... „ ——— 2,116,093
American tonnage cleared..... „ 1,477,928
Foreign „ ..... „ 611,839
Total cleared..... „ ——— 2,089,767

Among the foreign tonnage were :—

VESSELS.	Entered.	Cleared.	VESSELS.	Entered.	Cleared.
	tons.	tons.		tons.	tons.
British	495 353	491,485	Danish	5053	4759
French	22,686	21,080	Russian	2789	1294
Spanish	16,501	18,753	Prussian	2204	1213
Hanseatic	41,139	38,067	Austrian	1602	2573
Dutch	3,384	3,231	Mexican	995	1309
Swedish	17,725	18,787			

1840.—Total import of the United States.....dollars 107,141,519
„ export „ ..... „ 132,085,946
American tonnage entered.....tons 1,576,946
Foreign „ ..... „ 712,363
Total entered..... „ ——— 2,289,309
American tonnage cleared ..... „ 1,647,009
Foreign „ ..... „ 706,486
Total cleared ..... „ ——— 2,353,495

Among the foreign tonnage were :—

VESSELS.	Entered.	Cleared.	VESSELS.	Entered.	Cleared.
	tons.	tons.		tons.	tons.
British	582,424	563,735	Danish	4289	5886
French	30,701	29,553	Russian	322	1188
Spanish	15,927	16,768	Prussian	1394	1659
Hanseatic	41,874	44,772	Austrian	3957	4145
Dutch	3,629	3,437	Mexican	1544	2137
Swedish	15,376	19,067			

STATEMENT of Value of Cargoes carried by American and Foreign Vessels; being the aggregate of Imports and Exports of each Year; and of the Portion of such aggregate carried respectively by Vessels of the United States and Foreign Vessels; these compared with the aggregate of American and Foreign Tonnage, Entering and Clearing in each Year; firstly, from the Year 1821 to 1830, and secondly, from 1831 to 1840, both inclusive; expressed in millions and tenths.

YEARS.	American Cargoes.	Foreign Cargoes.	YEARS.	American Cargoes.	Foreign Cargoes.
	dollars.	dollars.		dollars.	dollars.
1.—1821.....	113.1 millions	14.2 millions	Brought forward	859.5 millions	87.2 millions
1822.....	137.5 „	17.6 „	1827.....	146.9 „	14.7 „
1823.....	136.7 „	15.3 „	1828.....	142.9 „	17.6 „
1824.....	141.5 „	13.0 „	1829.....	130.3 „	15.3 „
1825.....	180.6 „	15.1 „	1830.....	129.8 „	14.7 „
1826.....	150.1 „	12.0 „			
Carried forward	859.5 „	87.2 „	Total	1409.4 „	149.5 „

Aggregate of American tonnage, entering and clearing, as per table, No. III..... 17 5 millions tons.
Ditto, Foreign..... 2.2 „ „
1409.4 millions dollars, American cargoes to 17.5 millions tons, American tonnage; 80.5 to 1 dollars.
150.4 millions dollars, Foreign cargoes to 2.2 millions tons, Foreign tonnage; 86. to 1 dollars.

YEARS.	American Cargoes.	Foreign Cargoes.	YEARS.	American Cargoes.	Foreign Cargoes.
	dollars.	dollars.		dollars.	dollars.
2.—1831.....	159.3 millions	24.9 millions	Brought forward	1170.7 millions	219.7 millions
1832.....	156.3 „	31.7 „	1837.....	213.2 „	44.9 „
1833.....	165.9 „	32.0 „	1838.....	192.4 „	29.1 „
1834.....	191.3 „	39.4 „	1839.....	238.5 „	44.4 „
1835.....	229.3 „	42.0 „	1840.....	198.3 „	40.6 „
1836.....	268.6 „	49.7 „			
Carried forward	1170.7 „	219.7 „	Total	2013.1 „	378.7 „

Aggregate of American tonnage, entering and clearing, as per table, No. I..... 25.0 millions tons.
Ditto Foreign ..... 11.4 „
2013 1 millions dollars, Foreign cargoes to 25 millions American tonnage; 80.5 to 1 dollars.
378.7 millions dollars, Foreign cargoes to 11.4 millions Foreign tonnage; 33.4 to 1 dollars.

NOTE.—The amounts of this table slightly vary from the statement of tables No. I. and II., because the fractions are not fully given. The ratio of cargo to tonnage is also calculated without reference to fractions.

RATIO of Tonnage, American and Foreign, to Value of Cargoes in three different years, selected out of each term of ten years, computed without accurate reference to fractions.

FIRST TERM.

YEARS.	AMERICAN.			FOREIGN.		
	Dollars.	Tons.	Ratio.	Dollars.	Tons.	Ratio.
1821	113 millions of cargo....	to 1.5 millions	75 to 1	14.2 millions of cargo....	to 0.16 millions	90 to 1
1825.....	195 do.	to 1.8 do.	108 to 1	15.1 do.	to 0.18 do.	84 to 1
1830.....	144 do.	to 1.9 do.	75 to 1	14.7. do.	to 0.26 do.	57 to 1

SECOND TERM.

YEARS.	AMERICAN.			FOREIGN.		
	Dollars.	Tons.	Ratio.	Dollars.	Tons.	Ratio.
1831.....	159.3 millions of cargo....	to 1.9 millions	84 to 1	25 millions of cargo....	to 0.55 millions	45.5 to 1
1835.....	229.3 do.	to 2.7 do.	85 to 1	42 do.	to 1.30 do.	32 3 to 1
1840.....	198.3 do.	to 3.2 do.	62 to 1	40.6 do.	to 1.40 do.	29 to 1

NOTE.—This table exhibits a very remarkable increase of the ratio of Foreign tonnage to the *value* of the cargo; showing how much the carriage of the bulky commodities of export has increased in Foreign vessels. In 1821, the Foreign tonnage carried 90,000,000 dollars' worth of cargo in 1,000,000 of tons; in 1840, it carried 29,000,000 dollars' worth of cargo in 1,000,000 tons—showing that the Foreign tonnage is rapidly getting possession of that branch of our carrying trade which requires the greatest amount of shipping, and which is, therefore, the most valuable to navigation.

STATEMENT of the Commerce of each State and Territory, commencing on the 1st day of October, 1820, and ending on the 30th day of September, 1821.

STATES AND TERRITORIES.	VALUE OF IMPORTS.			VALUE OF EXPORTS.						
				DOMESTIC PRODUCE.			FOREIGN PRODUCE.			Total Value of Domestic and Foreign Produce.
	In American Vessels.	In Foreign Vessels.	TOTAL.	In American Vessels	In Foreign Vessels.	TOTAL.	In American Vessels.	In Foreign Vessels.	TOTAL.	
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars	dollars.	dollars.	dollars.
Maine	972,795	7,499	980,294	993,623	600	994,223	46,925	..	46,925	1,041,448
New Hampshire	350,021	..	350,021	180,129	..	180,129	80,636	..	80,636	260,765
Massachusetts	14,647,778	178,954	14,826,732	3,632,935	5,662	3,638,597	8,809,539	36,635	8,846.174	12,484,771
Vermont	15,987	..	15,987	263,330	..	263 330	..	..	..	263,330
Rhode Island	1,030,195	2,773	1,032,968	481,365	..	481,365	515.463	..	515,463	996,928
Connecticut	312,090	..	312,090	366,180	..	366,180	10 007	..	10,007	376,187
New York	21,926,635	1,702,611	23,629,246	7,137,057	761,548	7,896,605	4,919,902	344,411	5,264,313	13,162,547
New Jersey	17,606	..	17,606	33,613	..	33,613	98	..	98	33,711
Pennsylvania	7,873,092	285,830	8,158,922	2,739,233	93,154	2,832,837	4,543,760	15,620	4,559,380	7,391,767
Delaware	80,997	..	80,997	75,915	..	75,915	9 530	..	9,530	85,445
Maryland	3,982,914	87,928	4,070,842	2,595,553	119,297	2,714,850	1,121,461	14,083	1,135,544	3,850,394
Dist. of Columbia	398,984	..	398,984	848,609	..	848 609	49,843	..	49,843	898,092
Virginia	946,904	131,586	1,078,490	2,270,028	756,142	3,026,170	52,424	616	53,040	3,079,210
North Carolina	200,673	..	200,673	351,423	49,521	400,944	..	..	..	400,914
South Carolina	1,787,590	1,219,523	3,007,113	4,435,972	2,431,543	6,867,515	225,045	107,951	332,996	7,200,511
Georgia	757,622	245,062	1,002 684	4,133,054	1,846,941	5,979,995	6,632	27,683	31,315	6,014,310
Louisiana	2,697,094	682,668	3,379,717	3,813,300	3,094,299	6,907,599	319,784	44,789	364,573	7,272,172
Alabama	..	..	..	108,960	..	108,960	..	..	..	108,960
Ohio	12	..	12							
Michigan territory	15,132	13,944	29,076	5,375	47,915	53,290	..	..	..	53,290
Florida territory	11,830	1,440	13,270							
Total	58,025,906	4,559,818	62,585,724	34,465,272	9,208,622	43,671,894	20,710,700	591,788	21,302,488	64.974,382

STATEMENT of the Commerce of each State and Territory, commencing on the 1st day of October, 1830, and ending on the 30th day of September, 1831.

STATES AND TERRITORIES	VALUE OF IMPORTS.			VALUE OF EXPORTS.						
				DOMESTIC PRODUCE.			FOREIGN PRODUCE.			Total Value of Domestic and Foreign Produce.
	In American Vessels.	In Foreign Vessels.	TOTAL.	In American Vessels.	In Foreign Vessels.	TOTAL.	In American Vessels.	In Foreign Vessels.	TOTAL.	
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
Maine	832,303	109,104	941,407	710,752	88,996	799,748	5,103	722	5,825	805,573
New Hampshire	146,205	..	146,205	109,456	..	109,456	1,766	..	1,766	111,222
Vermont	166,206	..	166,206	925,127	..	925,127	..	..	..	925,127
Massachusetts	13,982,768	286,288	14,269,056	3,910,354	116,847	4,027,201	3,704,930	1,632	3,706,562	7,733,763
Rhode Island	562,161	..	562,161	348,250	..	348,250	19,215	..	19,215	367,465
Connecticut	405,066	..	405,066	482,073	..	482,073	810	..	810	482,883
New York	53,617,033	3,460,384	57,077,417	13,899,628	1,826,490	15,726,118	8,658,955	1,150,071	9,809,026	25,535,144
New Jersey	..	..	..	11,430	..	11,430	..	..	..	11,430
Pennsylvania	11,023,584	500,499	12,124,083	3,296,496	297,806	3,594,302	1,818,411	101,000	1,919 411	5,513,713
Delaware	21,656	..	21,656	34,514	..	34,514	..	..	..	34,514
Maryland	4,513,897	312,680	4,826,577	3,294,722	435,784	3,730,506	564,183	13,958	578,141	4,308,647
Dist. of Columbia	180,573	12,982	193,555	1,171,945	35,572	1,207,517	13,458	..	13,458	1,220,975
Virginia	383,797	104,725	488,522	3,644,671	505,315	4,149,986	489	..	489	4,150,475
North Carolina	186,802	9,554	196,356	293,312	47,661	340,973	..	167	167	341,140
South Carolina	853,171	384,992	1,238,163	4,433,690	2,094,915	6,528,605	15,573	31,023	46,596	6,575,201
Georgia	236,298	163,642	399,940	2,887,532	1,069,713	3,957,245	1,834	734	2,568	3,959,813
Alabama	143,320	81,115	224,435	1,216,455	1,196,407	2,412,862	1,032	..	1,032	2,413,894
Louisiana	5,969,622	3,797,071	9,766,693	8,968,610	3,866,921	12,835,531	1,067,181	2,859,277	3,926,458	16,761,989
Ohio	153	464	617	8,134	6,594	14,728	..	..	..	14,728
Florida territory	110,196	5,514	115,710	11,696	16,797	28,493	2,002	..	2,002	30,495
Michigan territory	27,299	..	27,299	12,392	..	12,392	..	..	..	12,392
Total	93,962,110	9,229,014	103,191,124	49,671,239	11,605,818	61,277,057	15,874,942	4,158,584	20,033,526	81,310,583

VALUE of Domestic Produce Exported from each State and Territory for five Years, from 1837 to 1841. VALUE of Foreign Produce Imported into each State and Territory for five Years, from 1837 to 1841.

STATES AND TERRITORIES.	1837	1838	1839	1840	1841	1837	1838	1839	1840	1841
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
Maine.....	947,276	915.776	878,434	1,009,910	1,078,633	801,404	899,142	982,724	628,762	700,961
N. Hampshire	26,000	56,103	74,914	20,761	10,261	81,434	169,985	51,407	114,647	73.701
Vermont.....	138,093	132,650	193,886	305,150	264,005	342,449	258,417	413,513	404,617	246.739
Massachusetts.	4,871,905	6,058 529	5,526,455	6,268,158	7,307,692	19,984,668	13,300,952	19,385,223	16 513,858	20,318,003
Rhode Island.	411,806	270,061	175,808	203,006	266,276	523,610	656,613	612,057	274,534	339,502
Connecticut...	523,103	543,610	583,226	518,210	599,348	318,849	343,331	446,191	277 072	295,989
New York....	16,083,969	16,432,433	23,296,095	22,676,609	24,279,608	79,301,722	68,453,206	99,882,438	60,440,750	75,713,426
New Jersey...	19,640	28,010	78,434	14,843	19,166	69,152	1,700	4,182	14,883	2,315
Pennsylvania.	2,565,712	2,481,543	4,148,201	5,736,456	4,404,863	11,680,111	5,360,371	15,050,715	8,464,882	10,346,698
Delaware.....	40,333	36,844	8,680	37,001	38,585	66,841	1,348	..	802	3,276
Maryland	3,365,173	4,165,168	4,313,189	5,495,020	4,789,160	7,837,033	5,701,869	6,995,285	4,001,746	6,101 313
D. of Columbia	467,766	366,760	497,965	751,429	764,835	102,225	122,748	132,511	119,852	77,263
Virginia.....	3,699,110	3,977,895	5,183,424	4,769,937	5,628,990	813,862	577,142	913,462	545,085	377.237
N. Carolina...	548,876	544,952	426,934	387,484	383,056	217,623	290,405	229,233	252,532	220,360
S. Carolina....	11,138,992	41,017,391	10,318,822	9,981,016	8,011,392	2,510,860	2,318,791	3,086,077	2,058,870	1,557,431
Georgia	8,935,041	8,803,839	5,970,147	6,862,959	3,696,017	774,349	776,068	413,987	491 428	449.007
Alabama	9,652,910	9,688,049	10,338,159	12,856,694	9,691,826	609,385	524,548	895,201	574 651	530,819
Mississippi ...	304,831									
Louisiana.....	81,566,875	30,077,534	30,995,936	32,998,059	32,865,618	11,020,012	9,496,808	12,064,942	10,673,190	10,256,350
Ohio	132,844	139,827	95,854	991,954	93,702,114	17,747	12,895	19,280	4,915	11,318
Kentucky	..	..	3,723	..	..	17,782	8,932	10,480	2,241	
Tennessee....	..	..	..	..	..	27,014	527	146	28,938	7,523
Michigan.....	69,790	125,660	133,305	162,229	88,529	..	256,662	176,221	138,610	137,800
Florida.....	..	71,983	291,094	1,850,709	33,828	490,784	168,690	279,893	190,728	145,181
Missouri	74,373	..	..	..	..	..	15,921	46,964	10,600	33 875
Total....	95,564,414	96,033,821	103,533,891	113,895,634	106,382,722	140,989,217	113,717,404	162,092,132	107,141,519	127,946,177

TEA, Coffee, and Sugar, Imported into the United States, from 1821 to 1844, inclusive.

YEARS.	Teas.	Coffee.	Sugar.	YEARS.	Teas.	Coffee.	Sugar.
	lbs.	lbs.	lbs.		lbs.	lbs.	lbs.
1821.....	4,975,646	21,273,659	59,512,835	1833.....	14,639,822	99,955,020	97,688,132
1822.....	6,639,434	25,782,390	88,305,670	1834.....	16,282,977	80,150,366	115,389,855
1823.....	8,210,010	37,337,732	60,789,210	1835.....	14,415,572	103,199,777	126,036,239
1824.....	8,920,487	30,224,296	94,379,814	1836.....	16,382,114	93,790,507	191,426,115
1825.....	10,209,548	45,190,630	71,771,479	1837.....	16,982,384	88,140,403	136,139,819
1826.....	10,108,900	37,319,497	84,902,955	1838.....	14,418,112	88,139,720	153,879,143
1827.....	5,875,038	50,051,986	76,701,629	1839.....	9,349,817	106,696,992	195,231,273
1828.....	7,707,427	55,194,697	56,935,951	1840.....	20,006,595	94,996,095	120,939,585
1829.....	6,636,790	51,133,538	63,307,294	1841.....	11,560,306	114,984,783	184,261,995
1830.....	8,609,415	51,488,248	86,483,046	1842.....	15,692,094	112,865,927	173,864,844
1831.....	5,182,867	81,757,386	109,014,654	1843.....	13,869,366	8,938,638	71,336,365
1832.....	9,900,606	91,722,329	66,452,288	1844.....	15,656,114	160,516,943	186,808,641

COFFEE Imported into the United States from 1821 to 1844, inclusive.

YEARS.	Hayti.	Cuba.	Other Spanish West Indies.	British West Indies.	Danish West Indies.	Dutch West Indies.	French West Indies and American Colonies.	Dutch East Indies.	British East Indies.
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
1821.....	7,143,453	9,113,866	1,109,603	16,744	955,746	298.931	140,208	251,391	141,457
1822.....	8,394,393	8,570,937	1,304,855	23,977	1,651.949	531,831	78,263	1,066,812	14,163
1823.....	11,100,563	15,926,158	1,112,308	629,084	691,124	438,958	65,241	2 046,560	153,697
1824.....	13,615,778	12,802,830	1,752,402	1,948,076	1,394.847	375 094	79,590	518,639	7,192
1825.....	14,410,251	19,167,025	1,742,651	2,052,034	509,938	388,647	25,983	835,585	164,223
1826.....	7,702,866	18,232,887	797,282	7,987,821	163,310	59,705	96,041	2,269,171	340,401
1827.....	13,959,506	22,325,043	1,557,474	698,686	1,339.788	31,921	26,338	1,770 515	74
1828.....	15,654,060	15,198,771	2,151,523	11,894	2,353,335	209,331	57,947	1,113,842	971
1829.....	12,679,304	18,499,506	2,035,874	41,332	2,184,854	94,477	3,727	939,716	
1830.....	11,139,486	15,925,774	3,498,048	57,632	1,603,655	81,409	1.045	1,455,287	8,696
1831.....	12,708,925	38,097,122	3,257,479	774,496	1,097,024	236,968	40,643	4,328,770	142,309
1832.....	15,934,853	24,128,542	6,640,630	91,745	1,570,708	511,359	23,653	7,802,111	881,654
1833.....	11,784,835	38,939,564	3,183,153	212,178	701,341	447,000	325	5 907,104	471,132
1834.....	15,141,779	19,639,457	4,702,881	135,918	857,817	222,290	27,970	5,307,186	437,537
1835.....	19,276,290	29,373,065	3,006,948	414,833	781,451	194,403	7 540	4.628,890	468,398
1836.....	11,772,064	17,850,736	208,492	71,647	975,007	78,170	2,230	8,850,658	203,741
1837.....	9,252,636	29,503,553	2,547,892	94,785	410,308	326,085	18,834	1,779,719	484,570
1838.....	11,375,350	33,051,651	1,561,553	64,890	454,593	272,702	6,770	2,423,277	130,360
1839.....	9,726,495	26,181,489	1,720,868	150,684	109,003	317,307	236,368	2,085,521	292,950
1840.....	9,153,524	25,331,888	782,538	50,151	23,761	128,965	260	2.314,867	
1841.....	12,547,791	17,198,573	1,578,394	56,449	419,154	126,400	77,736	511,625	
1842.....	11,530,102	14,321,458	1,147,365	43,870	301,199	122,594	3,675	6,733,275	
1843.....	10,811,238	16,612,987	500,944	48,049	51,609	6,900	11,506	1,638,307	
1844.....	20,781,461	18,628,875	541,741	9,991	22,825	3,649	....	8,740,841	100

(continued)

COFFEE Imported into the United States from 1821 to 1844, inclusive—*continued.*

YEARS.	China.	Manilla and Philippine Islands.	Asia generally.	Africa generally.	Mexico.	Brazil.	Columbia and Venezuela.	Holland and Netherlands.	Total Imports from all Countries.
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
1821.....	..	5,495	218,323	71,885	..*	691,536	1,023,770	258	21,273,659
1822.....	8	17,332	..	51,954	..*	2,283,280	1,110,121	..	25,782,390
1823.....	..	25,559	727,348	41,812	..*	2,367,778	1,341,337	122	37,337,732
1824.....	357	14,424	..	103,359	..*	3,044,587	3,502,435	506	30,224,296
1825.....	12,072	54,905	..	41,104	216,850	2,708,775	2,352,912	..	45,190,630
1826.....	75,074	..	77,133	22,206	10,335	2,859,075	2,189,608	..	37,319,497
1827.....	219	48,750	..	48,063	8,320	4,841,943	2,579,410	278	50,051,986
1828.....	51,512	128	..	65,911	605	15,246,299	2,859,619	..	55,194,697
1829.....	48,795	5,420	212	34,332	324	11,131,936	3,319,330	..	51,133,538
1830.....	945	289,270	..	136,338	15,196	14,593,232	2,400,055	..	51,488,248
1831.....	132	123,752	774	117,122	160 834	14,686,986	4,122,948	16,913	81,757,386
1832.....	10,353	448,823	328.072	89,162	456,168	25,733,532	5,978,049	322	91,722,329
1833.....	2,201	438,011	663,213	75,283	303,238	29,489,224	6,753,710	1,800	99 955,029
1834.....	10,440	239,260	128,570	214,066	225,581	26,571,368	5,859,360	371	80,153,366
1835.....	191,534	379,204	40,100	349,845	256,991	35.774,876	5,767,208	722,328	103,199,777
1836.....	75,785	193,362	648,173	177,924	1,130,574†	46,840,219	4,496,430	90,000	93,700,507
1837.....	1,132	331,326	..	230,341	40,865	33,906,246	8,674,969	312,142	88,140,403
1838.....	65,813	354,670	181,700	239,993	200	27,411,986	9,739,288	589,182	88,139,720
1839.....	1,200	270,130	..	355,056	450	48,694,294	12,318,944	3,542,827	106,696,992
1840.....	1,549	128,600	24,523	282,156	86,111†	47,412,756	7,047,670	2,028,387	94 996,095
1841.....	..	200	173,461	249,145	78,974†	59,575,722	15,386,955	6,794,702	114,984,783
1842.....	22,764	263,391	950,213	339,956	1,230	61,248,742	12,415,702	3,048,143	112,764,635
1843‡	200	21,750	1,173,431	275,699	..	49,515,666	11,441,587	489,838	92,914,557
1844.....	1,456	460,293	..	500,593	24,370	95,291,484	13,050,094	2,174,760	160,561,943

* See Columbia. † Central Republic.

‡ In the above, and in all the annual tables for 1843, nine months ending on the 30th of June are only included.

FOREIGN Trade of each State and Territory, from the 1st of October, 1841, to the 30th of September, 1842.

STATES AND TERRITORIES.	VALUE OF IMPORTS.			VALUE OF EXPORTS.						
				DOMESTIC PRODUCE.			FOREIGN PRODUCE.			Total of Domestic and Foreign Produce.
	In American Vessels.	In Foreign Vessels.	TOTAL.	In American Vessels.	In Foreign Vessels.	TOTAL.	In American Vessels.	In Foreign Vessels.	TOTAL.	
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
Maine.....	547,956	58,908	606,864	995,743	47,429	1,043,172	1,797	5,554	7,351	1,050,523
New Hampshire	55,256	5,225	60,481	24,697	3,722	28,419	..	128	128	28,547
Vermont	209,868	..	209,867	550,293	..	550,293	7,216	..	7,216	557,509
Massachusetts...	16,495 973	1,490,460	17,986,433	5,898,858	820,257	6,719,115	2,393,640	694,355	3,087,995	9,807,110
Rhode Island...	320,368	3,324	323,692	322,952	485	323,437	25,259	..	25,259	348,696
Connecticut.....	329,580	6,127	335,707	531,313	1,079	532,392	..	..	..	532,392
New York	51,523,055	6,352,549	57,875,604	16,580,810	4,158,476	20,739,286	4,768,292	2,069,200	6,837,492	27,576,778
New Jersey.....	145	..	145	64,931	..	64,931	5,976	..	5,976	70,907
Pennsylvania...	6,757,228	628,630	7,385,858	2,785,261	508,553	3,293,814	394,127	82,786	476,913	3,770,727
Delaware	1,612	1,945	3,557	50,959	4,706	55,665	..	..	..	55,665
Maryland.....	3,998,365	418,713	4,417,078	3,536,501	1,099,006	4,635,507	233,017	36,242	269,259	4,904,766
Dis. of Columbia	23,034	5,122	29,056	320,961	177,859	498,820	1,934	921	2,855	501,675
Virginia.....	278,536	38,169	316,705	3,301,417	413,810	3,745,227	5,159	..	5,159	3,750,386
North Carolina .	181,555	5,849	187,404	320,375	24,275	344,650	..	..	..	344,650
South Carolina .	1,042,424	317,041	1,359,465	4,097,933	2,410,466	7,508,399	6,573	10,751	17,324	7,525,723
Georgia	230,525	111,239	341,764	2,661,624	1,637,527	4,299,151	130	976	1,106	4,300,257
Alabama	238,170	125,701	363,871	5,937,570	4,028,105	9,965,675	..	..	..	9,965,675
Louisiana.....	6,179,027	1,854,563	8,033,590	21,608,320	5,819,102	27,427,422	582,267	394,460	976,727	28,404,149
Ohio.....	12,179	872	13,051	591,504	308,282	899,786	..	..	..	899,786
Kentucky	17,306	..	17,306							
Tennessee.....	5,687	..	5,687							
Michigan.....	79,982	802	80,784	262,229	..	262,229	..	..	..	262,229
Missouri.....	31,137	..	31,137							
Florida.....	164,412	12,568	176,980	23,383	9,223	32,606	2	776	778	33,384
Total, 1842....	88,724,280	11,437,807	100,162,087	71,467,634	21,502,362	92,969,996	8,425,385	3,296,149	11,721,538	104,691,534

In the above, and the following tables, of the foreign trade of each state and territory, the direct foreign trade only is included. Several of the states, Kentucky, Tennessee, and Ohio for example, export to foreign countries their products, and import great quantities of foreign products and manufactures, but nearly all in transit through other states.

FOREIGN Trade of each State and Territory, during the nine Months ending on the 30th of June, 1843.

STATES AND TERRITORIES.	VALUE OF IMPORTS.			VALUE OF EXPORTS.						
				DOMESTIC PRODUCE.			FOREIGN PRODUCE.			Total of Domestic and Foreign Produce.
	In American Vessels.	In Foreign Vessels.	TOTAL.	In American Vessels.	In Foreign Vessels.	TOTAL.	In American Vessels.	In Foreign Vessels.	TOTAL.	
	dollars.	dollars.	dollars.	dollars.	dollars	dollars.	dollars.	dollars.	dollars.	dollars.
Maine	197,073	52,587	250,260	656,855	23,577	680,432	161	2,298	2,459	682,891
New Hampshire	5,836	2,453	8,289	43,061	1,598	44,659	75	40	115	44,774
Vermont	38,000	..	38,000	141,834	..	141,834	28,137	..	28,137	169,971
Massachusetts	8,066,249	8,723,203	16,789,452	4,128,830	301,851	4,430,681	1,620,310	354,216	1,974,526	6,405,207
Rhode Island	155,611	147	155,758	105,292	..	105,292	555	..	555	105,847
Connecticut	229,112	1,729	230,841	306,950	273	307,223	..	..	..	307,223
New York	27,360,920	3,995,620	31,356,540	11,093,244	2,349,990	13,443,234	2,393,458	925,972	3,319,430	16,762,664
New Jersey	..	..	..	8,033	..	8,033	2,588	..	2,588	10,621
Pennsylvania	2,630,521	130,109	2,760,630	1,948,644	123,301	2,071,945	275,065	7,938	283,003	2,354,948
Delaware	1,752	2,933	4,685	94,362	4,128	98 490	192	..	192	98,682
Maryland	2,179,119	300,013	2,479,132	2,152,593	667,621	2,820,214	176,705	18,637	195,342	3,015,556
Dist. of Columbia	62,075	33,367	95,442	183,451	101,312	284,763	..	185	185	284,948
Virginia	155,681	31,381	187,062	1,810,915	143,595	1,954,510	2,637	18	2,655	1,957,165
North Carolina	108,730	2,237	110,976	168,535	2,564	171,099	..	..	..	171,099
South Carolina	1,084,653	210,056	1,294,709	5,034,953	2,719,199	7,754,152	2,249	4,408	6,657	7,760,809
Georgia	146,316	61,116	207,432	2,791,968	1,730,433	4,522,401	..	..	..	4,522,401
Alabama	239,068	121,587	360,655	7,022,248	4,135,212	11,157,460	..	..	..	11,157,460
Mississippi*										
Louisiana	7,156,961	1,013,054	8,170,015	21,516,337	5,137,587	26,653,924	443,511	292,089	736,500	27,390,424
Ohio	9 454	1,320	10,774	10,956	109,152	120,108	..	..	..	120,108
Kentucky	8,145	..	8,145							
Tennessee										
Michigan	76,175	195	76,370	262,994	..	262,994	..	..	..	262,994
Missouri										
Florida	59,815	98,817	158,632	625,764	134,571	760,335	174	179	353	760,688
Total, 1843	49,971,875	14,781,924	64,753,799	60,107,819	17,685,964	77,793,783	4,945,817	1 606,880	6,552,697	84,346,480

FOREIGN Trade of each State and Territory during the Year ending on the 30th of January, 1844.

Maine	500,242	70,582	570,824	1,031,281	133,683	1,164,964	246	10,925	11,171	1,176,134
New Hampshire	27,185	31,235	31,420	4,040	1,954	5,994	662	28	690	6,685
Vermont	97,183	..	97,183	196,574	..	196,574	216 793	..	216,793	413,367
Massachusetts	15,444,060	4,851,947	20,296,007	5,734,940	636 887	6,371,836	2,371,973	352,477	2,724 450	9,096,286
Rhode Island	265,825	3,612	269,437	202,608	54,994	257,602	3,175	..	3,175	260,777
Connecticut	317,135	6,164	323,299	745,773	52,952	798,725	1,291	..	1.291	800,016
New York	58,315,222	6,764,294	65,079,516	20,378,600	5,630,577	26,009,177	5,194,108	1,658,255	6,852,363	32,861,540
New Jersey	..	17,670	17.670	13,889	..	13,889	4,300	..	4 300	18,189
Pennsylvania	6,833,300	383,967	7,217,267	3,032,598	232,429	3,265,027	251,491	18,738	270,229	3,535,256
Delaware	8,093	..	8,093	125,771	..	125,771	406	..	406	126,177
Maryland	3,659,794	257,956	3,917,750	3,837,106	1,004,844	4,841,950	263,822	27,394	298,216	5,133,166
Dis. of Columbia	44,385	21,243	65,628	410,515	139,783	550,298	6,061	3,193	9,254	559,552
Virginia	226,328	41,326	267,654	2,594,394	328,844	2,923,238	19,041	..	19,041	2,942,279
North Carolina	196,227	12,915	209,142	263,440	34,961	228,401	..	..	..	298,401
South Carolina	792,560	338,955	1,131,515	3,202,386	4,227,199	7,429,585	871	2,826	3,697	7,433,282
Georgia	213,701	91,933	305,634	1,708,782	2,575,023	4,283,805	..	..	..	4,283,805
Alabama	246,955	195,863	442,818	4,970,470	4,935,755	9,906,195	..	1,459	1,459	9,907,654
Louisiana	6,693,573	1,133,216	7,826,789	20,324,093	9,118,641	29,442,734	409,761	645,812	1,055,573	30,498,307
Mississippi										
Tennessee										
Missouri	25,627	..	25,627							
Ohio	31,510	4,505	36,015	97,954	445,902	543,856	..	..	..	543,856
Kentucky	19,379	..	19,379							
Michigan	120,673	..	120,673	293,901	..	293,901	..	..	..	293,901
Florida	95,716	59,979	155,695	537,281	454,376	991,657	153	19,606	19,759	1,011,416
Total, 1844	94,174,673	14,260,362	108,435,035	69.706,375	30,008,804	99,715,179	8,744,154	2,740,713	11,484,867	111,200,046

VALUES of the Principal Articles of Merchandise imported into the United States, annually, from 1821 to 1844, inclusive.

YEARS.	ARTICLES.							
	Cottons.	Woollens.	Silks.	Linens and Manufactures of Flax.	Manufactures of Hemp.	Manufactures of Iron and Steel.	Earthen, Stone and China ware	Specie and Bullion.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1821.....	7,589,711	7,437,737	4,486,924	2,564,159	1,120,450	1,868,529	763,883	8,064,890
1822.....	10,246,907	12,185,904	6,840,928	4,132,747	1,857,328	3,155,575	1,164,609	3,369 846
1823.....	8,554 877	8,268,038	6,718,441	3,803,007	1,497,006	2,967 121	1,143,415	5,097,896
1824.....	8,895,757	8,386,597	7,204,588	3,873,616	1,780,199	2,831,702	888,869	6,473,095
1825.....	12,509,516	11,392,264	10,299,743	3,887,787	2,134,384	3,706,416	1,086,890	6,150,765
1826.....	8,348,034	8,431,974	8,327,909	2,987,026	2,062,728	3,186,485	1,337,589	6,880,966
1827.....	9,316,153	8,742,701	6,712,0 5	2,656,786	1,883,466	3,973,587	1,181,047	8,151,130
1828.....	10,996,270	8,679,505	7,686,640	3,239,539	2,087,318	4,180,915	1,554,010	7,489,741
1829.....	8,362,017	6,881,489	7,192,698	2,842,431	1,468,485	3,430,908	1,337,744	7,403,612
1830.....	7,862,326	5,766,396	5,932,243	3,011,280	1,333,478	3,655,848	1,259,060	8,155,964
1831.....	16,090,224	12,627,229	11,117,946	3,790,111	1,477,149	4,827,833	1,624,604	7,305,945
1832.....	10,399,653	9,992,424	10,248,907	4,073,164	1,640,618	5,306,245	2,024,020	5,907,504
1833.....	7,660,449	13,262,509	9,498,366	3,132,557	2,036,035	4,135,437	1 818,187	7,070,368
1834.....	10,145,181	11,879,328	10,998,964	5,485 389	1,679,995	4,746,621	1,591,413	17,911,632
1835.....	15,376,585	17,834,424	16,677,547	6,472,021	2,555,847	5,351,616	1,697,682	13,131,447
1836.....	17,876,087	21,080,003	22,980,212	9,307,493	3,365,897	7,880,869	2,709,187	13.400,881
1837.....	11,150,841	8,500,292	14,352,823	5,544,761	1,951,626	6,526,693	1,823,400	10,516,414
1838.....	6,599,330	11,512,920	9,812,338	3,972,098	1,591,757	3,613,286	1,385,536	17,747,116
1839.....	14,908,181	18,575,945	21,678,086	7,703,065	2,096,716	6,507,510	2,483,258	5,595,176
1840.....	6,504,464	9,071,184	9,761,223	4,614,466	1,588,155	3,184,900	2,010,231	8,882,813
1841.....	11,757,036	11,001,939	15,511,009	6,846,807	2,566 381	4,255,960	1,536,450	4,988,633
1842.....	9,578,515	8,375,725	9,448,372	3,659,184	1,273,534	3,572,081	1,557,961	4,087,016
1843.....	3,457,902	2,497,942	4,943,278	1,434,921	184,044	1,372,549	653,246	22,320,325
1844.....	14,292,804	9,186,287	8,485,622	5,914,905	1,178,187	5,856,211	1,811,747	11,101,238

YEARS.	ARTICLES.									
	Wines.	Spirits.	Molasses.	Teas.	Coffee.	Sugar.	Salt.	Spices.	Lead.	Hemp and Cordage.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1821.....	1,873,464	1,804,798	1,719,227	1,322,636	4,489,970	3,553,582	609,021	310,281	284,701	618,356
1822.....	1,864,627	2,450,261	2,398,355	1,860,777	5,552,649	5,034,429	625,932	505,340	266,441	1,202,085
1823.....	1,291,542	1,791,419	2,634,222	2,351,245	7,098,119	3,258,689	740,866	580,956	155,175	796,731
1824.....	1,050,898	2,142,620	2,413,643	2,786,252	5,437,029	5,165,800	613,486	655,149	128,570	590,035
1825.....	1,826,263	3,135,210	2,547,715	3,728 935	5,250,828	4,232,530	589,125	626,039	301,408	484,826
1826.....	1,781,188	1,587,712	2,838,728	3,752,281	4,159,558	5,311,631	677,058	594,568	265,409	636,356
1827.....	1,621,035	1,651,436	2,818,982	1,714,882	4,464,391	4,577,361	535,201	322,730	303,615	698,355
1828.....	1,507,533	2,331,656	2,788,471	2,451,197	5,192,338	3,546,736	443,469	432,504	305,662	1,191,441
1829.....	1,569,562	1,447 914	1,484,104	2,060,457	4,588,585	3,622,406	714,618	461,539	52,146	762,239
1830.....	1,535,102	658 990	995,776	2,425,018	4,227,021	4,630,342	671,979	457,723	20,395	279,743
1831.....	1,673,058	1,037,737	2,432,488	1,418,037	6,317,666	4 910,877	535,138	279,095	52,410	335,572
1832.....	2,387,479	1,365,018	2,524,281	2,788,353	9,099,464	2,733,688	634,910	306,013	124,632	987,253
1833.....	2,269,497	1,537 226	2,867,986	5,484,603	10,567,299	4,752,343	996,418	919,493	60,745	624,054
1834.....	2,944,388	1,319,245	2,989,020	6,217,949	8,762,657	5,537,829	839,315	493,932	183,762	669,307
1835.....	3,750,608	1,632,681	3,074,172	4,522,806	10,715,466	6,806,174	655,097	712,638	54,112	616,341
1836.....	4,332,034	1,917,381	4,077,312	5,342,811	9,653,053	12,514,504	724,527	1,018,039	37,521	904,103
1837.....	4,105,741	1,470,802	3,444,701	5,903,054	8,657,760	7,202,668	862,617	847,607	17,874	530,080
1838.....	2,318,282	1,476,918	3,865,285	3,497,156	7,640,217	7,586,360	1,028,418	438,258	8,766	597,565
1839.....	3,441,697	2,222,426	4,364,234	2,428,419	9,744,103	9,919,502	887,092	839,236	20,756	716,999
1840.....	2,209,176	1,592,564	2,910,791	5,427,010	8,546,222	5,580,950	1,015,426	558,939	19 455	786,115
1841.....	2,091,411	1,743,237	2,628,519	3,466,245	10,444,882	8,798,037	821,495	498,879	3,702	742,970
1842.....	1,271,019	886,866	1,942,575	4,527,108	8,938,638	6,370,775	841,572	568,636	523,428	353,888
1843.....	301,925	177,518	1,134,820	3,849,902	6,399,183	2,522,618	710,489	264,658	7,530	442,650
1844.....	907,005	879,077	2,871,946	4,120,785	9,764,554	11,659,901	930,912	470,709	102	881,203

OFFICIAL Value of the following Articles Imported into the United States during the Years 1841 to 1844, inclusive.

ARTICLES.	1841	1842	1843*	1844
	dollars.	dollars.	dollars.	dollars.
Cotton Manufactures :—				
Dyed & coloured	7,434,727	6,168,544	1,739,318	8,894,219
White	1,573,505	1,285,894	393,105	1,670,769
Hosiery, gloves, &c.	980,639	1,627,621	307,243	1,121,460
Twist, yarn, &c.	863,130	457,917	26,227	637,006
Nankeens, from China	217	53		
Not specified ...	904,818	638,486	398,975	645,390
Total.....	11,575,036	9,578,515	2,864,868	12,968,844
Woollen Manufactures :—				
Cloths, merino shawls, &c. ..	5,042 045	4,180,875	1,356,528	5,049,474
Blankets	691,895	566,233	201,454	1,004,826
Hosiery, gloves, &c.	471,877	375,297	61,073	662,905
Worsted stuff ..	3,712,200	2,366,122	456,050	1,835,875
Yarn.....	158,224	217,611	60,960	159,020
Carpeting	345,488	242,300	101,811	369,178
Flannels and baizes	184,911	90,280	37,449	
Not specified ...	395,293	330,989	74,317	
Total.....	11,001,939	8,375,725	2,431,750	9,108,278
Silks	15,511,009	9,448,372	3,011,883	1,292,488
Flax Manufactures :—				
Linens	6,320,419	3,153,805	1,200,772	3,703,532
Not specified ...	526,388	505,379	282,140	789,294
Total.....	6,846,807	3,659,184	1,482,912	4,492,826
Hemp Manufactures :—				
Sail duck.....	904,493	516,880	236,965	
Sheetings	325,167	110,782	83,503	200,215
Ticklenburgs,&c.	539,773	187,006	58,699	236,736
Cotton bagging..	723,678	421,824	105,423	63,067
Not specified ...	73,271	37,042	41,842	
Total.....	2,566,381	1,273,534	526,502	500,018
Manufactured Steel and Iron :				
Paying duty *ad valorem*	3,428,140	2,919,438	773,122	3,708,923
Paying specific duty	821,820	657,583	380,851	531,658
Total.....	4,249,960	3,577,021	1,153,973	4,240,581

ARTICLES.	1841	1842	1843*	1844
	dollars.	dollars.	dollars.	dollars.
Unmanufactured Iron, &c. :—				
Bar iron, rolled.	2,172 278	2,053,453	511,282	1,065,582
—— not rolled..	1,614,519	1,041,410	327,550	583,065
Pig iron.....	223,228	295,284	48,251	200,522
Old & scrap iron	10,537	8,207	2,743	43 396
Steel	609,201	597,317	201,772	487,462
Total.....	4,629,863	3,995,671	1,091,598	2,380,027
Hemp and Cordage :—				
Hemp.....	561,039	267,849	390,108	471,750
Tarred cordage..	112 995	66,548	26,570	68,349
Untarred ditto..	68,936	19,491	6,826	5,273
Total.....	742,970	353,888	423,504	545,372
Other Articles :—				
Earthen and China ware...	1,536,450	1,557,961	627,123	1,783,704
Specie & bullion.	4,998,633	4,087,016	22,319,335	5,830,429
Wines	2,091,411	1,271,019	301,925	909,005
Spirits.....	1,743,237	886,866	273,616	878,977
Molasses	2,628,519	1,942,575	1,134,820	2,833,753
Teas.....	3,466,245	4,527,108	3,849,228	4,075,195
Coffee.....	10,444,882	8,938,638	6,346,787	9,394,877
Sugar.....	8,798,037	6,370,775	2,532,618	7,196,091
Salt	821,495	841,572	710,489	911,512
Spices.....	498,879	568,636	210,013	364,034
Lead	3,702	523,428	227	91
Total.....	37,031,490	32,515,594	38,306,181	35,277,668
Value of Imports :—				
Free of duty....	66,019,731	30,627,486	35,574,584	24,766,881
Paying duty....	61,926,446	69,534,601	29,479,215	83,668,155
Total imports..	127,946,177	100,162,087	65,053,799	108,435,036
Imports re-exported :—				
Free of duty....	11,240,900	6,837,084	3,096,125	3,519,760
Paying duty....	4,228,181	4,884,451	3,456,572	7,965,107
Total.....	15,469,081	11,721,535	6,552,697	11,484,867
Domestic exports.....	106,382,722	92,969,966	77,793,783	99,715,179
Total exports..	121,851,803	104,691,501	84,346,480	111,200,046

* Nine months, to June 30th.

SUMMARY Value of Imports.

IMPORTS.	1841	1842	1843*	1844
	dollars.	dollars.	dollars.	dollars.
Value of imports	127,946,177	100,162,087	64,753,799	108,435,035
Deduct specie.....	4,988,633	4,087,016	22,319,335	5,830,429
Value of merchandise imported.	122,957,544	96,075,071	42,434,464	102,604,606

* Nine months.

There has been a great decrease in the importation of certain manufactures, the demand for which has been chiefly supplied by home manufactures.

IMPORTATION of Manufactured Goods into the United States during the Years 1840, 1841, 1842, and 1844, leaving out 1843, as the returns were for only nine months, and cannot be correctly compared with the other years :—

ARTICLES.	1840	1841	1842	1844
Manufactures of—	dollars.	dollars.	dollars.	dollars.
Cotton	6,504,484	11,757,036	9,578,515	12,968,844
Woollen	9,671,184	11,001,939	8,375,725	9,108,278
Silk	9,761,223	15,511,009	9,448,372	1,292,488
Flax	4,614,466	6,846,807	3,659,184	4 492.826
Hemp	1,588,155	2,566,381	1,273,564	500,018
Steel and iron	3,184,900	4,255,960	3,572,081	3,240,581
Manufactured iron, &c.	4,056,507	4,629,863	3,995,671	2,380,027
Hemp and cordage	786,115	742,970	355,888	545,372

STATEMENT of the Value of the Exports of the Growth, Produce, and Manufactures of the United States, during the Years 1842, 1843, and 1844.

PRODUCE	1842	1843*	1844
	dollars.	dollars.	dollars.
OF THE SEA.			
Fisheries:—			
Dried fish, or cod fisheries	567,782	381,175	699,836
Pickled fish	162,324	116,042	197,605
Whale and other fish oil	1,315,411	803,774	164,323
Spermaceti oil	233,114	310,768	344,930
Whalebone	225,382	257,481	463,096
Spermaceti candles	318,997	243,308	180,492
Total	2,823,010	2,112,548	2,550,282
OF THE FOREST.			
Skins and furs	598,487	453,869	742,196
Ginseng	63,702	193,870	95,008
Product of Wood:—			
Staves, shingles, boards, hewn timber	2,203,537	1,026,170	1,672,279
Other lumber	253,931	211,111	326,945
Masts and spars	37,730	19,669	23,274
Oak bark and other dye	111,087	39,538	70,370
All manufactures of wood	623,718	391,312	919,100
Naval stores, tar, pitch, rosin, and turpentine	743,329	475,357	818,692
Ashes—Pot and Pearl	882,741	541,004	1,140,848
Total	5,518,262	3,352,099	5,813,712
OF AGRICULTURE.			
Product of Animals:—			
Beef, &c.	1,212,638	1,092,949	1,810,551
Butter and cheese	388,185	508,968	758,829
Pork	2,629,403	2,120,020	3,236,179
Horses and mules	299,654	212,696	315,696
Sheep	38,892	29,061	27,824
Vegetable Food:—			
Wheat	916,616	264,109	500,400
Flour	7,375,356	3,763,073	6,759,488
Indian corn	345,150	281,749	404,008
Indian meal	617,817 }	519,797	745,420
Rye meal	124,396 }		
Rye, oats, and other small grain and pulse	175,082	108,640	133,477
Biscuit or ship bread	323,759	312,232	388,603
Potatoes	85,844	47,757	74,108
Apples	32,245	32,825	51,465
Rice	1,907,387	1,625,726	2,182,468
Tobacco	9,540,755	4,650,979	8,397,255
Cotton	47,593,464	49,119,846	54,063,501
All other Agricultural Products:—			
Flaxseed	34,991	49,406	23 749
Hops	36,547	123,745	51,550
Brown sugar	8,890	..	12,363
Indigo	1,042	198	1,176
Total	73,688,113	64,863,736	79,849,572
OF MANUFACTURES.			
Soap and candles	485,128	407,105	619,544
Boots and shoes	168,925	115 355	204,000
Household furniture	290,997	197,982	327,938
Carried forward	945,050	720,442	1,141,482

PRODUCE.	1842	1843*	1844
Manufactures (*continued.*)	dollars.	dollars.	dollars.
Brought forward	945,050	720,442	1,141,482
Coaches and other carriages	48,509	48,356	63,931
Hats	65,882	39,843	75 649
Saddlery	25,986	17,651	34,552
Wax	103,026	137,532	278,039
Spirits from grain	50,708	21,395	56,697
Beer, ale, porter, and cider	54,674	44,061	59,312
Snuff and tobacco	525,490	278,319	536,600
Lead	523,428	492,765	595,238
Linseed oil and spirits of turpentine	34,775	29,434	68,476
Cordage	30,457	22,198	49,242
Iron—Pig, bar and nails	120,454	120,923	133,522
—— Castings	68,507	41,188	54,598
—— All manufactures of	920,561	370,581	528,212
Spirits from molasses	247,745	117,537	241,604
Sugar, refined	291,499	47,345	128,594
Chocolate	3,014	2,032	2,150
Gunpowder	161,292	47,088	130,923
Copper and brass	97,021	79,234	91,446
Medicinal drugs	139,313	108,438	166,805
Cotton Piece Goods:—			
Printed and coloured	385,040	358,415	385,403
White	2,297,964	2,575,049	2,298,800
Twist, yarn and thread	37,325	57,312	44,421
All other manufactures of	250,361	232,774	170,156
Flax and hemp, all manufactures of	1,038	326	311
Wearing apparel	53,219	28,845	117,570
Combs and buttons	34,714	23,227	30,778
Brushes	1,925	4,467	5,962
Billiard tables and apparatus	1,800	415	2,534
Umbrellas and parasols	5,838	4,654	6,514
Leather and morocco skins	22,502	26,782	39,197
Printing presses	19,611	20,530	36,243
Fire engines	1,304		
Musical instruments	16,253	6,684	17,050
Books and maps	44,846	23,643	42,432
Paper and stationery	69,862	51,391	83,108
Paints and varnish	27,370	28.994	44,060
Vinegar	10,208	7,555	8,315
Earthen and stone ware	7,618	2,907	4,884
Manufactures of glass	36,748	25,348	77,800
—— tin	5,682	5,026	6,421
—— pewter and lead	16,789	7,121	10,018
—— marble and stone	18,921	8,545	19,135
—— gold, silver and leaf	1,323	1,905	2,368
Gold and silver coin	1,170,754	107,429	183,405
Artificial flowers & jewelry	7,638	3,769	6,761
Molasses	19,040	1,317	3,922
Trunks	3,916	2,072	7,481
Brick and lime	5,728	3,883	12,833
Domestic salt	39,064	10,262	47,755
Total	4,614,401	6,417,725	8,163,089
Articles not enumerated:			
Manufactured	508,976	470,261	1,600,090
Other articles	1,359,103	575,199	854,427
Total	92,960,996	77,793,783	99,715,179

* Nine months only, which excludes comparison for 1843.

Of the aggregate value of the exports, 69,706,375 dollars were shipped in American vessels, and 30,008,804 dollars in foreign vessels. More than one-half the value of exports from the United States in 1844, consisted of the single article of cotton. Tobacco comes next, and then flour.

TABLE exhibiting the Value of Imports from, and Exports to, each foreign Country, during the Year ending September 30, 1842, and nine Months ending June 30, 1843.

COUNTRIES.	1842 Imports.	1842 EXPORTS.			1843 Imports.*	1843 EXPORTS.*		
		Domestic Produce.	Foreign Produce.	TOTAL.		Domestic Produce.	Foreign Produce.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
Russia	1,350,106	316,026	520,587	836,593	742,803	309,867	76,926	386,793
Prussia	18,192	149,141	7,547	156,688	..	222,039	18,330	240,369
Sweden	890,934	238,948	105,970	344,918	227,356	18,381	15,807	34,188
Swedish West Indies	23,242	129,727	3,320	133,047	51,318	31,228	2,346	33,574
Denmark	..	70,766	27,819	98,585	..	74,657	6,510	81,167
Danish West Indies	584,321	791,828	157,260	949,088	485,285	672,158	74,540	746,698
Holland	1,067,438	3,236,338	386,988	3,623,326	430,823	1,698,327	238,140	1,936,467
Dutch East Indies	741,048	85,578	193,580	279,158	121,524	90,239	103,742	193,981
„ West Indies	331,270	251,650	15,581	267,231	230,571	204,937	10,819	215,756
„ Guiana	74,764	101,055	..	101,055	32,533	24,680	..	24,680
Belgium	619,588	1,434,038	176,646	1,610,684	171,695	1,674,224	296,485	1,970,709
Hanse Towns	2,274,019	3,814,994	749,519	4,564,513	920,865	2,898,948	392,984	3,291,932
England	33,446,499	36,681,808	2,932,140	39,613,948	26,141,118	37,149,095	1,106,064	38,255,159
Scotland	655,050	1,522,735	80,279	1,603,014	128,846	2,363,354	14,657	2,378,011
Ireland	102,700	49,968	..	49,968	43,535	208,502	1,180	209,682
Gibraltar	12,268	466,937	115,961	582,898	23,915	218,251	38,197	256,448
Malta	7,300	11,644	8,261	19,905	27	6,436	11,471	17,907
British East Indies	1,530,364	399,979	283,825	683,804	689,777	237,576	140,136	377,712
Australia	28,693	52,651	..	52,651	44,910	57,805	11,232	69,037
Cape of Good Hope	23,815	..	..	..	31,192	30,055	..	30,055
British West Indies	826,481	3,204,346	23,367	3,227,713	837,836	2,332,309	25,671	2,357,980
„ Guiana	15,004	115,991	2,462	118,453	43,042	116,145	695	116,840
Honduras	202,868	127,339	36,648	163,987	136,688	92,278	16,304	108,582
British American Colonies	1,762,001	5,950,143	240,166	6,190,309	857,696	2,617,005	107,417	2,724,422
France on the Atlantic	16,015,380	15,310,728	1,076,684	16,417,412	7,050,537	10,384,578	441,578	10,826,156
„ Mediterranean	958,678	1,674,570	73,868	1,748,438	609,149	1,186,294	83,701	1,269,995
French African ports	..	3,899	80	3,979	..	1,532	..	1,532
Bourbon	..	..	..	..	..	29,245	..	29,245
French West Indies	199,160	495,397	23,609	519,006	135,921	281,828	13,108	294,936
„ Guiana	50,172	44,063	1,030	45,093	40,411	45,374	..	45,374
Miquelon and French fisheries	..	4,932	..	4,932	119	5,215	..	5,215
Hayti	1,266,997	844,452	55,514	899,966	898,447	610,796	42,574	653,370
Spain on the Atlantic	79,735	333,222	1,200	334,422	49,029			
„ Mediterranean	1,065,640	221,898	16,578	238,476	415,069	50,100	240	50,340
Teneriffe and the other Canaries	91,411	72,723	518	13,241	15,058	7,099	3,925	11,024
Manilla and Philippine islands	772,372	235,732	100,444	336,176	409,290	57,743	54,435	112,178
Cuba	7,650,429	4,197,408	572,981	4,770,449	5,015,933	2,926,922	399,875	3,326,797
Other Spanish West Indies	2,517,001	610,813	19,718	630,531	1,076,125	442,034	11,321	453,355
Portugal	142,587	72,723	1,388	74,111	46,713	59,096	1,538	60,634
Madeira	146,182	43,054	1,930	44,984	7,160	37,649	3,856	41,505
Fayal and the other Azores	41,049	49,183	19,600	68,783	12,783	8,569	621	9,190
Cape de Verd Islands	17,866	103,557	11,529	115,086	4,713	52,227	4,978	57,205
Italy	987,528	515,577	304,940	820,517	394,564	541,500	186,721	728,221
Sicily	539,419	237,861	195,797	433,658	109,664	32,558	51,871	84,429
Mediterranean islands	14,294	40,208	..	40,208	..	108,091	..	108,091
Trieste	413,210	748,179	136,526	884,705	72,957	460,240	118,938	579,178
Turkey	370,248	125,521	76,515	202,036	182,854	108,465	68,014	176,479
Texas	480,892	278,978	127,951	406,929	445,399	105,240	37,713	142,953
Mexico	1,995,696	969,371	564,862	1,534,233	2,782,406	907,745	564,192	1,471,937
Venezuela	1,544,342	499,380	166,832	666,212	1,191,280	483,077	100,425	583,502
New Granada	176,216	57,363	46 361	103,724	115,733	72,009	89,944	161,953
Central America	124,994	46,649	22,817	69,466	132,167	34,469	18,497	52,966
Brazil	5,948,814	2,225,571	375,931	2,601,502	3,947,658	1,568,584	223,704	1,792,288
Argentine republic	1,835,623	265,356	145,905	411,261	793,488	168,083	94,026	262,109
Cisalpine „	581,918	201,999	67,968	269,967	121,753	219,576	75,549	295,125
Chili	831,039	1,270,941	368,735	1,639,676	857,556	869,883	179,580	1,049,463
Peru	204,768	..	..	..	135,563			
South America generally	..	147,222	1,200	148,422	..	98,713	..	98,713
China	4,934,645	737,509	706,888	1,444,397	4,385,566	1,755,393	663,565	2,418,958
Asia generally	979,689	283,367	224,914	578,281	..	253,861	267,296	521,157
Africa „	539,458	472,841	51,135	523,976	..	281,060	22,189	303,249
West Indies generally	..	205,913	1,790	207,703	45,845	95,412	125	95,537
South Seas	41,747	128,856	17,524	146,380	36,206	58,961	18,805	77,766
Northwest coast of America	..	..	2,370	2,370	..	86,066	140	36,206
Other parts	14,928	19,290	..	19,290	623			
Total	100,162,861	92,969,996	11,721,538	104,691,534	64,753,799	77,793,783	6,552,697	84,346,480

* Nine Months ending June 30, 1843.

STATISTICAL View of the Commerce of the United States, exhibiting the Value of Imports from, and Exports to, each Foreign Country, from the 1st of July, 1843, to the 30th of June, 1844.

COUNTRIES.	Value of Exports. Domestic Produce.	Value of Exports. Foreign Produce.	TOTAL.	Value of Imports.
	dollars.	dollars.	dollars.	dollars.
Russia	414,882	140,532	555,414	1,059,419
Prussia	194,606	23,968	218,574	12,609
Sweden and Norway	217,870	12,231	230,101	421,834
Swedish West Indies	63,884	1,360	65,244	23,719
Denmark	100,859	11,975	112,834	6,063
Danish West Indies	783,192	87,130	870,322	624,447
Holland	2,517,921	181,023	2,698,944	1,310,081
Dutch East Indies	98,313	261,070	359,383	935,984
Dutch West Indies	303,438	19,848	323,286	386,283
Dutch Guiana	66,980	4,792	71,772	49,274
Belgium	1,852,571	151,230	2,003,801	634,777
Hanse Towns	3,174,483	392,204	3,566,687	2,136,386
England	45,814,942	1,125,214	46,940,156	41,476,081
Scotland	1,936,591	16,882	1,953,473	527,239
Ireland	42,591	..	42,591	68,084
Gibraltar	502,462	77,421	579,883	44,274
Malta	9,752	7,246	16,998	15
British East Indies	338,413	337,553	675,966	882,792
British African ports				
Australia	29,667	..	29,667	122
Mauritius				
Cape of Good Hope	82,938	..	82,938	29,166
British West Indies	4,114,218	21,828	4,136,046	687,896
British Guiana	307,052	2,184	309,236	9,385
Honduras	197,495	41,524	239,019	249,343
British American colonies	5,361,186	1,354,717	6,715,903	1,465,715
Other British colonies				
France on the Atlantic	11,861,419	2,287,084	14,148,503	15,946,166
France on the Mediterranean	1,204,793	85,104	1,289,897	1,603,318
French West Indies	581,568	35,978	617,546	370,695
French Guiana	56,006	1,033	57,039	28,233
Miquelon, & French fisheries	3,484	..	3,484	
Bourbon	16,967	..	16,967	
French African ports				
Spain on the Atlantic	569,631	23,808	593,439	252,127
Spain on the Mediterranean	15,766	23,340	39,106	381,237
Carried forward	82,835,940	6,728,879	88,574,219	71,607,763

COUNTRIES.	Value of Exports. Domestic Produce.	Value of Exports. Foreign Produce.	TOTAL.	Value of Imports.
	dollars.	dollars.	dollars.	dollars.
Brought forward	82,835,940	6,728,879	88,574,219	71,607,763
Teneriffe, and other Canaries	14,493	1,042	15,535	61,653
Manilla, and Philippine islands	91,769	131,228	222,997	724,811
Cuba	4,304,062	934,533	5,238,595	9,930,421
Other Spanish West Indies	636,962	5,177	642,139	2,425,202
Portugal	99,553	3,565	103,118	199,705
Madeira	44,763	7,523	52,286	22,904
Fayal, and the other Azores	19,246	6,983	26,229	29,570
Cape de Verd islands	65,238	5,299	70,537	4,836
Italy	318,566	258,257	576,823	1,096,926
Sicily	75,624	278,692	354,316	462,773
Sardinia	92,522	..	92,522	
Trieste	1,257,285	168,735	1,426,020	232,089
Turkey	186,139	97,245	283,384	385,866
Texas	196,447	81,101	277,548	678,551
Mexico	1,292,752	502,081	1,794,838	2,387,002
Central America	103,377	46,899	150,276	223,408
Venezuela	442,491	88,741	531,232	1,435,479
New Granada	75,621	49,225	124,846	189,616
Brazil	2,409,418	408,834	2,818,252	6,883,806
Argentine Republic	245,339	258,950	504,289	1,421,192
Cisplatine Republic	394,266	67,910	462,176	144,763
Chili	856,645	248,576	1,105,221	750,370
Peru	14,053	2,754	16,807	184,424
South America, generally	125,938	..	125,938	
Hayti	1,082,807	45,549	1,128,356	1,441,244
China	1,110,023	646,918	1,756,941	4,931,255
Europe, generally	28,700	..	28,700	
Asia, generally	173,021	289,641	462,662	34,908
Africa, generally	641,306	68,938	710,244	459,237
Morocco	..	..	..	5,876
West Indies, generally	173,460	7,988	181,448	
Sandwich islands				
Atlantic Ocean				
South Seas	307,353	42,026	349,379	41,504
North-west coast of America	..	2,178	2,178	
Total	99,715,179	11,484,867	111,200,046	108,435,035

IMPORTS of the United States from each Foreign Country, for the Year ending 30th of June, 1844.

IMPORTED FROM.	Free of Duty.	Paying Duty ad Valorem.	Paying Specific Duty.	TOTAL.	In American Vessels.	In Foreign Vessels.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
Russia	109,390	293,584	656,445	1,059,419	1,036,596	22,823
Prussia	....	7,657	4,952	12,609	12,417	192
Sweden and Norway	123	16,705	405,006	421,834	39,382	382,452
Swedish West Indies	22,559	212	948	23,719	23,719	
Danish West Indies	173,020	116,054	335,373	624,447	622,945	1,502
Denmark	....	273	5,790	6 063	5,790	273
Hanse Towns	91,074	1,865,291	120,021	2,136,386	68,310	2,048,076
Holland	594,429	333,670	381,982	1,310,081	860,001	450,080
Dutch East Indies	663,044	138,076	134,864	935,984	935,984	
Dutch West Indies	101,909	158,740	125,634	386,283	386,283	
Dutch Guiana	59	19	49,066	49,144	49,144	
Belgium	37,283	554,460	43,034	634,777	430,574	204,203
England	2,267,482	33,212,979	5,995,620	41,476,081	35,173,564	6,302,517
Scotland	10,300	335,560	181,379	527,239	245,731	281,408
Ireland	258	42,847	44,979	88,084	4,236	83,848
Gibraltar	14,275	10,414	19,585	44,274	44,274	
Malta	....	15	....	15	....	15
British East Indies	181,196	462,410	239,186	882,792	882,792	
British West Indies	438,222	70,719	178,965	687,906	463,304	224,602
British American Colonies	710,924	309,613	445,178	1,465,715	938,174	527,541
British Honduras	150,546	30,366	67,431	248,343	245,153	3,190
British Guiana	8,681	64	640	9,385	9,001	384
Cape of Good Hope	8,060	20,675	431	29,166	11,790	17,376
Australia	....	122	....	122	122	
France on Atlantic	766,868	7,621,803	7,557,494	15,946,166	15,507,935	438,937
France on Mediterranean	795,460	542,317	265,541	1,603,318	1,155,661	447,057
French Guiana	2,167	2,701	23,365	28,233	28,233	
French West Indies	257,012	5,207	112,476	374,695	343,248	31,447
Spain on Atlantic	6,805	55,459	189,863	252,127	214,294	37,833
Spain on Mediterranean	32,056	40,992	308,189	381,237	322,491	58,746
Teneriffe	51,895	....	9,758	61,653	52,050	9,603
Manilla	69,488	79,064	576,259	724,811	724,811	
Cuba	1,661,291	652,498	7,616,632	9,930,421	9,823,521	106,900
Other Spanish West Indies	72,974	45,654	2,306,574	2,425,202	2,395,185	30,017
Portugal	16,082	4,428	179,195	199,705	187,805	11,900
Madeira	1,645	2,532	18,727	22,904	22,904	
Fayal	2,668	8,074	18,828	29,570	26,342	3,228
Cape de Verds	3,200	600	1,036	4,836	4,836	
Italy	97,085	707,248	292,593	1,096,926	793,993	302,933
Sicily	72,122	286,871	103,780	462,773	322,661	140,112
Trieste	40,777	43,325	147,987	232,089	150,711	81,378
Turkey	52,955	196,587	136,324	385,866	272,008	113,858
Morocco	....	1,176	4,700	5,876	5,876	
Hayti	1,242,976	179,723	18,545	1,441,244	1,425,260	15,984
Texas	11,066	20,406	647,079	678,551	642,633	35,918
Mexico	2,000,096	345,942	40,964	2,387,002	2,318,476	68,526
Central Republic of America	56,418	52,407	114,583	223,408	212,780	10,628
New Grenada	89,146	84,803	15,667	189,616	189,616	
Venezuela	833,461	299,429	302,589	1,435,479	1,322,716	112,763
Brazil	5,856,558	839,879	187,369	6,883,806	5,523,738	1,360,068
Cisplatine Republic	22,088	122,630	45	144,763	122,703	22,060
Argentine Republic	1,052	1,356,474	63,666	1,421,192	1,241,696	179,496
Chili	582,915	137,733	29,772	750,370	750,370	
Peru	47,810	68,064	68,550	184,424	184,424	
China	4,124,086	325,291	481,878	4,931,255	4,876,144	55,111
Asia, generally	16,051	18,484	373	34,908	34,908	
Africa, generally	295,863	148,906	14,378	459,237	423,854	35,383
South Seas	1,910	37,969	1,625	41,504	41,504	
Total	24,766,881	52,315,291	31,352,863	108,435,035	94,174,673	14,260,362

VALUE of Leading Articles of Domestic Produce Exported from the United States during the Year ending the 30th of June, 1844.

COUNTRIES.	Cotton.	Tobacco.	Rice.	Vegetable Food and Bread Stuffs.	Animal Food and Live Animals.	Derived from the Sea.	Derived from the Forest.	Manufactures of Cotton.	Other Manufactures.	All other Articles & non-enumerated.	TOTAL.	LARD.		CHEESE.	
												1842	1844	1842	1844
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	lbs.	lbs.	lbs.	lbs.
Russia	241,454	3,759	53,475	..	580	2,340	15,606	1,700	95,413	755	414,882	..	..	..	5,304
Prussia	..	..	31,567	..	263	131,083	28,901	..	1,282	1,510	194,606	..	4,211		
Sweden, Norway, Denmark, and dependencies	101,946	117,674	90,771	414,820	130,933	88,155	53,681	42,465	114,213	11,147	1,165,805	413,628	375,589	61,092	62,032
Hanse Towns	432,687	1,611,337	256,540	8,036	29,758	552,793	175,372	284	70,172	37,504	3,174,483	..	27,596	..	11,930
Holland and dependencies	228,520	1,275,691	105,002	127,771	86,553	642,447	365,792	66,219	72,882	15,775	2,986,652	101,346	170,203	3,093	20,170
Belgium	760,391	145,347	248,074	15	54,814	180,827	351,147	3,921	103,175	4,860	1,852,571	24,856	765,719	..	2,472
England and dependencies	39,695,749	3,347,072	462,002	5,314,528	3,630,589	508,586	1,984,618	232,507	1,443,187	2,118,469	58,737,307	4,174,026	9,785,693	1,916,263	6,206,025
France and ditto	9,900,039	1,219,044	326,670	248,969	767,997	218,188	810,403	6,335	198,403	28,189	13,724,237	8,498,190	5,844,853	2,677	48,202
Spain and ditto	899,161	155,462	337,122	402,722	793,098	627,410	1,372,368	78,210	818,334	148,796	5,632,643	5,691,950	6,823,373	275,137	505,347
Portugal and ditto	..	4,725	29,721	28,986	19,775	6,026	92,531	11,234	30,320	5,482	228,800	18,528	12,430	9,071	14,611
Italy, Sardinia, and Sicily	228,737	85,720	2,945	1,904	2,890	8,474	25,099	432	119,491	11,020	486,712	2,557	..	..	3,560
Trieste, &c.	1,008,088	192,585	3,594	600	2,544	3,524	7,310	30	32,583	6,427	1,257,285	..	..	..	10,013
Turkey, Levant, &c.	1,337	1,219	..	725	1,001	3,336	1,662	104,614	67,822	4,423	186,139	1,095	..	2,157	736
Hayti	..	10,385	26,540	212,015	227,503	241,803	45,567	124,783	114,945	79,566	1,082,807	343,045	436,453	76,252	129,310
Texas	11,200	3,296	292	12,057	2,038	2,834	4,387	69,307	77,639	13,397	196,447	22,969	6,711	5,045	326
Mexico	552,750	424	6,701	154,978	75,516	25,511	36,990	115,494	302,504	21,884	1,292,752	137,440	603,518	10,121	28,585
Central Republic of America	..	948	..	6,990	749	132	1,364	49,166	32,185	11,843	103,377	1,274	259	567	2,103
New Granada	..	..	650	15,983	1,033	6,332	4,911	6,653	35,427	4,632	75,621	1,027	2,810	4,275	4,049
Venezuela	..	5,240	4,516	144,698	37,710	8,164	18,868	36,339	171,100	15,856	442,491	377,659	370,172	6,835	25,452
Brazil	..	10,540	8,253	1,514,649	82,909	28,120	54,106	484,068	191,324	35,449	2,409,418	213,177	334,079	18,178	90,308
Cisplatine Republic	1,442	10,280	31,198	215,109	31,270	2,579	26,877	9,948	53,279	12,284	394,266	500	38,912	..	26,114
Argentine Republic	..	1,088	39,734	41,083	4,773	3,931	19,395	37,373	79,000	18,962	245,339	954	8,032	..	11,196
Chili	..	6,411	12,018	28,462	40,571	6,953	15,009	436,177	293,093	17,951	850,645	28,975	75,325	32,480	21,030
Peru	..	..	..	2,570	1,917	..	429	2,935	6,002	200	14,053				
China	..	..	305	34,202	44,165	7,491	169,301	650,931	177,031	26,597	1,110,023	..	..	1,171	40,686
All other places	..	189,035	104,778	125,097	78,630	43,762	127,017	327,655	380,021	88,782	1,449,778	49,201	60,417	31,203	73,584
Total	54,063,501	*8,397,282	2,182,468	9,046,969	6,149,379	3,350,501	5,808,712	2,898,780	†5,080,854	2,726,760	99,715,170	20,102,397	25,746,355	2,456,607	7,343,145

* This column is erroneously footed 8,397,255 dollars in the printed document, being 27 dollars too little.
† This column correctly foots 5,080,827 dollars—the difference of 27 dollars arises from the discrepancy in the tobacco column.

IMPORTS INTO THE UNITED STATES UNDER THE VARIOUS TARIFFS.

AMOUNT of Goods Imported into the United States, for the Year ending the 30th of September, 1807.

DESCRIPTION.	Quantity.		Value.		DESCRIPTION.	Quantity.		Value.	
	number.		dollars.	cts.		number.		dollars.	cts.
Value of goods paying an ad valorem duty of 15 per cent	....		46,861,538	0	Sugars, candy and refined.....lbs.	159,986	at 0.18	28,797	48
Ditto, 17½ ditto.....	....		11,097,676	0	Almonds.....do.	685,400	0.21	143,934	0
Ditto, 22½ ditto.....	....		696,703	0	Currants.....do.	436,049	0.13	56,686	37
Malmsey and Madeira wines.....gallons	395,103	at 2.59	1,023,321	95	Prunes and plums.do.	103,766	0.14	14,527	24
Burgundy.....do.	13,948	4.25	59,279	0	Figs .....do.	283,353	0.15	42,502	96
Sherry.....do.	315,779	1.12	353,672	48	Raisins, in jars and boxes.....do.	864,419	0.16	138,307	04
All other wines ...do.	4,843,489	0.63	3,051,397	7	All others .....do.	2,918,073	0.10	291,807	30
Foreign spirits from grain.....do.	1,477,679	1.0	1,477,679	0	Candles, tallow.....do.	547,546	0.18	98,558	28
From other materials.....do.	9,915,243	0.93	9,221,175	99	Wax & spermaceti.do.	4,412	0.60	2,647	20
Molasses .....do.	8,511,234	0.36	3,064,044	24	Cheese.....do.	1,029,642	0.28	288,299	76
Beer, ale, and porter, do.	226,559	0.55	124,607	45	Soap.....do.	2,090,125	0.18	376,222	50
Teas, Bohea.....lbs.	1,511,051	0.33	498,946	83	Tallow .....do.	1,750,279	0.15	262,541	85
—— Souchong.....do.	2,016,177	0.62	1,250,029	74	Spices, mace .....do.	2,195	7.50	16,462	50
—— Hyson.....do.	1,251,367	1.0	1,251,367	0	—— nutmegs.....do.	3,182	3.25	10,341	50
—— other green...do.	2,823,017	0.75	2,217,362	75	—— cinnamon.....do.	9,076	1.92	17,425	92
Coffee .....do.	58,824,811	0.28	16,470,947	8	—— cloves.....do.	48,526	0.84	40,761	84
Cocoa.....do.	9,191,344	0.25	2,297,961	0	—— pepper.....do.	3,499,433	0.23	804,869	69
Chocolate.....do.	3,640	0.40	1,456	0	—— pimento.....do.	1,196,239	0.22	263,172	58
Sugars, brown, &c. do.	175,110,619	0.10	17,511,061	90	—— cassia.....do.	141,348	0.34	48,058	32
—— clayed, &c....do.	45,398,494	0.13	5,901,804	22	Tobacco, manufactured, other than snuff and cigars..do.	10,261	0.20	2,052	20
					Snuff.....do.	57,002	0.25	14,250	50
					Indigo.....do.	1,010,672	1.83	1,849,529	76
					Cotton .....do.	3,377,870	0.31	1,047,139	70

STATEMENT of the Quantity and Value of Goods, Wares, &c. imported into the United States, commencing 1st of October, 1814, and ending 30th of September, 1817.

SPECIES OF MERCHANDISE.	QUANTITY.			VALUE.		
	1815	1816	1817	1815	1816	1817
				dollars.	dollars.	dollars.
Goods paying duty ad val., at 7½ per ct.	....	....	....	....	540,901	1,475,013
" " 15 "	....	....	....	....	5,436,153	14,082,903
" " 20 "	....	....	....	....	4,932,730	7,827,009
" " 25 "	....	....	....	41,703,861	69,805,243	17,583,366
" " 30 "	....	....	....	9,764,093	18,172,418	1,596,235
" " 33⅓ "	....	....	....	....	394,946	2,587,571
" " 40 "	....	....	....	605,522	1,019,206	1,288
Wines, Madeira.....gallons	164,519	314,891	186,108	493,557	944,673	558,324
—— Burgundy, &c.....do.	3,519	13,926	8,528	21,114	69,630	42,640
—— Sherry and St. Lucar .....do.	29,503	283,954	89,334	41,304	397,536	125,068
—— all other.....do.	1,083,319	3,620,077	1,461,408	1,083,319	3,620,077	1,461,408
Spirits from grain.....do.	517,199	607,712	274,325	575,799	759,640	342,906
—— other materials.....do.	3,512,718	6,303,155	4,418,129	5,620,349	8,824,417	6,627,194
Teas, Bohea.....lbs.	115,155	419,155	446,456	57,578	209,578	133,937
—— Souchong, &c. .....do.	1,103,892	714,581	2,143,667	1,103,892	714,581	1,607,750
—— Imperial, &c.....do.	....	26,279	399,277	....	52,558	798,554
—— Hyson and young Hyson.....	181,040	506,176	2,100,511	325,872	885,808	2,625,639
Hyson skin, &c.....do.	997,804	1,434,518	1,986,435	1,596,486	2,151,777	1,986,435
Sugar, brown.....do.	41,331,226	48,566,635	84,628,188	6,199,684	7,284,994	11,001,664
—— white.....do.	3,606,260	6,275,590	8,378,791	829,440	1,443,386	1,675,768
Coffee.....do.	19,596,577	25,976,118	31,318,054	4,115,281	5,454,985	6,263,611
Molasses .....gallons	4,752,642	8,494,248	11,480,948	3,564,482	4,247,124	5,740,474
Salt.....bushels	2,020,131	2,854,841	2,879,538	1,616,105	5,083,857	1,431,856
All other articles.....	....	....	....	3,762,335	12,856,582	11,181,769
Total dollars.....	....	....	....	83,080,073	155,302,700	98,758,373

STATEMENT exhibiting the Value of Merchandise imported from 1821 to 1842, and also the Amount of Duties which accrued annually upon such Merchandise, during the said Period. Year ending September 30th.

YEARS.	Free of Duty.	Paying Duty.	TOTAL.	Gross Duties on Merchandise.	
	dollars.	dollars.	dollars.	dlrs.	cts.
1821	10,082,313	52,503,411	62,585,724	18,475,703	57
1822	7,298,708	75,942,833	83,241,451	24 066,066	43
1823	9,048,288	68,530,979	77,579,267	22,402,024	29
1824	12,563,733	67,985,234	80,549,007	25,486,817	86
NEW TARIFF.					
1825	10,947,510	85,392,565	96,340,075	31,653,871	50
1826	12,567,769	72,406,708	84,974,477	26,083,861	97
1827	11,855,104	67,628,964	79,484,968	27,948,956	57
1828	12,379,176	76,130,648	88,509,824	29 951,251	90
NEW TARIFF.					
1829	11,805,501	62,687,026	74,492,527	27,688,701	11
1830	12,746,245	58,130,675	70,876,920	28,389,505	05
1831	13,456,625	89,734,499	103,191,124	36,596,118	19
1832	14,249,453	86,779,813	101,029,266	29,341,175	65
NEW TARIFF.					
1833	32,447,950	75,670,361	108,118,311	24,177,578	52
1834	68,393,180	58,128,152	126,521,332	18,960,705	96
1835	77,940,493	71,955,249	149,895,742	25,890,726	66
1836	92,056,481	97,923,554	189,980,035	30,818,327	67
1837	69,250,031	71,739,186	140,989,217	18,134,131	01
1838	60,860,005	52,857,399	113,717,404	19,702,825	45
1839	76,401,792	85,690,340	162,092,132	25,554,533	96
1840	57,196,204	49,945,315	107,141,519	15,104,790	63
1841	66,019,731	61,926,446	127,946,177	19,919,492	17
1842	30,627,486	69,534,601	100,162,087	16,622,746	84

"The above table embraces a period of the complete operation of four general tariffs, viz.: the tariff of 1824, the high protective tariff of 1828, that of 1832, and the compromise act of 1833. From 1821 to 1830 the banking movement in the United States was remarkably steady. The loans of the United States Bank, which was the governing power, varied in all that time scarcely 3,000,000 dollars. The consequence was that every increase of the duties checked imports in a marked degree. In 1828 the imports were large previous to the operation of the tariff. In the two succeeding years they fell off immensely. In 1831, they began to feel the impulse of the bank movement. From 1830 to 1833, the national bank extended its loans from 40,000,000 dollars to 66,000,000 dollars, or sixty-five per cent in two years. This movement of the 'regulator' was followed by that of all the banks in the union, and by a combination of circumstances the inflation, with some drawbacks, continued to the great explosion of 1836-7; from which time the general movement of banks has been that of curtailment. From 1821 to 1825, the whole imports into New York rose 34,000,000 dollars, of which 26,000,000 dollars was in the port of New York. Under the tariff which came into operation in that year, the imports fell off 17,000,000 dollars in 1827; of which 9,000,000 dollars was in the port of New York. Under the tariff of 1828, a further fall of 9,000,000 dollars in 1830 took place; of which 6,000,000 dollars was in the port of New York. From that year up to 1836, under the bank expansion, a total increase in imports of 119,000,000 dollars took place; 83,000,000 dollars, or nearly eighty per cent of the amount, was in New York. Down to 1841, under decreasing duties, but a contracting currency, a decrease of 82,000,000 dollars took place; 68,000,000 dollars, or eighty-three per cent of this was in New York—an immense falling off in business. These facts show, concisely, that the two causes operate powerfully upon the welfare of New York, more than upon the rest of the union, viz.: a high tariff and a dear currency. Under the contracting currency with decreasing duties, the trade of New York fell off from 1839 to 1840, seventy-seven per cent. She has now to encounter a still further reduction of the currency, added to duties meant to be protective. Under such circumstances it is fair to conclude that the imports will be carried back to the grade, at least, of 1830, viz.: 70,000,000 dollars, or about 36,000,000 dollars in New York; and this at a time when the connexion of Boston with the western country, by railroad, has revolutionised the trade in domestic goods, and has withdrawn from New York a large commission business."—*Hunt's Magazine.*

SUMMARY Statement of Imports in 1841.

DESCRIPTION.	In American Vessels.	In Foreign Vessels.	TOTAL.
	Value.	Value.	Value.
	dollars.	dollars.	dollars.
Value of merchandise paying specific duties	23,700,022	3,615,782	27,315,804
Value of merchandise paying *ad valorem* duties	30,525,629	4,085,013	34,610,642
Value of merchandise free of duty	58,996,226	7,023,505	66,019,731
Total	113,221,877	14,724,300	127,946,177

STATEMENT of the Quantity and Value of Goods, Wares, and Merchandise, Imported into the United States, during the Year 1842.

SPECIES OF MERCHANDISE.	TOTAL.		SPECIES OF MERCHANDISE.	TOTAL.	
	Quantity.	Value.		Quantity.	Value.
DUTY FREE.	number.	dollars.	DUTY FREE (*continued*).	number.	dollars.
Articles imported for the use of the United States	....	17,118	Brought forward	....	27,285,438
Articles specially imported for philosophical societies, &c., viz:—			Soda ash	....	62,216
Philosophical apparatus, &c.	....	7,755	Bristles	....	74,395
Books, maps, and charts	....	21,153	Lastings and prunellas, for shoes or buttons	....	71,763
Statuary, busts, casts, &c.	....	666	Epaulets and wings, of gold or silver	....	278
Paintings, drawings, etchings, and engravings	....	6,854	Linens, bleached and unbleached	....	10,047
Specimens of botany	....	4,948	Articles not enumerated	....	3,123,358
Models and inventions of machinery	....	643	Total	....	30,027,495
Anatomical preparations	....	1,775	PAYING DUTIES AD VALOREM.		
Antimony, regulus of	....	5,995	Manufactures of wool:—		
Spelter or zinc	....	105,984	Cloths and cassimeres	....	3,995,577
Burr stones, unwrought	....	10,634	Merino shawls	....	185,298
Brimstone and sulphur	....	84,422	Blankets not above seventy-five cents each	....	280,952
Bark of the cork tree	....	3,868	—— above seventy-five cents each	....	285,281
Clay, unwrought	....	13,857	Hosiery, gloves, mitts, and bindings	....	375,297
Rags of all kinds	....	468,220	Worsted stuff goods	....	2,366,122
Furs, undressed	....	503,030	Other manufactures of wool	....	336,989
Raw hides and skins	....	4,067,816	Woollen yarn ... lbs.	2,670	1,053
Gypsum or plaster of Paris	....	78,513	Worsted yarn	....	216,558
Barilla	....	75,418	Manufactures of cotton:—		
Wood, dye	....	305,404	Dyed, printed, or coloured	....	6,168,544
—— unmanufactured, (except mahogany, satin, rosewood, and cedar)	....	148,112	White	....	1,285,894
Animals for breed	....	28,289	Twist, yarn, and thread	....	457,917
Pewter, old, fit only for remanufacture	....	1,145	Hosiery, gloves, mitts, and bindings	....	1,027,621
Tin, in pigs, bars, and blocks	....	282,135	Nankeens, direct from China	....	53
—— in plates and sheets	....	922,309	Other manufactures of cotton	....	638,486
Brass, in pigs and bars	....	3,481	Manufactures of silk, from India, China, &c.:—		
—— old, fit only for remanufacture	....	1,202	Piece goods	....	541,506
Copper, in pigs and bars	....	821,109	Other articles	....	23,413
—— in plates, suited to the sheathing of ships	....	381,197	Manufactures of silk, from other places:—		
—— old, fit only for remanufacture	....	82,195	Piece goods	....	8,060,409
Bullion, gold	....	56,365	Hosiery, gloves, mitts, and bindings	....	70,754
—— silver	....	39,458	Sewing silk	....	385,743
Specie, gold	....	700,929	Other manufactures of silk	....	333,545
—— silver	....	3,290,264	Silk and worsted goods	....	1,311,770
Teas ... lbs.	15,692,094	4,527,108	Camlets of goats' hair or camels' hair	....	2,122
Coffee ... do.	112,764,635	8,931,177	Lace, silk, silk veils, shawls, shades, &c.	....	19,926
Wool, not exceeding eight cents per lb ... do.	10,637,251	685,649	Thread and cotton	....	657,982
Cocoa ... do.	499,135	28,576	Manufactures of flax, viz.:—		
Pepper ... do.	2,576,159	92,977	Linens, bleached and uncoloured	....	2,058,618
Pimento ... do.	8,059	416	—— dyed or coloured	....	200,187
Cassia ... do.	197,865	16,748	Hosiery, gloves, mitts, and bindings	....	3,758
Ginger ... do.	40,000	1,220	Other manufactures of flax	....	501,621
Camphor ... do.	22,745	7,939	Manufactures of hemp, viz.:—		
Indigo ... do.	23,213	18,155	Sail duck	....	516,880
Quicksilver	....	30,321	Sheeting, brown and white	....	110,782
Opium	....	38,478			
Crude saltpetre	....	334,625			
Boracic acid	....	29,776			
Carried forward	....	27,285,438	Carried forward	....	33,320,758

SPECIES OF MERCHANDISE.	TOTAL. Quantity.	TOTAL. Value.
PAYING DUT. AD VAL. (*continued*).	number.	dollars.
Brought forward	....	33,320,758
Manufactures of hemp, viz.:—		
Ticklenburgs, Osnaburgs, and burlaps	....	187,006
Other manufactures of hemp	....	37,042
Hats, caps, and bonnets:—		
Leghorn, straw, chip, grass, &c.	....	574,876
Fur, wool, leather, and silk	....	20,803
Manufactures of iron and steel:—		
Side-arms	....	6,510
Fire-arms	....	95,137
Drawing knives	....	4,247
Cutting knives	....	1,100
Hatchets, axes, and adzes	....	2,310
Socket chisels	....	7,995
Steelyards and scalebeams	....	5,242
Vices	....	12,267
Sickles or reaping hooks	....	4,388
Scythes	....	35,520
Spades and shovels	....	11,945
Squares	....	1,767
Wood screws	....	113,469
Other manufactures of iron, &c.	....	2,617,601
Manufactures of—		
Copper	....	78,545
Brass	....	162,362
Tin	....	25,255
Pewter	....	13,120
Lead	....	236
Leather	....	865,140
Marble	....	16,845
Wood, cabinet wares	....	77,666
—— other manufactures of	....	176,800
Gold and silver, pearls, precious stones, &c.	....	110,474
Watches and parts of watches	....	399,424
Glassware, cut, and not specified ... lbs.	103,444	24,300
—— plain ... do.	819,210	71,952
—— paying a duty of twenty per cent	....	284,274
Wares, China and porcelain	....	148,255
—— earthen and stone	....	1,409,706
—— plated, not specified	....	84,668
—— gilt	....	25,566
—— japanned	....	34,781
Saddlery, common, tinned, and japanned	....	62,356
—— plated, brass, and polished steel	....	96,289
Square wire for umbrella stretchers	....	376
Coach and harness furniture	....	4,379
Carriages and parts of carriages	....	8,956
Slates of all kinds	....	118,853
Quills, prepared	....	11,242
Black lead pencils	....	4,479
Paper hangings	....	44,704
Hair cloth and hair seating	....	54,670
Bolting cloths	....	9,045
Brushes of all kinds	....	52,884
Copper bottoms cut round, &c.	....	2,174
Wire, silvered or plated	....	1,550
Raw silk	....	33,002
Indigo ... lbs.	946,384	731,350
Wool, exceeding eight cents per lb. ... do.	783,701	111,733
Coffee ... do.	101,292	7,461
Cocoa ... do.	1,672,241	103,195
Fruits:—		
Almonds ... do.	1,772,620	122,874
Currants ... do.	1,020,030	47,844
Prunes ... do.	547,426	42,134
Figs ... do.	1,714,563	58,892
Raisins ... do.	20,639,927	797,961
Spices:—		
Mace ... do.	4,551	2,307
Nutmegs ... do.	114,016	66,715
Cinnamon ... do.	14,976	7,105
Cloves ... do.	278,037	46,145
Carried forward	....	43,714,927

SPECIES OF MERCHANDISE.	TOTAL. Quantity.	TOTAL. Value.
PAYING DUT. AD VAL. (*continued*).	number.	dollars.
Brought forward	....	43,714,927
Spices:—		
Pepper ... lbs.	5,709,846	210,908
Pimento ... do.	1,993,499	89,926
Cassia ... do.	334,407	30,761
Ginger ... do.	111,193	3,408
Camphor ... do.	30,819	15,320
Clothing, ready-made	....	28,312
Articles not enumerated, at 5 per cent ad valorem	....	37,513
Do. do. 10 do.	....	7,913
Do. do. 12½ do.	....	13,625
Do. do. 15 do.	....	91,104
Do. do. 20 do.	....	4,082,813
Do. do. 25 do.	....	672,233
Do. do. 30 do.	....	70,957
Do. do. 35 do.	....	772
Do. do. 40 do.	....	3,772
Do. do. 50 do.	....	134,821
Total	....	49,209,085
PAYING SPECIFIC DUTIES.		
Flannels ... square yards	75,805	30,380
Bockings and baizes ... do.	157,769	59,909
Carpetings—Brussels, Wilton, & treble ingrained ... do.	161,425	208,895
—— other ingrained and Venetian do.	50,772	33,414
Floor cloth, patent, printed, or painted ... do.	15,890	13,000
Furniture oil cloth ... do.	33,955	7,341
Cotton bagging ... do.	4,855,255	421,824
Wines—Madeira ... gallons	147,025	165,132
—— Sherry ... do.	50,983	46,062
—— Sicily ... do.	301,506	93,004
—— Red, of France ... do.	149,164	206,808
—— other, of France ... do.	637,729	118,798
—— French, in bottles ... do.	236,724	339,575
—— red, of Spain & Austria ... do.	189,572	37,256
—— other, of Spain, Austria, Germany, & the Mediterranean do.	528,778	129,619
—— of other countries, in casks do.	250,952	113,370
—— of other countries, in bottles do.	13,500	21,395
Spirits from grain ... do.	521,468	226,583
—— other materials ... do.	1,185,531	660,283
Molasses ... do.	17,834,927	1,942,575
Vinegar ... do.	45,315	7,393
Beer, ale, and porter, in casks do.	6,409	2,860
—— in bottles ... do.	114,470	103,619
Oil—spermaceti ... do.	2,408	1,785
—— whale and other fish ... do.	3,573	1,102
—— olive ... do.	197,747	138,247
—— castor ... do.	9,819	8,755
—— linseed ... do.	461,925	269,949
—— rapeseed ... do.	171	186
Chocolate ... lbs.	2,001	765
Sugar—brown ... do.	155,414,946	5,434,750
—— white, clayed, or powdered do.	16,464,299	936,025
—— loaf ... do.	329,427	23,288
—— candy ... do.	1,289	129
—— other refined ... do.	1,654,883	109,371
Candles—wax & spermaceti ... do.	464	157
—— tallow ... do.	1,731	262
Cheese ... do.	77,124	9,071
Soap ... do.	760,277	56,139
Tallow ... do.	8,342	760
Lard ... do.	40	3
Beef and pork ... do.	186,973	3,154
Bacon ... do.	59,384	6,232
Butter ... do.	5,740	856
Saltpetre, refined ... do.	7	1
Salts—Epsom ... do	2,263	40
—— Glauber ... do.	2,138	40
Tobacco, manufactured—snuff do.	1,333	204
—— cigars ... thousands	81,978	860,742
—— other than snuff and cigars lbs.	2,037	901
Cotton ... do.	5,340,320	414,651
Carried forward	....	13,266,679

(*continued*)

SPECIES OF MERCHANDISE.	TOTAL. Quantity.	TOTAL. Value.
PAYING SPECIFIC DUTIES—(*continued*).	number.	dollars.
Brought forward.....	....	13,266,679
Gunpowder.....lbs.	257	91
Glue... .....do.	28,428	3,381
Ochre—dry.....do.	2,281,824	33,950
—— in oil .....do.	99,630	2,367
Red and white lead.....do.	479,738	28,747
Whiting and Paris white.....do.	161,368	1,081
Litharge.....do.	1,594	86
Orange mineral.. .....do.	596	47
Sugar of lead..... .do.	140,907	9,803
Lead—pig, bar, and sheet....do.	4,689	255
—— shot .....do.	18	1
—— old and scrap.....do.	23,891	323
Cordage—cables, and tarred.do.	1,019,740	66,548
—— untarred, and yarn.....do.	390,806	19,491
Twine and packthread.....do.	428,419	70,040
Corks .....do.	203,233	48,833
Copper—nails and spikes....do.	1,365	481
Fire-arms—muskets..... number	7,405	17,739
—— rifles .....do.	24	354
Wire—cap and bonnet.....lbs.	1,435	393
—— iron and steel—not above No. 14.....do.	423,860	20,431
—— above No. 14.....do.	50,235	7,412
Iron—tacks, brads, and sprigs—not above 16 oz. per M.....do.	2,595	461
—— above 16 oz. per M.....do.	1,784	237
—— nails.....do	773,936	65,792
—— spikes .....do.	13,687	523
—— cables, chain, and parts thereof..... .....do.	2,488,852	92,134
—— mill saws.....number	1,498	5,253
—— anchors .....lbs.	196,594	9,911
—— anvils .....do.	518,361	33,134
—— blacksmiths' hammers and sledges .....do.	45,231	2,308
—— castings—vessels of.....do.	577,739	19,878
—— all other .....do.	2,191,356	58,777
—— round, as braziers' rods, of 3-16ths to 8-16ths of an inch diameter.....do.	1,178,374	37,767
—— nail or spike rods, or nail plates, slit, rolled, or hammered .....do.	40,269	860
—— sheet and hoop.....do.	8,061,941	296,679
—— band, scroll, or casement rods, slit, rolled, &c. .....do.	49,714	1,023
—— pig.....cwt.	373,881	295,284
—— old and scrap .....do.	13,713	8,207
—— bar—manufactured by rolling.....do.	1,231,985	2,053,453
—— manufactured otherwise.do.	390,236	1,041,410
Steel.. .....do.	55,428	597,317
Hemp.....do.	39,730	267,849
Alum .....do.	6	38
Copperas.....do.	411	433
Wheat flour .....do.	28	46
Salt .....bushels	6,178,743	841,572
Coal.....do.	3,962,610	380,635
Wheat.....do	4,082	2,767
Oats.....do.	25,778	7,027
Potatoes.....do.	86,638	24,923
Carried forward.....	....	19,740,234

SPECIES OF MERCHANDISE.	TOTAL. Quantity.	TOTAL. Value.
PAYING SPECIFIC DUTIES—(*continued*).	number.	dollars.
Brought forward	....	19,740,234
Paper—folio and quarto post lbs.	44,750	11,667
—— foolscap, drawing, and writing .....do.	138,452	17,86
—— printing, copperplate, and stainers'.....do.	4,274	823
—— sheathing, binders', wrapping, and box boards.....do.	11,511	1,216
—— all other.....do.	53,834	16,496
Books—printed previous to 1775 volumes	10,394	4 441
—— printed in other languages than Greek, Latin, and English.....do.	64,983	36,715
—— printed in Greek and Latin, bound.....lbs.	1,338	1,302
—— unbound .....do.	865	747
—— all other—bound.....do.	15,318	15,161
unbound.....do.	88,555	78,042
—— not enumerated.....do.	....	30,792
Apothecaries' phials and bottles, not exceeding the capacity of six ounces.....gross	135	736
—— exceeding six, and not exceeding 16 ounces .....do.	14	89
Perfumery and fancy phials and bottles, not exceeding the capacity of four ounces.....do.	257	1,296
—— exceeding four, and not exceeding 16 ounces.....do.	15	117
Demijohns.....number	53,687	15,413
Glass bottles, black, quart..gross	15,773	74,800
Window glass — not exceeding eight inches by 10...100 sq. ft.	2,924	9,431
—— exceeding eight by 10, and not above 10 by 12.....do.	7,373	24,586
—— exceeding 10 by 12 inches.do.	12,696	50,505
Fish—dried or smoked..quintals	1,265	5,186
—— pickled salmon.....barrels	4,603	54,679
—— " mackarel.....do.	8,194	58,812
—— " all other.....do.	1,791	8,754
Shoes and slippers—of silk.pairs	3,028	2,988
—— of prunella, lasting, &c. do.	1,017	871
—— of leather—men and women's.....do.	31,357	22,024
—— children's.....do.	1,082	267
Boots and bootees.....do.	8,281	25,154
Playing cards ....packs	3,358	271
Felts, or hat bodies, wholly or partly of wool.....number	53	31
Vitriol—blue or Roman.... ..lbs.	234	4
—— oil of.....do.	4	1
Value of merchandise paying specific duties.....	....	20,325,516
Value of merchandise paying duties *ad valorem*.....	....	49,209,085
Value of merchandise free of duty.....	....	30,627,486
Total, 1842	....	100,162,087

IMPORTS IN 1840.	In American Vessels. Value.	In Foreign Vessels. Value.	TOTAL. Value.
	dollars.	dollars.	dollars.
Value of merchandise paying specific duties.....	11,358,035	1,136,305	12,494,340
Value of merchandise paying *ad valorem* duties.....	14,652,484	2,032,391	16,684,875
Value of merchandise free of duty.....	23,961,356	11,613,228	35,574,584
Total.....	49,971,875	14,781,924	64,753,799

STATEMENT exhibiting the Quantity and Value of Merchandise Imported, free of Duty, from July 1, 1843, to June 30, 1844.

SPECIES OF MERCHANDISE.	IMPORTED.		SPECIES OF MERCHANDISE.	IMPORTED.	
	Quantity.	Value.		Quantity.	Value.
	lbs.	dollars.		lbs.	dollars.
Articles imported for the use of the United States	....	95,438	Brought forward	....	712,518
Articles specially imported for the use of philosophical societies, colleges, &c.:—			Clay, unwrought	....	5,897
—— philosophical apparatus, &c.	....	1,312	Animals for breed	....	27,534
—— books, maps, and charts	....	19,815	Barilla	....	50,394
—— statuary, busts, casts, &c.	....	85	Nuts and berries used in dying	....	804
—— paintings, drawings, etchings, and engravings	....	3,434	Old pewter	....	252
Paintings of American artists residing abroad	....	2,017	Brass, in pigs and bars	....	47,004
Wood dye, in sticks	....	428,049	—— old, fit only for re-manufacture	....	2,237
—— unmanufactured, not specified	....	38,218	Copper, in pigs and bars	....	488,981
Specimens of botany, natural history, and mineralogy	....	15,786	—— in plates, suited for the sheathing of ships	....	688,610
Models of inventions and machinery	....	2,737	—— ore	....	56,485
Anatomical preparations	....	1,879	—— old, fit only for re-manufacture	....	79,805
Crude antimony	....	104	Gypsum, or plaster of Paris	....	80,922
Burr stones, unwrought	....	17,008	Epaulet and wings, of gold or silver	....	301
Crude brimstone and sulphur	....	75,124	Bullion—gold	....	83,150
Bark of the cork tree	....	11,505	—— silver	....	208,694
			Specie—gold	....	1,530,154
			—— silver		4,008,431
			Teas ... lbs.	15,353,524	4,075,195
			Coffee ... do.	158,332,111	9,594,877
			All other articles	....	3,024,643
Carried forward	....	712,518	Total	....	24,766,981

A STATEMENT exhibiting the Value of Merchandise Imported, paying Duties *ad valorem*, from July 1, 1843, to June 30, 1844.

SPECIES OF MERCHANDISE.	IMPORTED.		Rate of Duty.	Duties.
	Quantity.	Value.		
		dollars.	5 per cent.	dollars. cts.
Wool, unmanufactured, not exceeding 7 cts per lb. ... lbs.	13,808,645	754,441		37,722 05
—— unmanufactured, exceeding 7 cents per lb. ... do.	199,763	97,019	30 & 3 cts.	35,098 59
Woollen cloths and cassimeres	....	4,777,940	40 p. c.	1,911,176 00
—— merino shawls, of wool	....	271,534	40	108,613 60
—— blankets, not above 75 cents each	....	370,284	15	55,542 60
—— ditto, above 75 cents each	....	634,542	25	158,635 50
—— hosiery, gloves, mitts, caps, and bindings	....	662,905	30	198,871 50
—— worsted stuff goods	....	1,835,875	30	550,762 50
—— woollen yarn	....	2,214	30	664 20
—— worsted yarn	....	156,806	30	47,041 80
—— other manufactures of	....	396,178	40	158,471 20
Cottons, coloured, exceeding 30 cents per square yard ... sq. yds.	....	2,925,690	30	807,707 00
—— ditto, not exceeding 30 cents per sq. yd. ... do.	28,599,795	5,968,529	43.12	2,573,981 55
—— uncoloured, exceeding 20 cents per sq. yd. ... do.	....	467,859	30	140,357 70
—— ditto, not exceeding 20 cents per sq. yd. ... do.	9,071,760	1,202,910	45.25	544,305 60
—— velvets, cords, &c., exceeding 35 cts. per sq. yd. .. do.	....	576,089	30	172,826 70
—— ditto, ditto, not exceeding 35 cts. per sq. yd. ... do.	323,253	96,545	35.15	33,941 56
—— twist, yarn, and thread, bleached or coloured, not exceeding 75 cents per lb. ... lbs.	80,271	34,901	43.12	15,050 81
—— twist, yarn, and thread, unbleached and uncoloured, not exceeding 60 cents per lb. ... do.	10,751	3,563	45.26	1,612 65
—— twist, yarn, and thread, exceeding these minimums, and on spools	....	598,542	30	179,562 60
—— hosiery, gloves, mitts, caps, and bindings	....	1,121,460	30	336,438 00
—— other manufactures of	....	645,390	30	193,617 00
Silks, floss and other dyed	....	40,861	25	10,215 25
—— shirts and drawers	....	3,799	40	1,519 60
—— umbrellas and parasols	....	538	30	161 40
—— bolting cloths	....	19,701	20	3,940 20
—— other manufactures of, not specified	....	1,159,364	30	347,809 20
Silk-and-worsted goods	....	1,292,488	30	387,746 40
Camlets, and other manufactures of mohair	....	52,571	20	10,514 20
Flax, manufactures of—linens bleached, and other	....	3,703,532	25	925,883 00
—— other manufactures of	....	789,294	25	197,323 50
Hempen sheetings, brown and white	....	200,215	25	50,053 75
—— ticklenburgs, osnaburgs, and burlaps	....	236,736	20	47,347 20
—— other manufactures of	....	63,067	20	12,613 40
Carried forward	....	31,103,382	....	9,257,127 81

(*continued*)

SPECIES OF MERCHANDISE.	IMPORTED. Quantity.	IMPORTED. Value.	Rate of Duty.	Duties.
		dollars.	per cent.	dollars cts.
Brought forward	....	31,103,382	....	9,257,127 81
Lace, thread, and insertings	....	218,862	15	32,829 30
—— cotton, quillings, insertings, bobinets, &c.	....	763,813	20	152,762 60
Clothing, ready made	....	66,175	50	33,087 50
—— articles of wear, not specified	....	864,034	40	345,613 60
—— embroidered with gold or silver	....	852	50	426 00
Grass cloth	....	231	25	57 75
Carpeting, not specified	....	15,063	30	4,518 90
Matting, Chinese, of flags, jute, or grass	....	30,156	25	7,539 00
—— mats and matting, not specified	....	11,852	25	2,963 00
Wire, silvered or plated	....	579	30	173 70
—— brass or copper	....	1,557	25	389 25
Iron and steel, manufactures of, viz.:—				
Fire-arms, not specified	....	70,857	30	21,257 10
Side-arms	....	2,357	30	707 10
Drawing and cutting-knives	....	2,746	30	823 80
Hatchets, axes, and adzes	....	2,171	30	651 30
Socket chisels	....	4,753	30	1,425 90
Steelyards and scalebeams	....	3,513	30	1,053 90
Vices	....	13,799	30	4,139 70
Sickles, or reaping-hooks	....	1,099	30	329 70
Scythes	....	11,050	30	3,315 00
Spades and shovels	....	5,357	30	1,607 10
Squares	....	1,600	30	480 00
Screws, other than wood-screws	....	1,195	30	358 50
Needles, sewing, knitting, &c.	....	74,728	20	14,945 60
All other manufactures of	....	2,586,912	30	776,073 60
Saddlery, common tinned, and japanned	....	74,447	20	14,889 40
—— plated, brass, and polished steel	....	88,183	30	26,454 90
Brass, manufactures of	....	82,147	30	24,644 10
Copper, ditto	....	131,691	30	39,507 30
Tin, ditto	....	28,599	30	8,579 70
Pewter, ditto	....	3,246	30	973 80
German silver, ditto	....	721	30	216 30
Bell metal, ditto	....	213	30	63 90
Zinc, ditto	....	14,756	30	4,426 80
Bronze, ditto	....	79	30	23 70
Leather, ditto	....	77,487	35	27,120 45
Glass, plate, exceeding 22 by 14 inches	....	50,763	30	15,228 90
—— silvered	....	136,105	36	48,997 80
—— framed	....	4,981	36	1,793 16
—— paintings on porcelain, and coloured	....	73	30	21 90
—— manufactures of, not specified	....	35,483	25	8,870 75
Hats and bonnets, Leghorn, chip, straw, grass, &c.	....	713,483	35	249,719 05
—— palm-leaf, rattan, willow, &c.	....	24,250	35	8,487 50
Wood, cabinet-ware	....	42,152	30	12,645 60
—— other manufactures of	....	38,568	30	11,570 40
Wares, China and porcelain	....	111,840	30	33,552 00
—— earthen and stone	....	1,521,642	30	456,492 60
—— plated and gilt	....	123,855	30	37,156 50
—— japanned	....	26,367	30	7,910 10
Furs, undressed, on the skin	....	302,522	5	15,126 10
—— hats, caps, muffs, and tippets	....	26,882	35	9,408 70
—— hatters', and other furs	....	519,893	25	129,973 25
Hair cloth and hair seatings	....	25,393	25	6,348 25
Brushes of all kinds	....	58,885	30	17,665 50
Paper hangings	....	27,203	35	9,521 05
Carriages, and all parts of	....	2,178	30	653 40
Slates of all kinds	....	77,445	25	19,361 25
Black lead pencils	....	13,862	25	3,465 50
Copper bottoms, cut round, &c.	....	4,075	30	1,222 50
Zinc, in plates or sheets	....	113,099	10	11,309 90
Chronometers, ship or box	....	4,043	20	808 60
Clocks	....	8,511	25	2,127 75
Watches, and parts of	....	487,142	7½	36,535 65
Gold and silver, manufactures of	....	32,394	30	9,718 20
Jewellery, of gold or silver	....	27,846	20	5,569 20
—— imitation of gold or silver	....	74,261	25	18,565 25
Gold and silver laces, tresses, tassels, knots, &c.	....	26,079	15	3,911 85
Gold and silver leaf	....	10	20	2 00
Embroidery in gold and silver, other than clothing	....	59	20	11 80
Quicksilver	....	77,464	5	3,873 20
Buttons, metal	....	1,084	30	325 20
—— all other and moulds	....	36,117	25	9,029 25
Teas, from places other than their growth ... lbs.	302,590	45,590	20	9,118 00
Coffee, from places other than its growth ... do.	2,229,832	169,677	20	33,935 40
Corks	....	79,551	30	23,865 30
Quills, prepared	....	1,889	25	472 25
—— all other	....	1,342	20	268 40
Wood, unmanufactured, mahogany	....	199,225	15	29,883 75
—— ditto, rose	....	487	15	73 05
Carried forward	....	41,636,142	....	12,114,443 92

(continued)

SPECIES OF MERCHANDISE.	IMPORTED. Quantity.	IMPORTED. Value.	Rate of Duty.	Duties.
	number.	dollars.	per cent.	dollars cts.
Brought forward	....	41,636,142	....	12,114,443 92
Wood, unmanufactured, cedar	....	867	15	130 05
Merchandise not enumerated, viz.:—				
at 1 per cent.	....	240,881	....	2,408 81
at 2½ do.	....	1,369,319	....	34,232 97
at 5 do.	....	4,187,074	....	209,353 70
at 7 do.	....	25,738	....	1,801 66
at 7½ do.	....	24,256	....	1,819 20
at 10 do.	....	165,458	....	16,545 80
at 12½ do.	....	5,181	....	647 62
at 15 do.	....	223,938	....	33,590 70
at 20 do.	....	2,280,049	....	456,009 80
at 25 do.	....	1,092,661	....	273,165 25
at 30 do.	....	971,066	....	291,319 80
at 35 do.	....	34,771	....	12,169 85
Total	....	58,357,401	....	23,447,640 13

STATEMENT exhibiting the Quantity and Value of Merchandise imported, paying specific Duties, during the Year ending June 30, 1844; the Amount of Duty which accrued under the Act of 1842; and the equivalent *ad valorem* to each rate, respectively.

SPECIES OF MERCHANDISE.	IMPORTED. Quantity.	IMPORTED. Value.	Duties.	Rate of Duty.	Equivalent ad valorem Duty.
	number.	dollars.	dollars cts.	dlrs. cts.	per cent.
Silk, sewing silk, silk twist, &c. lbs.	99,923	496,745	199,846 00	2 00	40.23
—— pongees and plain white do.	104,330	360,979	156,495 00	1 50	43.35
—— manufactures of, not specified do.	634,426	6,208,239	1,586,065 00	2 50	25.54
—— raw silk do.	59,192	172,953	29,596 00	0 50	17.11
—— shoes and slippers for men and women pairs	2,157	1,802	647 10	0 30	35.91
—— laced boots and bootees for women do.	65	144	48 75	0 75	33.85
—— shoes and slippers for children do.	96	12	14 40	0 15	120.00
—— hats for men number	7,513	14,194	7,513 00	1 00	52.93
—— bonnets for women do.	1,149	6,291	2,298 00	2 00	36.52
Flannels square yards	93,835	37,795	13,136 90	0 14	34.75
Baizes and buckings do.	125,040	40,214	17,505 60	0 14	43.53
Carpeting, Wilton do.	17,572	42,968	11,421 80	0 65	26.58
—— Saxony do.	1,344	2,850	873 60	0 65	30.65
—— Brussels do.	175,256	226,377	96,390 80	0 55	42.58
—— Venetian do.	19,984	14,325	5,995 20	0 30	41.85
—— other ingrained do.	4,005	2,955	1,179 90	0 30	40.61
Sail duck do.	961,056	350,317	67,273 92	0 7	19.20
Cotton bagging, of hemp do.	1,695,868	153,094	67,834 72	0 4	44.31
—— bagging of other materials do.	129,284	5,671	6,464 20	0 5	113.98
Floorcloth, patent, printed, or painted do.	9,479	7,501	3,317 65	0 35	44.22
Oil-cloth, furniture, on Canton flannel do.	2,113	584	338 08	0 16	57.88
—— furniture, not specified do.	61,722	11,033	6,172 20	0 10	55.94
—— of linen, silk, &c., for covers do.	62,261	11,209	7,782 62	0 12½	69.43
Wine, Madeira gallons	16,754	30,575	1,256 55	0 7½	4.10
—— Sherry do.	18,665	23,418	10,599 00	0 60	45.26
—— Champagne do.	69,778	210,333	26,711 20	0 40	12.69
—— Port, in bottles do.	345	1,102	51 75	0 15	4.07
—— Port, in casks do.	223,615	156,878	13,416 90	0 6	8.55
—— Burgundy, in bottles do.	189	853	66 35	0 35	7.77
—— Burgundy, in casks do	13,012	3,652	1,951 80	0 15	53.44
—— Claret, in bottles do.	35,713	35,315	12,499 55	0 35	35.30
—— Claret, in casks do.	993,198	218,239	59,591 88	0 6	27.31
—— Teneriffe, in casks or bottles do.	17,847	6,186	3,569 40	0 20	57.70
—— Marsala, or Sicily Madeira do.	15,238	11,290	3,809 50	0 25	33.74
—— other wines of Sicily do.	15,942	3,710	2,391 30	0 15	64.45
—— red, of France, not enumerated do.	328,071	54,721	19,684 26	0 6	35.97
—— red, of Prussia, not enumerated do.	2,962	650	165 72	0 6	25.49
—— red, of Portugal and possessions do.	9,354	4,725	561 24	0 6	11.87
—— white and red of France, in bottles do.	5,211	5,270	1,042 20	0 20	19.77
—— white and red of Portugal, in bottles do.	17	12	2 55	0 20	21.25
—— white, of France, not enumerated do.	206,986	50,360	15,523 95	0 7½	30.82
—— white, of Austria, not enumerated do.	20	59	1 50	0 7½	2.54
—— white, of Portugal and possessions do	61,408	24,671	4,605 60	0 7½	18.65
—— white and red, of Spain, in casks do.	151,556	38,390	18,944 50	0 12½	49.34
—— white and red, of Germany, in casks do.	47,263	13,517	5,907 87	0 12½	43.70
—— ditto, of the Mediterranean, in casks do.	12,489	3,191	1,561 13	0 12½	48.92
—— ditto, of Spain, in bottles do.	505	1,073	101 00	0 20	9.41
—— ditto, of Germany, in bottles do.	1,240	2,815	248 00	0 20	8.81

(*continued*)

SPECIES OF MERCHANDISE.	IMPORTED. Quantity.	IMPORTED. Value.	Duties.	Rate of Duty.	Equivalent ad valorem Duty.
	number.	dollars.	dollars cts.	dlrs. cts.	per cent.
Wine, white and red, of the Mediterranean, in bottles.....gallons	196	90	39 20	0 20	43.55
—— all other, in bottles.....do.	1,497	1,365	973 05	0 65	78.21
—— ditto, in casks.....do.	11,013	6,545	2,753 25	0 25	42.06
Spirits, brandy.....do.	782,510	606,633	782,510 00	1 00	128.99
—— from grain.....do.	416,918	171,015	258,489 16	0 62	151.15
—— from other materials.....do.	210,477	78,027	130,495 74	0 62	167.24
Cordials.....do.	16,217	23,302	9,730 20	0 60	41.75
Beer, ale, and porter, in bottles.....do.	117,996	116,965	23,599 20	0 20	20.17
—— ditto in casks.....do.	13,379	6 749	2,006 85	0 15	29.73
Vinegar.....do.	22,785	3,985	1,822 80	0 8	45.74
Molasses.....lbs.	249,428,872	2,833,753	1,122,429 92	4½ m's.	39.61
Oil, spermaceti.....gallons	953	743	238 25	0 25	32.06
—— whale, and other fish.....do.	297	147	44 55	0 15	30.30
—— olive, in casks.....do.	16,412	12,407	3,282 40	0 20	26.45
—— castor.....do.	197	244	78 80	0 40	32.29
—— linseed.....do.	307,222	155,624	76,805 50	0 25	49.35
—— rapeseed.....do.	28	20	7 00	0 25	35.00
—— of almonds.....lbs.	2,491	604	224 19	0 9	37.12
—— of cloves.....do.	2,406	2,943	721 80	0 30	24.52
Cocoa.....do.	4,029,194	236,622	40,291 94	0 1	17.02
Chocolate.....do.	3,087	1,055	123 48	0 4	11.70
Sugar, brown.....do.	179,857,491	6,793,540	4,496,437 27	0 2½	66.18
—— white clayed.....do.	4,731,516	267,704	189,260 64	0 4	70.70
—— loaf, and other refined.....do.	2,215,517	134,454	132,931 02	0 6	98.87
—— candy.....do.	4,117	391	247 02	0 6	63.17
—— syrup of sugar-cane.....do.	54	2	1 35	0 2½	67.00
Fruits, almonds.....do.	1,017,595	95,531	30,527 85	0 3	31.95
—— currants.....do.	1,081,531	37,345	32,445 93	0 3	86.88
—— prunes.....do.	291,876	29,087	8,756 28	0 3	30.10
—— figs.....do.	1,074,945	73,375	21,498 90	0 2	29.30
—— dates.....do.	236,686	2,167	2,366 86	0 1	109.22
—— raisins, muscatel.....do.	8,492,456	318,142	254,773 68	0 3	80.08
—— all other.....do.	2,032,690	58,382	40,653 80	0 2	69.63
—— nuts, not specified, not used for dying.....do.	2,671,940	73,769	26,719 40	0 1	36.22
Spices, mace.....do.	2,493	1,089	1,246 50	0 50	114.46
—— nutmegs.....do.	199,809	97,532	59,942 70	0 30	61.46
—— cinnamon.....do.	8,865	8,338	2,216 25	0 25	26.58
—— cloves.....do.	365,644	56,027	29,251 52	0 8	52.21
—— pepper, black.....do.	1,673,399	59,037	83,669 95	0 5	141.72
—— ditto, Cayenne and African.....do.	40,917	2,086	4,091 70	0 10	196.15
—— pimento.....do.	869,986	46,765	43,499 30	0 5	93.01
—— cassia.....do.	1,137,651	85,432	56,882 55	0 5	66.58
—— ginger, ground.....do.	2,392	352	95 68	0 4	27.47
—— ditto, race.....do.	245,434	7,376	4,908 68	0 2	66.54
Camphor, crude.....do.	245,556	97,496	12,277 80	0 5	12.59
—— refined.....do.	2,369	1,545	473 80	0 20	30.66
Candles, wax and spermaceti.....do.	966	466	77 28	0 8	16.58
—— tallow.....do.	130	14	5 20	0 4	37.14
Soap, hard.....do.	29,874	1,787	1,194 96	0 4	66.87
—— soft.....bbls.	1	4	0 50	0 50	12.50
Tallow.....lbs.	6,828	461	68 28	0 1	14.81
Starch.....do.	19,593	876	391 86	0 2	44.73
Pearl barley.....do.	105,799	3,485	2,115 98	0 2	60.71
Butter.....do	1,815	164	90 75	0 5	55.33
Lard.....do	47	3	1 41	0 3	47.00
Beef and pork.....do.	259,379	6,312	5,187 58	0 2	82.18
Hams and bacon.....do	26,499	3,222	794 97	0 3	24.67
Bristles.....do.	190,638	84,011	1,906 38	0 1	2.27
Indigo.....do.	1,391,708	1,145,067	69,585 40	0 5	6.08
Woad, or pastel.....do.	159,871	5,195	1,598 71	..	30.77
Cheese.....do.	56,985	7,636	5,128 65	0 9	67.16
Ivory or bone black.....do.	27,878	1,398	209 09	0 0¾	14.95
Alum.....do.	110	6	1 65	0 1½	27.50
Opium.....do.	29,923	61,040	22,442 25	0 75	36.77
Glue.....do.	8,728	1,350	436 40	0 5	32.32
Saltpetre, partly refined.....do.	391,083	21,232	977 71	0 0¼	4.60
Gunpowder.....do.	6,164	2,818	493 12	0 8	17.49
Copperas.....do.	61	2	1 22	0 2	61.00
Vitriol, blue, or Roman.....do.	6,298	487	251 92	0 4	51.72
—— oil of.....do.	51	6	51	0 1	8.50
Quinine.....oz	1,327	2,234	530 80	0 40	23.76
Bleaching powder.....lbs.	2,674,804	111,092	26,748 04	0 1	24.07
Sulphate of barytes.....do.	191,872	1,205	959 36	0 0½	79.61
Tobacco manufactured, snuff.....do.	923	311	110 76	0 12	35.61
—— ditto, cigars.....do.	718,748	974,431	287,499 20	0 40	29.50
—— ditto, other than snuff and cigars.....do.	1,788	533	178 80	0 10	33.54
Cotton.....do.	10,88),401	651,326	326,682 03	0 3	50.16
Thibet, angora, and other goats' hair.....do.	69,548	20,683	695 48	0 1	3.36
Paints, ochre, dry.....do.	868,042	11,497	8,680 12	0 1	75.49
—— ditto, in oil.....do.	2,120	,118	31 80	0 1½	26.94
—— white and red lead.....do.	222,213	12,252	8,888 52	0 4	72.54

(continued)

SPECIES OF MERCHANDISE.	IMPORTED. Quantity.	IMPORTED. Value.	Duties.	Rate of Duty.	Equivalent ad valorem Duty.
	number.	dollars.	dollars cts.	dlrs. cts.	per cent.
Whiting and Paris white.....lbs.	45,673	241	456 73	0 1	189.51
Litharge.....do.	3,328	207	133 12	0 4	64.30
Putty.....do.	27	1	40	0 1½	40.00
Sugar of lead.....do.	13,746	986	549 84	0 4	56.76
Cordage, tarred, and cables.....do.	1,124,526	68,349	56,226 30	0 5	82.26
—— untarred.....do.	152,072	5,273	6,843 24	0 4½	129.78
—— untarred yarn.....do.	167,757	9,544	10,065 42	0 6	105.46
Twine and packthread.....do.	5,36,175	110,194	32,170 50	0 6	29.19
Seines.....do.	12,408	5,298	868 56	0 7	16.37
Hemp.....cwt.	50 752	262,365	101,504 00	2 00	38.68
Manilla, sun, and other hemp of India.....do.	62,653	209,385	78,316 25	1 25	37.40
Jute, Sisal grass, coir, &c., used as hemp for cordage.....do.	9,783	28,692	12,228 75	1 25	42.62
Cordilla, or tow, of hemp or flax.....do.	4,629	15,763	4,629 00	1 00	29.36
Flax.....do.	6,266	67,738	6,266 00	1 00	9.25
Rags.....lbs.	7,301,738	295,586	18,254 34	0 00¼	6.18
Hats of wool.....number	91	20	16 38	0 18	81.90
Hat bodies or felts, made in whole or part of wool.do.	101	69	18 18	0 18	26.34
Glass watch crystals.....gross	1,191	3,008	2,382 00	2 00	79.18
—— glasses or pebbles for spectacles.....do.	1,642	7,305	3,284 00	2 00	14.95
Cut glass, cut ⅓ the height or length thereof....lbs.	725	489	181 25	0 25	37.06
Cut glass, cut above ⅓ and not above ½.....do.	464	347	162 40	0 35	46.80
—— cut ½ and exceeding.....do.	1,783	904	802 35	0 45	88.75
—— cut chandeliers, candlesticks, &c.....do.	18,252	11,271	8,213 40	0 45	72.86
Plain glass, moulded or pressed, weighing over 8 oz.....do.	11,408	2,299	1,140 80	0 10	49.62
—— ditto, weighing 8 oz. or under.....do.	2,623	1,227	314 76	0 12	25.65
—— ditto, weighing over 8 oz., when stoppered.do.	1,227	307	173 88	0 14	56.63
—— ditto, weighing 8 oz. or under, when stoppered.....lbs.	1,202	775	192 32	0 16	24.81
Cut glass—plain, moulded, or pressed, tumblers do.	3,139	584	113 90	0 10	53.75
—— ditto, stoppered, &c.....do.	510	146	75 60	0 14	51.70
Cylinder window glass, not above 8 by 10 inches square foot	12,364	254	247 28	0 2	97.35
—— not above 10 by 12 inches.....do.	30 538	989	763 45	0 2½	77.19
—— not above 14 by 10 inches.....do.	19,093	772	668 25	0 3½	86.56
—— not above 16 by 11 inches.....do.	13,941	576	539 64	0 4	93.68
—— not above 18 by 12 inches.....do.	9,846	452	492 30	0 5	108.91
—— above 18 by 12 inches.....do.	40,705	2,783	2,442 30	0 6	87.75
Crown window glass, not above 16 by 11 inches.do.	341	496	93 87	0 7	18.92
—— not above 18 by 12 inches.....do.	806	102	64 48	0 8	63.21
—— above 18 by 12 inches.....do.	2,210	173	221 10	0 10	127.80
Polished plate glass, not above 12 by 8 inches...do.	1,057	258	52 85	0 5	20.47
—— not above 14 by 10 inches.....do.	1,066	301	74 62	0 7	24.79
—— not above 16 by 11 inches.....do.	2,997	559	239 76	0 8	42.89
—— not silvered, not above 18 by 12 inches.....do.	9 567	3,411	956 70	0 10	28.05
—— ditto, not above 22 by 14 inches.....do.	16,739	5,368	2,008 68	0 12	37.41
—— Apothecaries' phials and bottles, not exceeding 6 ounces each.....gross	262	1,039	458 50	1 75	44.12
—— exceeding 6 and not exceeding 16 oz. each.do.	36	262	99 00	2 75	38.16
Perfumery phials and bottles, not exceeding 4 ounces each.....do.	36	137	99 00	2 50	65.69
—— exceeding 4, and not exceeding 16 oz. each.do.	3	22	9 00	3 00	40.09
Black and green bottles, exceeding 8 ounces, and not above 1 quart.....do.	7,040	32,426	21,120 00	3 00	65.13
—— exceeding 1 quart.....do.	209	1,999	836 00	4 00	41.82
Demijohns and carboys, not exceeding half-gallon each.....number	300	80	45 00	0 15	56.25
—— exceeding half and not above 3 gallons....do.	8	4	2 40	0 30	60.00
—— exceeding 3 gallons each.....do.	17,022	4,548	8,511 00	0 50	187.13
Copper rods and bolts.....lbs.	2,533	522	101 32	0 4	19.40
—— nails and spikes.....do.	1,307	388	52 28	0 4	13.47
Patent sheathing metal.....do.	55,538	8,971	1,110 76	0 2	12.38
Lead, in pigs and bars.....do.					
—— shot.....do.	95	5	3 80	0 4	76.00
—— pipes.....do.	133	13	5 32	0 4	40.92
—— old and scrap.....do.	3,205	73	48 07	0 1½	65.84
—— in sheets, not specified.....do.	92	11	3 68	0 4	33.45
Brass battery, or hammered kettles.....do.	563	225	67 56	0 12	30.02
—— screws.....do.	56	39	16 80	0 30	43.07
Pins, solid headed, in packs of 5000 each.....packs	28,638	20,014	11,455 20	0 40	57.23
Pound pins.....lbs.	57,380	22,921	11,474 00	0 20	50.06
Fire-arms—muskets.....number	12,359	17 945	18,538 50	1 50	103.30
—— rifles.....do.	14	196	35 00	2 50	17.85
Cap or bonnet wire, covered with silk.....lbs.	1,223	845	146 76	0 12	17.36
—— covered with other materials.....do.	2,937	1,138	234 96	0 8	20.62
Iron and steel wire, not above No. 14.....do.	81,836	7,175	4,091 80	0 5	57.00
—— above 14, and not above No. 25.....do.	19,868	7,103	1,589 28	0 8	22.18
—— above No. 25.....do.	3,822	1 983	420 42	0 11	21.20
Tacks, brads, and sprigs, not above 16 oz. per M...do.	2,291	543	114 55	0 5	21.00
—— above 16 oz. per M.....do.	14,586	1,365	729 30	0 5	53.42

(continued)

SPECIES OF MERCHANDISE.	IMPORTED. Quantity.	IMPORTED. Value.	Duties.	Rate of Duty.	Equivalent ad valorem Duty.
	number.	dollars.	dollars cts.	dlrs. cts.	per cent.
Manufactures of iron :—					
Wood-screws ....lbs.	30,488	6,135	3,659 26	0 12	59.63
Cut nails ....do.	15,515	740	465 45	0 3	62.79
Wrought nails ....do.	595,179	42,683	23,807 16	0 4	55.78
Spikes, cut or wrought ....do.	19,243	713	577 29	0 3	80.96
Chains, cables, and parts ....do.	925,497	28,775	23,137 42	0 2½	80.41
—— other than cables ....do.	1,464,698	63,168	58,587 92	0 4	92.75
Wrought, for ships, locomotives, &c. ....do.	12,195	450	487 80	0 4	108.40
Malleable, or castings ....do.	24,099	1,808	963 96	0 4	53.31
Mill, cross-cut, and pit saws ....number	1,481	4,344	1,481 00	1 00	34.09
Steam, gas, or water tubes ....lbs.	392	100	19 60	0 5	19.60
Anchors or parts ....do.	84,434	3,397	2,110 85	0 2½	62.14
Anvils ....do.	894,565	52,573	22,364 12	0 2½	42.54
Blacksmiths' hammers ....do.	62 528	2,649	1,563 20	0 2½	59.00
Castings, vessels of ....do.	511,918	24,026	7,678 77	0 1½	31.96
—— all other ....do.	236 835	10,588	2,368 35	0 1	32.37
Glazed or tinned hollow ware ....do.	373 480	26,742	9,337 00	0 2½	34.87
Sad-irons, hatters' and tailors' irons ....do.	26,646	852	666 15	0 2½	78.18
Cast iron butts or hinges ....do.	987,735	53,877	24,693 37	0 2½	45.83
Axletrees, or parts thereof ....do.	8,322	1,153	332 88	0 4	28.87
Round or square iron, as brasiers' rods, &c. ....do.	805,906	29,452	20,147 65	0 2½	68.46
Nail or spike rods ....do.	43,165	1,524	1,079 12	0 2½	82.25
Sheet iron, except taggers ....do.	4,238,138	146,129	105,953 41	0 2½	72.50
Hoop iron ....do.	217,880	6,642	5,447 00	0 2½	82.00
Band or scroll, or casement rods, &c. ....do.	130,184	6,109	3,254 60	0 2½	53.27
Iron—pig ....cwt.	298,880	200,522	134,496 00	0 45	67.07
—— old and scrap ....do.	42,663	43,396	21,331 50	0 50	49.15
—— bar, manufactured by rolling ....do.	757.824	1,065,582	947,280 00	1 25	88.89
—— ditto, manufactured otherwise ....do.	236,451	583.065	200,983 35	0 85	34.47
Steel—cast, shear, and German ....do.	35,700	442,964	53,550 00	1 50	12.09
—— all other ....do.	7,004	44,498	17,510 00	2 50	39.35
Leather, tanned, sole or bend ....lbs.	795	249	47 70	0 6	19.15
—— upper, not specified ....do.	679	182	54 32	0 8	29.84
—— calf-skins, tanned and dressed ....dozen	2,395	32,321	11,975 00	5 00	37.05
—— seal-skins do. ....do					
—— sheep-skins do. ....do.	6,730	37,366	13,460 00	2 00	36.02
—— goat-skins do. ....do.	1,018	8,510	2,545 00	2 50	29.91
—— Morocco skins do. ....do.	442	4,017	1,105 00	2 50	27.50
—— kid or Morocco do. ....do.	845	4,193	1,267 50	1 50	30.22
—— goat or sheep-skins, tanned and not dressed ....do.	805	2,317	805 00	1 00	34.70
—— kid and lamb-skins do. do. ....do.	45	51	33 75	0 75	66.17
—— fawn, kid, and lamb, known as chamois ....do.	636	2,538	636 00	1 00	25.05
—— skivers ....do.	521	3,230	1,042 00	2 00	32.26
—— gloves, men's ....do.	28,948	136,490	36,185 00	1 25	26.51
—— do. women's habit ....do.	118,372	427,271	118,372 00	1 00	27.70
—— do. do. extra and demi-length ....do.	1,691	9,806	2,536 50	1 50	25.86
—— do. children's habit ....do.	2,426	6,845	1,213 00	0 50	17.72
—— do. do. extra, and demi-length ....do.					
—— men's boots and bootees ....pairs	3,640	15,719	4,550 00	1 25	28.95
—— ditto shoes and pumps ....do.	981	1,029	294 30	0 30	28.60
—— women's boots and bootees ....do	348	520	174 00	0 50	33.46
—— ditto double-soled pumps ....do.	570	275	224 00	0 40	83.00
—— ditto shoes and slippers ....do.	5,925	3,647	1,481 25	0 25	40.61
—— ditto shoes and slippers, of prunella ....do.	5,273	4,045	1,318 25	0 25	32.59
—— children's boots, bootees, and shoes ....do.	2,116	299	317 40	0 15	106.15
Paper, bank or bank-note ....lbs.					
—— folio and quarto post ....do.	25,445	7,883	4,325 65	0 17	54.87
—— antiquarian and drawing ....do.	46	22	6 90	0 15	31.36
—— medium, demy, and foolscap ....do.	79,208	8,761	11,881 20	0 15	135.61
—— all other writing ....do.	11,378	1,514	1,706 70	0 15	112.72
—— copperplate, blotting, and copying ....do.	37,771	18,860	4,721 37	0 12½	25.03
—— coloured, for labels and needles ....do.	34	13	4 25	0 12½	32.69
—— marble and fancy-coloured ....do.	1,381	653	172 62	0 12½	26.42
—— glass-paper ....do.	12	10	1 50	0 12½	15.00
—— morocco paper ....do.	667	268	83 37	0 12½	31.11
—— pasteboard, pressing-board, and sand-paper ....do.	440	261	55 00	0 12½	21.07
—— tissue paper ....do.	2,252	464	281 50	0 12½	60.66
—— gold and silver paper ....do.	14	47	1 75	0 12½	3.72
—— coloured, copperplate, printing, and stainers' ....do.	1,867	654	186 70	0 10	28.54
—— sheathing, wrapping, and cartridge ....do.	19,636	1,842	589 08	0 3	31.98
—— playing-cards ....packs	307	56	76 75	0 25	137.05
—— all other ....do.	7,909	3,390	1,186 35	0 15	34.99
Blank books, bound ....lbs.	869	361	173 80	0 20	48.14
—— ditto unbound ....do.	20	5	3 00	0 15	60.00
Books printed in Latin and Greek, bound ....do.	8,791	7,752	1,318 65	0 15	17.01
—— ditto ditto unbound ....do.	3,224	2,940	419 12	0 13	14.25
—— ditto in Hebrew, Greek, Latin, or English, forty years before importation ....volumes	15,629	7,833	781 45	0 5	9.97
—— printed in Hebrew, bound ....lbs.	7,805	6,666	780 50	0 10	11.71
—— ditto ditto unbound ....do.	633	448	50 64	0 8	11.30

(continued)

SPECIES OF MERCHANDISE.	IMPORTED.		Duties.	Rate of Duty.	Equivalent ad valorem Duty.
	Quantity.	Value.			
	number.	dollars.	dollars cts.	dlrs. cts.	per cent.
Books printed in other languages than Hebrew, Greek, Latin, or English, bound.....lbs.					
—— ditto in other languages than Hebrew, Greek, Latin, or English, in sheets or pamphlets .....do.	70,838	54,710	33,541 90	0 5	6.47
—— ditto in English, bound.....do.	5,666	3,749	849 90	0 15	22.67
—— ditto ditto unbound.....do.	7.239	10,043	2,171 70	0 30	21.62
—— ditto and published one year before importation, bound.....do.	56,142	58,564	11,228 40	0 20	19.17
—— ditto and not republished in the United States five years before importation, unbound lbs.	12,627	12,069	1,894 05	0 15	15.69
—— reports of legislative committees..... volumes	34,513	27,900	3,451 30	0 10	12.37
—— polyglots, lexicons, and dictionaries.....lbs.	32	37	1 60	0 5	4.32
Salt .....bushels	5,565	5,595	278 25	0 5	4.97
Coal .....tons	8,243,139	911,512	659,451 12	0 8	72.35
Coke or culm.....bushels	87,073	236,963	152,377 75	1 75	64.30
Breadstuffs, wheat.....do.	11,787	398	589 35	0 5	148.07
—— barley.....do.	446	545	111 50	0 25	20.45
—— rye .....do.	1,638	664	327 60	0 20	49.23
—— oats.....do.	90	49	13 50	0 15	27.55
—— Indian corn.....do.	5,238	1,798	523 80	0 10	29.13
—— Indian meal .....cwt.	5	6	50	0 10	8.33
—— wheat flour .....do.	2	1	40	0 20	40.00
Potatoes .....bushels	243	139	170 10	0 70	122.37
Fish, dried or smoked.....cwt.	100,725	33,260	10,072 50	0 10	30.28
—— salmon .....barrels	360	3,067	360 00	1 00	11.73
—— mackarel .....do.	6,969	70,111	13,938 00	2 00	19.88
—— herrings.....do.	30,158	164,130	45,237 00	1 50	27.56
—— all other .....do.	153	1,584	229 50	1 50	14.48
	6,262	25,179	6,262 00	1 00	24.87
Specific articles.....	....	31,352,863	14,531,208 77	Aver.	46.34
Ad valorem articles	....	52,315,291	14,449,348 03	Aver.	27.62
Paying duties	....	83,668,154	28,980,556 80	Aver.	34.64
Free goods	....	24,766,881			
Total value.....	....	108,435,035			

STATEMENT exhibiting the Articles Imported during the Year ending on the 30th of June, 1844, the Duty on which exceeds 35 per cent, on the Wholesale Market Value of such Articles; prepared in conformity to the 27th Section of the Act of the 30th of August, 1842.

ARTICLES.	Quantity.	Invoice value.	Duty per act of August, 1842.	Amount of duty.	12½ per cent. charged for freight, insurance, &c., on invoice value.	Cost, including invoice value, duty, and charges.	15 per cent charged for importer's profit.	Wholesale market value.	Ad valorem duty on wholesale market value.
	number.	dollars.		dollars.	dollars.	dollars.	dollars.	dollars.	
Spirits—									
Brandy .....galls.	782,509	606,633	1 dollar per gallon.	782,509	75,829	1,464,971	219,745	16,847,16	46 2–5
From grain.....do.	416,918	171,015	75 cents do.	312,688	21,378	505,081	75,762	580,843	53 4–5
All other .....do.	210,487	78,027	75 cents do.	157,865	9,753	245,645	36,846	282,491	55 4–5
Sugar, loaf and other refined.....lbs.	2,215,517	134,454	6 cents per pound.	142,931	16,807	294,192	44,178	338,370	42 4–5
Fruits—									
Dates .....do.	236,686	2,167	1 cent do.	2,366	271	4,804	720	5,524	42 4–5
Raisins in boxes, &c...do.	8,492,456	318,142	3 cents do.	254,773	39,767	612,682	91,902	704,584	36 1–10
Spices—									
Black pepper .....do.	1,673,399	59,037	5 cents do.	83,669	7,379	150,085	22,513	172,598	48 2–5
Red do.....do.	40,917	2,086	10 cents do.	4,091	261	6,438	965	7,403	55 1–5
Pimento.....do.	869,986	46,765	5 cents do.	43,499	5,845	96,109	14,415	110,524	39 3–10
Beef and pork.....do.	259,354	6,312	2 cents do.	5,187	789	12,288	1,843	14,131	36 3–6
Sulphate of barytes .....do.	191,872	1,205	1½ cents do.	2,878	150	4,233	635	4,868	59
Whiting and Paris white.do.	45,673	251	1 cent do.	456	31	738	110	848	53 7–10
Cordage, untarred.....do.	152,072	5,273	4½ cents do.	6,843	659	12,775	1,916	14,691	46 3–5
Untarred yarn.....do.	107,757	9,544	6 cents do.	10,065	1,193	20,802	3,120	23,922	42½
Glass—									
Watch crystals .....gross	1,191	3,068	2 dollars per gross.	2,382	376	5,766	865	6,631	35 9–10
Cut, half & exceeding.lbs.	1,783	904	45 cents per pound.	802	113	1,819	272	2,091	38
Cylinder window glass—									
Not above 8 by 10 in..sq. ft.	12,364	254	2 cts. per square ft.	247	32	533	80	613	40
Do. 10 by 12.....do.	30,538	989	2½ cents do.	763	123	1,875	281	2,156	35 2–5
Do. 14 by 10 .....do.	19,093	772	3½ cents do.	668	96	1,536	230	1,766	37 4–5
Do. 16 by 11.....do.	13,941	576	4 cents do.	557	72	1,205	181	1,386	40
Do. 18 by 12.....do.	9,846	452	5 cents do.	492	56	1,000	150	1,150	42 4–5
Above 18 by 12.....do.	40,705	2,783	6 cents do.	2,442	348	5,573	836	6,409	38 1–10
Crown window glass—									
Above 18 by 12 inches.do.	806	102	10 cents do.	80	13	195	29	224	35 7–10
Demijohns, &c., above 3 galls .....number	17,022	4,548	50 cents each.	8,511	568	13,627	2,044	15,671	53 4–5
Fire-arms—muskets ....do.	12,359	17,945	1 dollar 50 cts. each	18,538	2,243	38,726	5,809	44,535	41 3–5
Manufactures of iron—									
Chain cables and parts.lbs.	925,497	28,775	2½ cents per pound.	23,137	3,597	55,509	8,326	63,835	36 1–5
Chains, other than cables.....do.	1,464,698	63,168	4 cents do.	58,587	7,896	129,651	19,447	149,098	39 1–5
Sad irons, tailor's and hatter's irons.....do.	26,646	852	2½ cents do.	666	107	1,625	243	1,868	35 3–5
Hoop iron.....do.	217,880	6,642	2½ cents do.	5,447	830	12,919	1,937	14,856	36 3–5
Bar rolled.....cwt.	757,824	1,065,582	1 dlr. 25 cts. per cwt.	947,280	133,198	21,460,60	321,909	2,467,969	38 3–10
Coke or culm.....bushels	11,787	398	5 cents per bushel.	589	50	1,037	155	1,192	50

CHAPTER XXIII.

NAVIGATION AND TRADE BETWEEN THE UNITED STATES AND THE UNITED KINGDOM.

THE commercial intercourse between the United Kingdom and the United States of America, is confined to the vessels of the respective countries, including the colonial possessions. This is much upon the same principle as before the independence of the Anglo-American colonies: excepting that the British crown subjected the colonial carrying trade with foreign countries to restrictions that were palpably unwise and unjust, though strictly in the narrow spirit of the Navigation act. Since the revolution, the ships of the United States trade to all the countries in the world.—(See *Commercial Legislation of England and the United States hereafter.*)

The early details of the trade between Great Britain and her colonial possessions were by no means attended to. Some accounts of entrances and clearances, and notices of the imports, were kept by the customs department, and from these the following tables have been compiled.

The accounts of the tonnage employed are mixed up with that engaged in the North American fisheries, and in the circuitous trade with the West Indies. It comprised a great share of the whole British navigation beyond the seas.

From the date of first passing the navigation law in 1660, in which act the exclusive restrictions to be observed in the trade and navigation of the plantations in America is declared, we have but scanty information respecting the commerce of the North American colonies until 1670, when we find they supplied the sugar plantations with cattle, hogs, flour, timber, slaves, and other lumber; and that "in time of dearth," the plantations of New York, New Jersey, and Pennsylvania, supplied even Britain and Ireland with corn.

In 1703, a law was passed to encourage the growth and importation of naval stores from the North American colonies—and an active trade appears to have been carried on between England and these plantations, and between the latter and the West Indies. A very profitable trade from the North American plantations was carried on with the foreign West Indies, which was most unwisely attempted to be stopped, by British West Indian interests obtaining a British act of parliament, framed in 1733, imposing nearly prohibitive restrictions on that trade, although the proceeds and profits of which were nearly all remitted to England in payment for manufactures. The value of exports from Great Britain to North America, on an average of the three first years of King William's reign, is stated by Chalmers, at 395,619*l.* The imports at 339,138*l.*; the population in 1715, that is 130 years ago, at 375,750 whites; 58,850 negroes. Total 434,600.

That trade was paralysed for some time, but not suppressed. It was beyond the power of mere acts of parliament to annihilate so profitable a commerce: especially that carried on by British merchants, from England, through the North American colonies, to the French and other foreign West Indies, until 1665, when Mr. Grenville, a man of great integrity, but of contracted mind, and a most blundering commercial legislator, converted the gallant commanders of his majesty's ships of war, on the American and West India, as well as on the British coasts, into sworn revenue officers for the enforcement of restrictive navigation.

The profitable trade from the North American plantations in supplying the French, Spanish, and Danish West Indies, with British manufactures and colonial provisions and stores, was consequently, during the following year, almost annihilated by the wicked interference of Mr. Grenville. Grievous, indeed, was the consequent infliction upon British trade and navigation—and unfortunate the effects finally caused by the just, but unredressed, complaints of the North American colonists.* Their grievances were only attended to by an attempt to

* Macgregor's British America.

increase their burdens—by extending to them the Stamp act—which they effectually resisted under the title of "*The folly of England and the ruin of America.*"

In a letter from one of the New England colonists to the Board of Trade and Plantations, printed in the year 1715, concerning the trade, it is asserted, "That one fleet only from New England brought home 6000 barrels of pitch, tar, and turpentine to London. Ships of late we build very well, both for beauty and strength. Even so early as this time, we find our sugar colonies complaining of New England's great trade to the Dutch colony of Surinam, which they now supply with vast numbers of small horses, and with provisions, fish, &c., and in return took their molasses, which they made into rum."

In the year 1740, it appears from the information given to the Board of Trade by persons concerned in the two British colonies of Virginia and Maryland, that about 200 British ships were annually and constantly employed in that trade, viz., "about eighty or ninety sail to Virginia, and about 110 to 120 to Maryland; that the ships trading thither from the outports of Great Britain were generally of a lesser burden than were those from the port of London: and that of about 30,000 hogsheads of tobacco, annually imported from those two colonies into Great Britain, 18,000 were brought home in the London ships. Also that this computation was exclusive of the vessels employed by those two colonies in their trade with the other British continental and island colonies of America."

From the Year 1744 to 1748, inclusive, Exported—			From the Year 1754 to 1758, inclusive, Exported—		
YEARS.	To the Northern Colonies from Britain.	To the West India Islands from Britain.	YEARS.	To the Northern Colonies from Britain.	To the West India Islands from Britain.
	£	£		£	£
1744	640,000	796,000	1754	1,246,000	685,000
1745	534,000	503,000	1755	1,177,000	694,000
1746	754,000	472,000	1756	1,428,000	733,000
1747	726,000	856,000	1757	1,727,000	776,000
1748	830,000	734,000	1758	1,832,000	877,000
Total	3,484,000	3,361,000	Total	7,410,000	3,765,000
Difference in favour of our northern colonies		123,000	Difference in favour of our northern colonies		3,645,000

In 1761, 1762, exclusive of pitch, pine, staves, shingles, and various kinds of wood, there were many other articles exported from South Carolina: among which 249,000 lbs. of indigo; 62,288 barrels of rice; 23,194 bushels of corn; 3980 bushels of peas; 3881 bushels of oats; 2275 barrels of pork; 1648 lbs. of bacon; five barrels of ham; eighty kegs of butter; thirty-two casks of tallow; 343 hogsheads, 215 bales of deer-skins, and 1043 deer-skins loose; 1199 barrels of tar; 751 barrels of turpentine; nineteen barrels of rosin; sixteen casks of bees'-wax; 2693 tanned hides; fourteen boxes of myrtle-wax candles; besides hoops, handspikes, furs, pink root, reeds, &c.

DECLARED Value of British and Irish Produce and Manufactures Exported from the United Kingdom to the United States of America, in each Year, from 1805 to 1811, and from 1814 to 1836.

YEARS.	Amount.	YEARS.	Amount.	YEARS.	Amount.	YEARS.	Amount.	YEARS.	Amount.	YEARS.	Amount.
	£		£		£		£		£		£
1805	17,241,409	1810	10,920,752	1817	6,930,359	1822	6,865,262	1827	7,018,272	1832	5,468,272
1806	12,249,488	1811	1,841,253	1818	9,451,009	1823	5.464,874	1828	5,810,315	1833	7,579,699
1807	11,846,513	1814	8,129	1819	4,929,815	1824	6,090,394	1829	4,823,415	1834	6,844,985
1808	5,241,739	1815	13,255,374	1820	3,875,286	1825	7,018,934	1830	6,132,346	1835	10,568,455
1809	7,275,500	1816	9,556,577	1821	6,214,875	1826	4,659,018	1831	9,053,583	1836	12,425,605

TRADE between Great Britain and the Old American Colonies, from 1697 to 1783, inclusive, showing the official Value of Exports and Imports.

YEARS.	NEW ENGLAND.		NEW YORK.		PENNSYLVANIA.		VIRGINIA AND MARYLAND.		CAROLINA.		GEORGIA.	
	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.
	£	£	£	£	£	£	£	£	£	£	£	£
1697.....	26,282	68,468	10,093	4,579	3,347	2,997	227,756	58,796	12,374	5,289		
1698.....	31,254	93,517	8,763	25,279	2,720	10,704	174,053	310,135	9,265	18,462		
1699.....	26,660	127,279	16,818	42,792	1,477	17,064	198,115	205,078	12,372	11,401		
1700.....	41,486	91,918	17,567	49,410	4,608	18,529	317,302	173,481	14,058	11,003		
1701.....	32,656	86,322	18,517	31,910	5,220	12,003	235,738	199,683	16,973	13,908		
1702.....	37,026	64,625	7,965	29,991	4,145	9,342	274,782	72,391	11,870	10,460		
1703.....	33,539	59,608	7,471	17,562	5,160	9,899	144,928	196,713	13,197	12,428		
1704.....	30,823	74,806	10,540	22,294	2,430	11,819	264,112	60,454	14,067	6,621		
1705.....	22,793	62,504	7,393	27,902	1,309	7,206	116,768	174,322	2,698	19,788		
1706.....	22,210	57,050	2,849	31,588	4,210	11,037	149,152	58,015	8,652	4,001		
1707.....	38,793	120,631	14,283	29,855	786	14,365	207,625	237,901	23,311	10,492		
1708.....	49,635	115,505	10,847	26,899	2,120	6,723	213,493	79,061	10,340	11,996		
1709.....	29,559	120,349	12,259	34,577	617	5,881	261,668	80,268	20,431	28,521		
1710.....	31,112	106,338	8,293	31,475	1,277	8,594	188,429	127,639	20,793	19,613		
1711.....	26,415	137,421	12,193	28,856	38	19,408	273,181	91,535	12,871	20,406		
1712.....	24,699	128,105	12,466	18,524	1,471	8,464	297,941	134,583	29,394	20,015		
1713.....	49,904	120,778	14,428	46,470	178	17,037	206,263	76,304	32,449	23,967		
1714.....	51,541	121,288	29,810	44,643	2,663	14,927	280,470	128,873	31,290	23,712		
1715.....	66,555	164,650	21,316	54,629	5,461	17,182	174,756	199,274	29,158	16,631		
1716.....	69,595	121,156	21,971	52,173	5,193	21,842	281,343	179,599	46,287	27,272		
1717.....	58,898	132,001	24,534	44,140	4,499	22,505	296,884	215,962	41,275	25,058		
1718.....	61,591	131,885	27,331	62,966	5,588	22,716	316,576	191,925	46,385	15,841		
1719.....	54,452	125,317	19,596	56,355	6,564	27,068	332,069	164,630	50,373	19,630		
1720.....	49,206	128,769	16,836	37,397	7,928	24,531	331,482	110,717	62,736	18,290		
1721.....	50,483	114,524	15,681	50,754	8,037	21,548	357,812	127,376	61,858	17,703		
1722.....	47,955	133,722	20,118	57,478	6,882	26,397	283,091	172,754	79,650	34,374		
1723.....	59,339	176,486	27,992	53,013	8,332	15,992	287,997	123,833	78,103	42,246		
1724.....	69,585	168,507	21,191	63,020	4,057	30,324	277,344	161,894	90,504	37,839		
1725.....	72,021	201,768	24,976	70,650	11,981	42,209	214,730	195,884	91,942	39,182		
1726.....	63,816	200,882	38,307	84,866	5,960	57,634	324,767	185,981	93,453	43,934		
1727.....	75,052	187,277	31,617	67,452	12,823	31,979	421,588	192,965	96,055	23,254		
1728.....	64,689	194,590	21,141	81,634	15,230	37,478	413,089	171,092	91,175	33,067		
1729.....	52,512	161,102	15,833	64,760	7,434	29,799	386,174	108,931	113,329	58,366		
1730.....	54,701	208,196	8,740	64,356	10,582	48,592	346,823	150,931	151,739	64,785		
1731.....	49,048	183,467	20,756	66,116	12,786	44,260	408,502	171,278	159,771	71,145		
1732.....	64,095	216,600	9,411	65,540	8,524	41,698	310,799	148,289	126,207	58,298		828
1733.....	61,983	184,570	11,026	65,417	14,776	40,565	403,198	186,177	177,845	70,466	203	1,695
1734.....	82,252	146,460	15,307	81,758	20,217	54,392	373,090	172,086	120,466	99,658	18	1,921
1735.....	72,899	189,125	14,155	80,405	21,919	48,804	394,995	220,381	145,348	117,837	3,010	12,112
1736.....	66,788	222,158	17,044	86,000	20,786	61,513	380,163	204,794	214,083	101,147		2,012
1737.....	63,347	223,923	16,833	125,833	15,198	56,690	492,246	211,301	187,758	58,986		5,701
1738.....	59,116	203,233	16,228	133,438	11,918	61,450	391,814	258,860	141,119	87,793	17	6,496
1739.....	46,604	220,378	18,459	106,070	8,134	54,452	444,654	217,200	236,192	94,445	233	3,324
1740.....	72,389	171,081	21,498	118,777	15,048	56,751	341,997	281,428	265,560	181,821	924	3,524
1741.....	60,052	198,147	21,142	140,430	17,158	91,010	577,109	248,582	236,830	224,270		2,553
1742.....	53,166	148,899	13,536	167,591	8,527	75,295	427,769	264,186	154,607	127,063	1,622	17,018
1743.....	63,185	172,461	15,067	134,487	9,596	79,340	557,821	328,195	235,136	111,499	2	2,291
1744.....	50,248	143,982	14,527	119,920	7,446	62,214	402,709	234,855	192,594	79,141		769
1745.....	38,948	140,463	14,083	54,957	10,130	54,280	399,423	197,799	91,847	86,815		939
1746.....	38,612	209,177	8,841	86,712	15,779	73,699	419,371	282,545	76,897	102,809		984
1747.....	41,771	210,640	14,992	137,984	3,832	82,404	492,619	200,088	107,500	95,529		24
1748.....	29,748	197,682	12,358	143,311	12,363	75,330	494,852	252,624	167,305	160,172		1,314
1749.....	39,999	238,286	23,413	265,773	14,944	238,637	434,618	323,600	120,499	164,085	51	5
1750.....	48,455	343,659	35,632	267,136	28,191	217,713	508,939	349,419	191,607	234,037	1,942	2,125
1751.....	63,287	305,974	42,363	248,941	23,870	190,917	460,085	347,027	245,491	138,244	355	2,065
1752.....	74,313	273,340	40,648	194,030	29,978	201,666	569,435	325,151	288,264	150,777	1,526	3,163
1753.....	83,395	345,523	40,553	277,864	38,527	245,644	632,575	356,776	164,634	213,909	3,057	14,128

(continued)

YEARS.	New England.		New York.		Pennsylvania.		Virginia and Maryland.		Carolina.		Georgia.	
	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.
	£	£	£	£	£	£	£	£	£	£	£	£
1754.....	66,538	329,433	26,663	127,497	30,649	244,647	573,435	323,513	307,238	149,215	3,236	1,947
1755.....	59,533	341,796	28,055	151,071	32,336	144,456	489,668	285,157	325,525	187,887	4,437	2,630
1756.....	47,359	384,371	24,073	250,425	20,091	200,169	337,759	334,897	222,915	181,780	7,155	536
1757.....	27,556	363,404	19,168	353,311	14,190	168,426	418,881	426,687	130,889	213,949	..	2,571
1758.....	30,204	465,694	14,260	356,555	21,383	260,953	454,362	438,471	150,511	181,002	..	10,212
1759.....	25,985	527,067	21,684	630,785	22,404	498,161	357,228	456,007	206,534	215,255	6,074	15,178
1760	37,802	599,647	21,125	480,106	22,754	707,998	504,451	605,882	162,769	218,131	12,198	
1761.....	46,225	334,225	48,648	289,570	39,170	204,067	455,083	545,350	253,002	254,587	5,764	24,279
1762.....	41,733	247,385	58,882	288,046	38,091	206,199	415,709	418,599	181,695	194,170	6,522	23,761
1763.....	74,815	258,851	53,998	238,560	38,228	284,152	642,294	555,391	282,366	250,132	14,469	44,908
1764.....	88,157	459,765	53,697	515,416	36,258	436,191	559,508	515,192	341,727	305,808	31,325	18,338
1765.....	145,819	451,299	54,959	382,349	25,148	363,368	505,671	383,224	385,918	334,709	34,183	29,165
1766.....	141,733	409,642	67,020	330,829	26,851	327,314	461,693	372,548	293,587	296,732	53,074	67,268
1767.....	128,207	406,081	61,422	417,957	37,641	371,830	437,926	437,628	395,027	244,093	35,856	23,334
1768.....	148,375	419,797	87,115	482,930	59,406	432,107	406,048	475,984	508,108	289,868	42,402	56,562
1769.....	129,353	207,993	73,466	74,918	26,111	199,906	361,892	488,362	387,114	306,609	82,270	58,340
1770.....	148,011	394,451	69,882	475,991	28,109	134,881	435,094	717,782	278,907	146,273	55,532	56,193
1771.....	150,381	1,420,119	95,875	653,621	31,615	728,744	577,848	920,326	420,311	409,169	63,810	70,493
1772.....	126,265	824,830	82,707	343,970	29,133	507,909	528,404	793,910	425,923	449,610	66,083	92,406
1773.....	124,624	527,055	76,246	289,214	36,652	426,448	589,803	328,904	456,513	344,859	85,391	62,932
1774.....	112,248	562,476	80,008	437,937	69,611	625,652	612,030	528,738	432,302	378,116	67,647	57,518
1775.....	116,588	71,625	187,018	1,228	175,962	1,366	758,356	1,921	579,349	6,245	103,477	113,777
1776.....	762	55,050	2,318	..	1,421	365	73,226	..	13,668	..	12,569	
1777.....	1,880	..	8,430	57,295	17	..	58	..	2,238			
1778.....	372	..	16,192	26,449	56	7,537	..	..	1,074			
1779.....	808	..	14,862	349,712	570	..	..	..	3,732	..	607	85
1780.....	32	..	15,532	496,602	37	..	..	..	708	236,941	2,251	91,888
1781.....	2,068	..	3,905	502,977	..	..	..	..	94,368	330,847	506	14,059
1782.....	..	..	7,690	186,242	..	..	..	..	14,182	69,743	6,804	340
1783.....	26,350	199,558	83,413	547,132	30,053	239,462	93,888	199,657	74,589	226,737	5,765	22,682

Total Official Value of Exports to, and Imports from, Great Britain to the American Colonies during the following Years:—

YEARS.	Imports.	Exports.	YEARS.	Imports.	Exports.
	£	£		£	£
1701.....	309,136	343,828	1769.....	1,531,515	1,604,974
1710.....	249,817	293,662	1770.....	1,015,535	1,925,575
1720.....	468,190	319,705	1771.....	1,339,845	4,202,474
1730.....	662,586	536,862	1772.....	1,258,518	3,012,638
1740.....	718,419	813,385	1773.....	1,369,232	1,979,417
1750.....	804,770	1,313,075	1774.....	1,373,848	2,590,440
1760.....	761,102	2,611,767	1775.....	1,921,253	196,163
1761.....	847,894	1,652,082	1776.....	103,967	55,415
1762.....	742,635	1,377,164	1777.....	12,619	57,295
1763.....	1,100,163	1,632,001	1778.....	17,094	33,986
1764.....	1,110,576	2,249,713	1779.....	19,579	349,797
1765.....	1,151,702	1,944,120	1780.....	18,560	825,431
1766.....	1,422,103	1,983,003	1781.....	99,847	847,883
1767	1,472,892	2,168,112	1782.....	28,676	256,325
1768.....	1,656,583	2,390,322	1783.....	313,998	1,435,229

Total Number of British Ships and Seamen employed in the Trade between Great Britain and her Colonies on the Continent of America, in the Year 1771.

COLONIES.	Ships.	Seamen.	COLONIES.	Ships.	Seamen.
	number.	number.		number.	number.
Hudson's Bay.....	4	130	Brought forward.....	503	22,088
Labrador (American vessels), 120			Pennsylvania.....	35	390
Newfoundland (2000 boats).....	380	20,560	Virginia and Maryland.....	330	3,960
Canada.....	34	408	North Carolina.....	34	408
Nova Scotia.....	6	72	South Carolina.....	140	1,680
New England	46	552	Georgia.....	24	240
Rhode Island, Connecticut, and			St. Augustine.....	2	24
New Hampshire.....	3	36	Pensacola.....	10	120
New York.....	30	330			
			Total.....	1078	28,910
Carried forward..... ..	503	22,088			

OFFICIAL Value of the Trade between Great Britain and the United States of America, in each Year from the Acknowledgment of their Independence to 1845, inclusive.*

YEARS.	Imports.	Exports.	YEARS.	Imports.	Exports.	YEARS.	Imports.	Exports.
	£	£		£	£		£	£
1784	749,329	3,679,468	1805	1,766,556	7,146,765	1826	4,984,647	5,262,192
1785	893,595	2,308,023	1806	1,999,884	8,613,122	1827	7,997,247	8,637,917
1786	843,120	1,603,466	1807	2,847,522	7,921,120	1828	5,820,581	6,843,727
1787	893,638	2,014,112	1808	836,342	3,992,059	1829	6,103,142	5,983,351
1788	1,023,790	1,886,142	1809	2,205,331	5,187,613	1830	8,055,962	8'236,677
1789	1,050,199	2,525,299	1810	2,614,405	7,813,317	1831	8,970,342	12,596,173
1790	1,191,072	3,431,779	1811	2,309,415	1,431,829	1832	8,296,488	7,318,498
1791	1,194,233	4,225,448	1812	1,294,152	4,135,592	1833	8,816,088	11,007,785
1792	1,038,707	4,271,418	1813	Records destroyed by fire.		1834	10,276,628	9,769,856
1793	904,040	4,514,682	1814	22,671	7,303	1835	10,357,743	15,313,859
1794	625,734	3,859,871	1815	2,370,288	11,936,501	1836	10,937,407	15,116,300
1795	1,352,137	5,254,775	1816	2,386,224	7,801,062	1837	11,757,477	5,693,074
1796	2,080,971	6,054,238	1817	3,057,000	6,387,078	1838	15,209,779	10,323,103
1797	1,175,513	5,056,822	1818	3,426,832	8,383,437	1839	11,466,667	11,085.449
1798	1,782,720	5,580,370	1819	2,688,076	4,301,696	1840	18,062,638	7,585,009
1799	1,818,941	7,056,559	1820	3,651,342	3,920,262	1841	13,921,391	10,468,071
1800	2,357,924	6,885,508	1821	3,642,210	6,607,302	1842	15,181,342	5,067,372
1801	2,706,518	7,517,530	1822	4,020,729	7,368,064	1843	20,738,008	7,572,501
1802	1,923,504	5,239,490	1823	5,459,737	6,141,451	1844		
1803	1,914,098	5,272,811	1824	3,925,609	7,141,286	1845		
1804	1,651,467	6,398,426	1825	5,716,252	7,627,275			

STATEMENT exhibiting the Amount of all British, Foreign, and American Tonnage which entered the Ports of the United States, from 1789 to 1844.

YEARS ending 31st of December.	British.	Total Foreign.	Total American.	YEARS ending 31st of December.	British.	Total Foreign.	Total American.
	tons.	tons.	tons.		tons.	tons.	tons.
1789	94,410	106,654	127,329	1818	118,538	161,414	755,101
1790	216,914	250,746	355,079	1819	36,333	85,898	783,579
1791	210,618	240,448	363,854	1820	47,365	78,859	801,252
1792	206,065	244,278	414,679	1821	52,976	81,520	765,098
1793	100,180	163,566	447,754	1822	80,940	100,541	787,961
1794	37,058	82,974	525,649	1823	86,009	119,468	775,271
1795	27,097	56,832	580,277	1824	54,682	102,367	850,033
1796	19,669	46,846	675,046	1825	63,034	92,927	880,754
1797	33,168	72,757	608,078	1826	82,117	105,654	942,206
1798	40,773	87,760	522,245	1827	101,470	137,589	918,361
1799	54,087	107,583	626,495	1828	98,851	150,223	868,381
1800	71,689	121,403	682,871	1829	86,158	130,743	872,949
1801	111,593	157,270	849,302	1830	100,298	131,900	967,227
1802	104,473	145,519	787,301	1831	239,502	281,948	922,952
1803	104,336	163,714	787,424	1832	311,509	393,038	949,622
1804	73,500	122,141	821,962	1833	402,730	496,705	1,111,141
1805	65,408	87,842	922,098	1834	453,495	568,052	1,074,670
1806	69,350	91,084	1,044,008	1835	529,922	641,310	1,352,653
1807	64,727	86,780	1,089,876	1836	544,774	680,213	1,255,384
1808	34,551	47,674	525,130	1837	543,020	765,703	1,209,720
1809	71,808	99,205	603,931	1838	484,702	592,110	1,302,974
1810	52,286	80,316	906,434	1839	495,353	624,814	1,491,279
1811	10,647	33,302	948,247	1840	582,424	712,363	1,576,946
1812	1,196	47,098	667,999	1841	615,623	736,444	1,631,909
1813	90	113,827	237,348	1842	599,502	732,775	1,510,111
1814	568	48,301	59,626	1843	453,894	534,752	1,443,523
1815	145,364	217,413	700,500	1844	706,747	916,992	1,977,438
1816	212,126	259,142	877,462	1845			
1817	174,935	215,166	780,136				

* The official values at average prices computed at average prices in the year 1694 are absurdly erroneous: and have been merely returned by the customs, under the supposition that they form the best index as to the relative quantities exported from the United Kingdom. We have arranged the above table as an approximate view of the relative quantities exported to the United States of America.

STATEMENT made to Congress, by the American Government, of the Trade between the United States of America and the United Kingdom.

YEARS, ending 30th Sept.	NAVIGATION. Tonnage Employed. Inwards. American.	British.	Other Foreign.	TOTAL.	Outwards. American.	British.	Other Foreign.	TOTAL.	COMMERCE. Imports. In American Vessels.	In Foreign Vessels.	TOTAL.
	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	dollars.	dollars.	dollars.
1821	126,269	48,941	333	175,543	145,556	27,967	..	173,523	23,090,742	1,996,366	25,087,108
1822	135,075	59,553	243	194,871	171,390	37,364	..	208,754	30,706,433	4,099,854	34,806,287
1823	153,720	72,328	82	226,130	149,491	61,286	197	210,974	24,436,511	3,498,630	27,935,141
1824	150,147	54,404	297	204,848	163,841	49,907	..	213,748	25,654,806	2,433,511	28,088,317
1825	154,293	46,371	..	200,664	199,145	43,175	320	242,640	34,663,192	2,050,054	36,713,246
1826	192,382	49,755	251	242,388	164,741	45,952	..	210,693	23,529,197	2,602,772	26,131,969
1827	199,867	80,845	593	281,305	218,519	73,116	..	291,635	27,720,649	2,566,464	30,287,113
1828	154,339	99,642	191	254,172	142,408	87,324	..	229,732	28,683,118	4,128,092	32,811,210
1829	177,595	76,961	143	254,699	187,285	70,923	..	258,208	22,402,365	2,877,124	25,279,489
1830	211,250	80,756	108	292,114	204,221	68,866	..	273,087	21,502,162	3,017,052	24,519,214
1831	233,407	102,352	..	335,759	249,495	94,643	226	344,364	40,261,033	3,832,684	44,093,717
1832	186,828	141,165	401	328,394	193,302	104,851	1174	299,327	32,343,935	4,577,864	36,921,799

COMMERCE—*continued.*

YEARS ending 30th Sept.	Exports. American Produce and Manufactures. In American Vessels.	In Foreign Vessels.	TOTAL.	Foreign Produce and Manufactures. In American Vessels.	In Foreign Vessels.	TOTAL.	TOTAL. In American Vessels.	In Foreign Vessels.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1821	15,058,992	3,575,142	18,634,134	2,058,116	85,230	2,143,346	17,117,108	3,660,372	20,777,480
1822	18,686,138	4,771,998	23,458,136	901,236	138,975	1,040,211	19,587,374	4,910,973	24,498,347
1823	14,303,766	6,536,951	20,840,717	582,221	444,001	1,026,222	14,885,987	6,980,952	21,866,939
1824	14,849,622	5,478,970	20,328,592	647,376	644,211	1,291,587	15,496,998	6,123,181	21,620,179
1825	28,693,172	6,330,294	35,023,466	559,897	1,499,705	2,059,602	29,253,069	7,829,999	37,083,068
1826	15,971,023	4,441,193	20,413,216	965,098	613,561	1,578,659	16,936,121	5,055,754	21,991,875
1827	18,838,065	6,649,645	25,487,710	313,860	590,736	904,596	19,151,925	7,240,381	26,392,306
1828	12,829,817	7,261,854	20,091,671	2,370,533	598,465	2,968,998	15,200,350	7,860,319	23,060,669
1829	16,147,937	6,356,440	22,504,377	967,922	819,394	1,787,316	17,115,859	7,175,834	24,291,693
1830	19,602,659	5,897,259	25,499,918	273,743	555,691	829,434	19,876,402	6,452,950	26,329,352
1831	22,666,742	7,949,771	30,616,513	1,798,328	574,678	2,373,006	24,465,070	8,524,449	32,989,519
1832	18,188,869	9,725,710	27,914,579	1,902,385	997,731	2,900,116	20,091,254	10,723,441	30,814,695

A STATEMENT of the Quantities and declared Value of the principal Articles of British and Irish Produce and Manufactures Exported to the United States of America, in each of the Ten Years from 1827 to 1832.

ARTICLES.	1827 Quantity.	Value.	1828 Quantity.	Value.	1829 Quantity.	Value.
	number.	£	number.	£	number.	£
Apparel, slops, and haberdashery..value	..	182,061	..	138,390	..	96,025
Brass and copper manufactures....cwt.	24,884	134,578	12,892	68,838	12,077	60,540
Coals, culm, and cinders.....tons	32,658	19,256	28,554	15,422	31,651	19,584
Cotton manufactures .....yards	52,856,809	2,257,955	36,200,427	1,612,466	32,552,062	1,346,023
— Hosiery, lace, and small wares..value	..	269,075	..	185,021	..	155,334
— Twist and yarn .....lbs.	8,914	1,547	100,285	6,515	30,182	1,928
Earthenware .....pieces	14,008,708	180,113	16,584,611	240,736	14,255,482	196,690
Glass.....cwt.	60,490	138,264	37,472	90,821	22,995	65,810
Hardware and cutlery.....do.	142,372	753,299	124,569	704,679	122,009	669,871
Iron and steel, wrought and unwrought .....tons	14,739	156,802	16,458	175,400	11,235	110,839
Lead and shot.....do.	1,380	24,733	1,456	25,388	112	1,489
Leather, wrought and unwrought...lbs.	179,007	32,453	156,489	29,622	168,711	26,236
Linen manufactures.....yards	18,789,906	735,676	17,832,424	645,978	18,367,599	629,477
— Thread, tapes, and small wares..value	..	27,037	..	24,800	..	23,821
Plate, jewellery, and watches.....do.	..	35,397	..	36,831	..	31,729
Salt.....bushels	3,027,838	48,784	2,440,870	44,980	3,515,924	61,137
Silk manufactures.....value	..	67,111	..	46,587	..	58,683
Tin and pewter wares and tin plates.do.	..	120,164	..	111,189	..	58,066
Wool, sheep's .....lbs.	..	..	218,504	5,166	900	397
Woollen and worsted yarn .....do.						
Manufactures .....pieces	424,565	1,227,542	343,657	1,014,966	307,786	815,642
" .....yards	3,095,973	268,781	2,718,358	213,475	1,601,519	139,869
Small wares.....value	..	71,537	..	82,729	..	34,763
Total declared value of British and Irish produce and manufactures exported.....	..	7,018,272	..	5,810,315	..	4,823,415

ARTICLES.	1830		1831		1832	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	number.	£	number.	£	number.	£
Apparel, slops, and haberdashery..value	..	107,505	..	158,363	..	81,472
Brass and copper manufactures....cwt.	19,896	90,598	37,482	169,533	33,331	148,575
Coals, culm, and cinders .....tons.	31,834	17,648	15,103	9,231	42,210	26,088
Cotton manufactures .....yards	49,351,574	2,055,658	68,587,893	2,518,824	31,508,744	1,049,375
— Hosiery, lace, and small wares..value	..	249,507	..	344,427	..	193,109
— Twist and yarn.....lbs.	48,980	3,598	317,392	19,063	82,104	5,045
Earthenware.....pieces	13,945,234	184,640	18,725,316	255,159	23,418,411	264,986
Glass.....cwt.	22,207	57,199	35,089	87,854	39,177	82 988
Hardwares and cutlery.....do.	123,530	662,126	212,700	998,469	157,489	738,016
Iron and steel, wrought and unwrought.....tons	15,154	133,606	30,818	248,707	37,565	284,502
Lead and shot.....do	172	2,168	351	7,718	4,845	50,876
Leather, wrought and unwrought....lbs.	288,865	28,395	216,387	34,707	160,115	17,578
Linen manufactures.....yards	20,634,776	698,788	26,501,689	985,375	8,654,423	389,632
— Thread, tapes, and small wares.value	..	26,725	..	36,321	..	24,528
Plate, jewellery, and watches .....do.	..	48,008	..	71,020	..	78,041
Salt.....bushels	3,651,472	66,760	3,130,254	56,988	3,689,491	54,277
Silk manufactures.....value	..	195,957	..	237,985	..	92,235
Tin and pewter wares and tin plates.do.	..	101,229	..	101,497	..	196,109
Wool, sheep's.....lbs.	210,169	11,310	1,218,648	56,090	1,000	54
Woollen and worsted yarn.....do.	..	..	743,306	59,916	547,389	42,641
„ Manufactures.....pieces	377,227	951,418	833,110	1,890,838	489,469	1,216,286
„ „ .....yards	1,789,979	151,514	2,586,409	266,198	1,534,725	160,710
Small wares.....value	..	47,587	..	75,143	..	43,647
Total declared value of British and Irish produce and manufactures exported	..	6,132,346	..	9,053,583	..	5,468,272

A STATEMENT of the Tonnage of British Vessels which entered Inwards and cleared Outwards at the Ports of the United States, in 1821 and 1831.

COUNTRIES.	INWARDS.		OUTWARDS.	
	1821	1831	1821	1831
	tons.	tons.	tons.	tons.
Swedish West Indies.....	....	....	....	117
Danish West Indies.....	....	534	537	
Dutch West Indies.....	....	....	....	506
England.....	19,546	84,324	38,691	83,235
Scotland.....	6,220	11,008	7,232	9,102
Ireland	2,201	7,020	3,018	2,306
Gibraltar.....	....	....	435	
British West Indies.....	....	23,760	....	17,903
British North American Colonies.....	3,169	82,557	405	94,776
Newfoundland Fisheries.....	....	736		
Hanse Towns and Germany.....	....	574	....	2,722
France	24,306	....	3,053	
French East Indies.....	....	....	....	57
Cuba.....	244	87		
Other Spanish West Indies.....	....	....	1,073	14
Portugal.....	....	462	405	
Azores Islands.....	....	264		
Honduras, Campeachy, &c.....	....	600		
Mexico.....	....	1,309	319	223
Brazil.....	....	632		169
Europe generally.....	....	2,020	....	140
Total.....	55,686	215,887	55,168	211,270

DECLARED Value of British and Irish Produce and Manufactures Exported from the United Kingdom to the United States of America.

YEARS.	Apparel, Slops, and Haberdashery.	Brass and Copper Manufactures.	Cotton Manufactures, including Cotton Yarn.	Earthenware.	Hardwares and Cutlery.	Iron and Steel, Wrought and Unwrought.	Linen Manufactures, including Linen Yarn.	Silk Manufactures.
	£	£	£	£	£	£	£	£
1833.....	127,911	158,456	1,733,047	221,661	711,305	412,515	832,612	251,378
1834.....	106,282	87,840	1,678,402	198,901	647,216	322,156	1,049,560	200,306
1835.....	228,261	166,060	2,729,430	246,220	978,491	408,368	1,565,476	537,040
1836.....	254,269	270,028	2,491,719	495,512	1,318,412	912,387	1,688,012	524,301
1837.....	75,265	115,782	725,753	212,632	574,876	489,309	585,787	109,629
1838.....	164,151	140,722	1,476,267	313,749	661,704	634,395	944,589	348,506
1839.....	180,019	129,226	1,467,082	400,164	849,640	801,198	1,268,823	410,093
1840.....	109,341	107,473	1,123,439	179,933	334,065	355,534	976,247	274,159
1841.....	137,088	104,153	1,515,983	225,479	584,400	626,532	1,232,247	306,757
1842.....	84,893	89,952	487,276	168,873	298,881	394,854	463,645	81,243
1843.....	142,899	132,476	804,341	191,432	448,321	223,658	715,546	164,233
1844.....	229,870	197,299	1,052,908	348,928	827,082	696,937	938,392	189,698
1845.....								

YEARS.	Tin and Pewter Wares, Tin Unwrought, and Tin Plates.	Woollen Manufactures, including Woollen Yarn.	Other British and Irish Goods.	TOTAL.			
				United States.	British West Indies.	British North America.	East India Territories and Ceylon.
	£	£	£	£	£	£	£
1833	141,259	2,289,883	699,772	7,579,699	2,439,808	2,075,725	2,969,123
1834.....	168,840	1,755,030	630,456	6,844,989	2,597,589	2,092,550	2,864,724
1835.....	193,901	2,657,230	857,078	10,568,455	2,680,024	1,671,069	2,576,229
1836.....	246,378	3,199,198	1,025,839	12,425,665	3,187,540	2,158,158	3,192,692
1837.....	139,868	1,062,938	603,686	4,695,225	3,786,453	2,732,291	4,285,829
1838.....	241,296	1,887,177	773,204	7,585,760	3,393,441	1,992,457	3,876,196
1839.....	200,505	2,178,645	953,809	8,839,204	3,986,598	3,047,671	4,748,196
1840.....	174,033	1,077,828	570,968	5,283,020	3,584,970	2,847,913	6,023,607
1841.....	223,809	1,549,926	592,318	7,098,642	2,504,004	2,947,061	5,595,000
1842.....	144,451	892,335	422,404	3,528,807	2,591,425	2,333,525	5,169,888
1843.....	171,890	1,564,470	453,638	5,013,504	2,882,441	1,751,211	6,404,519
1844.....	301,756	2,462,748	692,468	7,938,079	2,457,477	3,070,861	7,695,666
1845.....							

QUANTITIES of the Principal Articles Imported into the United Kingdom from the United States of America, and of the same Articles Entered for Home Consumption.

YEARS.	BARK, For Tanners' or Dyers' Use.		BEEF, SALTED.		BUTTER.		CHEESE.	
	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.
	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.
1833.....	18,459	14,412	899	100	1	1	9	9
1834.....	12,704	13,495	55	16	6	....	2	2
1835.....	24,410	23,726	11	11	....	....	6	6
1836.....	22,999	18,887	6	4	1	10		
1837.....	22,431	18,683	2	2	1	1	1	1
1838.....	22,437	20,366	14	14	....	....	2	2
1839.....	44,764	33,995	37	37	11	11		
1840.....	37,776	30,073	77	17	754	137		
1841.....	60,014	31,487	22,429	258	10,159	2206	15,038	8,239
1842.....	27,648	21,353	7,024	2898	3,769	144	14,097	13,913
1843.....	11,084	18,108	31,026	528	....	....	42,312	38,033
1844.....	20,779	29,579	76,660	467	....	....	53,115	55,414
1845.....								

YEARS.	CORN; viz.:				HAMS.		HIDES, UNTANNED (Including Calf and Kip).	
	WHEAT.		WHEAT FLOUR.					
	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.
	quarters.	quarters.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.
1833.....	....	....	35,659	577	70	60	25,760	24,595
1834.....	....	....	34,975	59	20	20	25,311	21,886
1835.....	....	....	6,809	222	32	33	8,270	8,478
1836.....	....	....	1,183	133	28	28	18,332	16,399
1837.....	....	....	130	212	18	19	22,644	20,903
1838.....	555	2,018	19,551	87,600	23	22	12,299	12,627
1839.....	3,766	1,905	432,742	299,681	29	29	4,587	3,975
1840.....	73,755	58,326	984,467	875,068	65	34	5,872	5,822
1841.....	10,553	27,087	359,745	311,490	294	48	1,699	1,705
1842.....	16,111	16,056	381,066	333,285	1133	695	7,248	6,173
1843.....	....	....	91,317	16,521	....	....	11,578	10,739
1844.....	2,421	2,421	292,003	29,122	....	....	26,781	27,150
1845.....								

YEARS.	IRON, CHROMATE OF.		LARD.		MANGANESE, ORE OF.		OIL, SPERMACETI.	
	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.
	tons.	tons.	cwts.	cwts.	tons.	tons.	tuns.	tuns.
1833.....	740	740						
1834.....	713	714						
1835.....	1276	1276	....	....	1	1	1	
1836.....	523	502	....	....	157	89		
1837.....	1009	1055	....	....	150	218	588	467
1838.....	1987	1834	....	....	395	390	84	150
1839.....	1096	809	....	....	200	211	168	102
1840.....	507	593	....	....	76	76	1408	350
1841.....	395	650	4,729	3,044	165	167	501	1166
1842.....	941	1046	26,555	24,977	50	50	1171	294
1843.....	808	808	76,010	60,641	....	....	1866	1642
1844.....	2060	2060	69,137	81,445	....	....	1052	1468
1845.....								

YEARS.	PORK, SALTED.		RICE, Not in the Husk.		RICE, Rough and in the Husk.		SEEDS, viz., CLOVER.	
	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption (after deducting the quantity Cleared in the United Kingdom and Exported upon Drawback).	Imported.	Entered for Home Consumption.
	cwts.	cwts.	cwts.	cwts.	quarters.	quarters.	cwts.	cwts.
1833.....	1,352	....	15,724	5518	24,114	18,080	350	3,374
1834.....	....	....	6,183	496	35,716	27,815	1,325	1,374
1835.....	7	7	2,297	202	32,416	17,729	3,283	1,032
1836.....	5	3	2,974	232	30,452	23,028	17,351	9,024
1837.....	....	....	1,187	130	39,731	19,009	715	10,364
1838.....	10	10	502	60	25,335	17,766	496	3,648
1839.....	39	13	676	58	42,882	22,482	1	112
1840.....	7	2	848	230	41,528	17,605	....	2
1841.....	10,078	259	145	53	40,313	32,377	13,293	6,164
1842.....	13,408	6523	890	444	40,450	38,898	22,632	24,177
1843.....	9,882	1556	13,874	4065	18,598	14,076	8,976	6,216
1844.....	24,342	1032	5,143	828	36,603	27,156	7,796	11,599
1845.....								

YEARS.	SEEDS; viz.: FLAX SEED & LINSEED.		SKINS AND FURS; viz.:					
			BEAR.		BEAVER.		DEER.	
	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.
	quarters.	quarters.	number.	number.	number.	number.	number.	number.
1833.....	12,542	12,542	10,310	1760	8,327	12,319	126,956	38,957
1834.....	16,368	16,700	5,377	159	12,625	13,516	255,196	41,882
1835.....	24,278	24,415	10,184	190	2,315	2,556	225,958	55,026
1836.....	15,446	15,631	5,756	948	6,434	6,389	192,139	49,654
1837.....	4,603	4,797	3,373	1110	19,298	18,380	138,785	51,389
1838.....	5,259	5,311	3,495	1245	14,412	12,333	171,875	89,398
1839.....	6,170	6,241	4,809	792	10,876	11,944	100,006	54,732
1840.....	9,164	9,010	4,693	552	12,180	12,104	409,208	90,149
1841.....	3,693	3,860	6,579	344	15,250	14,971	126,970	82,406
1842.....	2,448	2,593	5,126	90	12,881	9,751	155,167	39,177
1843.....	3,670	3,670	5,377	494	8,913	10,333	161,014	55,945
1844.....	2,876	2,864	5,128	303	5,601	6,355	107,643	30,893
1845.....								

YEARS.	SKINS AND FURS; viz.:							
	FOX.		MARTEN.		MINK.		MUSQUASH.	
	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.
	number.	number.	number.	number.	number.	number.	number.	number.
1833	61,497	11,083	40,777	44,982	95,749	33,423	13,380	98,366
1834	47,943	7,183	32,604	40,795	96,158	40,693	128,252	62,173
1835	59,704	3,140	47,253	24,834	82,950	41,000	23,232	24,457
1836	40,263	6,915	25,934	31,051	93,328	42,557	192,125	59,046
1837	52,118	3,663	33,781	26,473	72,627	33,680	328,148	56,006
1838	47,504	3,293	20,455	24,627	64,964	34,094	268,270	385,549
1839	44,839	1,337	26,721	12,805	82,211	26,303	211,156	191,078
1840	39,970	556	20,107	22,387	88,579	23,286	138,398	228,613
1841	71,335	1,366	40,998	32,698	109,257	52,218	191,944	127,819
1842	31,385	2,220	16,808	30,046	73,197	79,315	300,976	358,003
1843	51,670	2,048	25,144	20,384	94,773	66,695	288,036	108,618
1844	49,560	407	18,992	21,189	151,390	70,739	223,232	165,691
1845								

YEARS.	SKINS AND FURS; viz.:				TALLOW.	
	RACCOON.		SEAL.			
	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.
	number.	number.	number.	number.	cwts.	cwts.
1833	228,962	601	103,193	102,759		
1834	205,115	7,350	1,241	1,186	2,084	2,163
1835	296,914	73	2,081	354		
1836	231,175	988	7,151	2,431		
1837	183,034	778	9,574	10,999		
1838	202,809	598	47,501	4,722	827	827
1839	263,007	217	11,522	5,034	896	
1840	492,539	467	2,041	13,211	3,870	4,766
1841	507,785	1,976	8,178	8,178	1,208	1,208
1842	175,525	40,318	24,112	2,848	28,040	26,864
1843	375,993	60,510	68,287	34,399	46,503	43,980
1844	362,265	9,366	....	450	52,798	54,567
1845						

YEARS.	TAR.		TIMBER, viz.:					
			STAVES.				FIR, OAK, &c. 8 Inches Square, and upwards.	
	Imported.	Entered for Home Consumption.	Imported.		Entered for Home Consumption.		Imported.	Entered for Home Consumption.
	lasts.	lasts.	gt. hhds.	loads.	gt. hhds.	loads.	loads.	loads.
1833	1221	1273	553	0	4	0	485	638
1834	1727	1760	1772	0	0	0	158	180
1835	1258	1284	2961	0	14	0	263	263
1836	1467	1563	1577	0	3	0	537	537
1837	1251	1268	75	0	247	0	468	414
1838	870	879	1156	0	5	0	4	58
1839	1600	1658	674	0	1	0	112	110
1840	1243	1275	677	0	0	0	2282	2282
1841	2273	2344	705	0	0	0	2905	2514
1842	1561	1569	747 and 125		17 and 20		1032	690
1843	1600	1733	..	810	..	116	6574	4025
1844	873	893	..	208	..	180	1059	3955
1845								

YEARS.	TOBACCO (Unmanufactured).		TOBACCO (Manufactured or Cigars).		TURPENTINE.	
	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.
	lbs.	lbs.	lbs.	lbs.	cwts.	cwts.
1833	20,748,317	20,293,504	219,576	12,694	322,486	326,373
1834	37,804,871	20,840,081	635,916	14,610	300,337	332,457
1835	24,955,419	21,636,661	177,724	10,281	293,237	300,906
1836	51,208,756	21,925,201	73,609	7,386	370,363	341,322
1837	26,353,973	22,092,269	409,566	23,592	417,326	402,807
1838	29,166,763	22,614,487	939,663	7,437	429,811	352,752
1839	33,872,316	22,201,617	931,861	7,893	318,431	381,091
1840	34,628,886	22,169,551	1,163,832	7,771	349,136	382,014
1841	42,132,969	21,260,407	1,435,898	7,137	361,622	338,916
1842	38,618,012	21,222,483	281,172	7,034	408,330	453,428
1843	41,038,597	21,894,764	624,191	6,330	473,183	473,577
1844	32,812,549	23,298,563	615,963	3,698	452,195	466,550
1845						

YEARS.	WAX, BEES'.		WOOL, COTTON.		WOOL, SHEEP'S.	
	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.
	cwts.	cwts.	lbs.	lbs.	lbs.	lbs.
1833	322	128	237,506,758	23[illegible],964,159	334,678	362,671
1834	71	71	269,293,075	261,233,596	2,048,309	1,183,554
1835	351	37	284,455,812	269,653,949	237,306	282,173
1836	152	68	289,615,692	287,346,721	632,890	235,298
1837	159	55	320,651,716	309,027,306	237,380	238,753
1838	344	215	431,437,888	389,579,134	57,785	296,713
1839	386	359	311,597,798	286,423,450	149,163	40,605
1840	381	326	487,856,504	452,990,122	115,[illegible]95	235,967
1841	459	472	358,240,964	353,353,509	58,791	42,500
1842	1094	919	414,030,779	386,107,190	561,028	287,626
1843	2362	1669	574,626,510	509,475,209	126,615	212,577
1844	1664	1654	517,218,622	454,967,749	29,355	155,565
1845						

An Account of the Number of British Ships, and their Tonnage, entered from the United States in the Ports of the United Kingdom, in each Year during the Fourteen Years, ending the 5th day of January, 1845; also, a similar Return of the Number cleared Outwards for the United States.

YEARS.	AMERICAN SHIPS.				BRITISH SHIPS.			
	ENTERED.		CLEARED.		CLEARED.		ENTERED.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
	number.	tons.	number.	tons.	number.	tons.	number.	tons.
1832	639	229,869	651	231,280	358	114,200	289	91,787
1833	432	167,359	471	176,771	458	147,902	284	95,203
1834	443	181,874	447	180,260	475	158,487	265	89,923
1835	492	204,529	546	220,913	387	133,754	281	94,658
1836	542	236,393	601	251,021	334	119,903	227	82,453
1837	524	226,483	579	255,046	339	128,856	226	86,383
1838	602	275,813	624	284,848	260	110,475	209	81,023
1839	784	357,467	830	373,810	239	109,951	194	83,203
1840	558	282,005	580	292,334	298	134,722	195	92,482
1841	867	426,867	839	409,930	360	180,041	275	138,201
1842	524	294,170	580	313,390	318	159,597	207	121,777
1843	554	319,524	616	340,332	355	195,745	281	152,333
1844	715	369,109	717	396,327	419	240,026	352	200,781
1845	575	338,737	621	355,344	428	238,889	373	206,183

NUMBER and Tonnage of Vessels employed in the Foreign Trade of the United Kingdom, during the Year ending 5th of January, 1843, exclusively of Vessels in ballast.

NATIONS.	ENTERED INWARDS.		CLEARED OUTWARDS.		NATIONS.	ENTERED INWARDS.		CLEARED OUTWARDS.	
	Ships	Tons.	Ships.	Tons.		Ships.	Tons.	Ships.	Tons.
	No.	No.	No.	No.		No.	No.	No.	No.
United Kingdom and its dependencies	13,823	2,680,838	15,198	2,735,073	Brought forward	17,996	3,228,911	19,317	3,222,304
Russian	220	65,249	127	38,269	France	801	39,256	1,250	93,533
Sweden	207	32,232	198	27,054	Spain	79	11,331	66	9,089
Norway	679	107,429	264	30,929	Portugal	31	3,544	27	3,217
Denmark	756	54,066	1,092	87,457	Italian States	182	43,732	159	38,016
Prussia	711	138,431	605	108,917	Other European States	6	1,727	3	944
Other German States	863	74,338	967	91,752	United States of America	574	325,814	576	323,329
Holland	481	40,509	512	49,735	Other States in America, Africa, or Asia	9	1,301	5	1,492
Belgium	256	35,819	354	53,118					
Carried forward	17,996	3,228,911	19,317	3,222,304	Total	19,675	3,655,606	21,403	3,691,664

AVERAGE Annual Number of Ships, and their Tonnage, which entered and cleared the Ports of the United Kingdom, from and to the East India Company's Territories and Ceylon, British West Indies, and British North America, in the six Years from 1831 to 1836, inclusive, and from 1837 to 1842, inclusive.

YEARS.	COUNTRIES.	INWARDS.		OUTWARDS.	
		Ships.	Tons.	Ships.	Tons.
		number.	number.	number.	number.
1831-36	East India Company's Territories and Ceylon	188	79,204	202	88,920
1837-42	" " " " "	329	149,064	232	156,141
1831-36	British West Indies	889	241,046	873	239,154
1837-42	" "	761	201,178	868	233,663
1831-36	British North America	1,939	545,632	1862	506,195
1837-42	" "	2,890	699,608	1777	582,672

THE following Table of the Annual Exports from Great Britain, exhibits the Proportion sent in each Year, at different Periods, to the United States.

ARTICLES.	1836	1837	1839	1840	1841	1842	1843	1844
	£	£	£	£	£	£	£	£
Apparel to all countries	1,292,379	950,951	1,332,427	1,208,687	1,217,975	1,343,270	1,331,225	1,489,569
" to United States	254,269	75,265	180,019	109,341	137,088	84,693	142,899	229,871
Beer	270,915	273,122	384,324	422,222	360,420	343,740	383,131	437,374
" to United States	18,691	10,540	20,528	11,070	10,329	6,269	9,503	
Brass manufactures	1,072,344	1,166,277	1,280,506	1,450,464	1,523,744	1,810,742	1,644,248	1,736,295
" to United States	270,028	115,782	129,226	107,473	104,153	89,952	132,476	197,289
Coal, &c.	332,861	431,545	542,609	576,519	675,287	734,000	690,424	670,088
" to United States	17,080	29,252	27,949	40,013	25,651	29,633	19,772	
Cotton manufactures	17,183,167	12,727,989	16,378,445	16,302,220	14,985,810	12,887,220	15,158,464	18,811,438
" to United States	2,115,061	594,822	1,144,749	898,469	1,188,992	358,573	602,119	1,052,908
Cotton twist	6,120,366	6,955,942	6,858,193	7,101,308	7,266,968	7,771,464	7,198,971	6,988,184
" to United States	14,753	13,359	7,760	13,361	27,552	2,892	4,845	
Earthenware	837,744	563,238	771,173	573,184	600,759	555,430	629,148	766,764
" to United States	495,512	212,632	400,164	179,933	225,479	168,873	191,132	348,928
Glass	536,601	467,307	357,315	404,474	400,168	298,130	320,400	388,656
" to United States	96,115	63,614	51,989	23,192	20,046	11,305	11,817	
Hardware	2,271,313	1,460,807	1,828,521	1,349,137	1,623,961	1,398,487	1,745,519	2,178,784
" to United States	1,318,412	574,876	849,640	334,065	584,400	298,881	448,341	827,084
Iron and Steel	2,342,674	2,009,259	2,719,824	2,524,859	2,877,278	2,457,717	2,590,833	3,188,439
" to United States	912,387	489,309	801,198	355,534	626,532	394,854	223,668	696,937
Leather	322,546	255,818	382,995	320,912	332,573	321,007	372,490	364,708
" to United States	25,554	10,794	38,851	13,875	20,178	13,287	9,103	
Linen	3,326,325	2,127,445	3,414,967	3,306,088	3,200,467	2,217,373	2,615,566	3,010,479
" to United States	1,687,877	584,597	1,264,008	975,586	1,169,582	436,310	670,659	938,392
Machinery	302,092	493,468	683,285	593,064	551,361	554,653	713,474	776,255
" to United States	24,081	13,862	7,185	13,150	6,666	3,553	8,988	
Plated ware	338,889	258,076	274,305	204,427	214,126	201,511	172,008	269,650
" to United States	162,872	74,686	88,964	34,021	34,002	16,158	19,552	
Silk goods	917,822	503,673	868,118	792,648	788,894	590,189	667,952	736,405
" to United States	524,301	109,629	410,093	274,159	306,757	81,243	164,233	189,698
Salt	173,923	193,621	218,907	213,479	175,615	201,311	213,746	218,065
" to United States	58,321	77,161	67,512	89,828	54,201	8,414	91,828	
Tinware	387,951	371,848	372,026	360,816	390,621	363,685	427,994	506,561
" to United States	245,954	138,984	197,834	168,988	217,220	142,094	170,287	301,756
Woollen yarn	358,690	333,098	423,320	452,957	552,148	637,305	742,888	958,217
" to United States	25,553	17,639	36,293	8,107	27,946	16,708	..	
Woollen goods	7,638,354	4,665,977	7,271,645	5,327,853	4,821,820	4,299,526	6,789,943	8,204,836
" to United States	3,173,645	1,045,279	2,142,352	1,069,721	1,214,844	680,836	21,095	2,462,748
Total exported to all countries	53,293,979	42,070,744	53,233,580	51,406,430	51,634,623	47,381,023	52,778,449	58,584,292
Total to United States	12,425,605	4,695,225	8,839,204	5,283,020	7,098,642	3,528,807	5,013,504	7,938,079

The following table exhibits a comparative view of the quantity of cottons, linens, woollens, worsteds, and blankets, exported from Liverpool to New York, Philadelphia, Boston, and Baltimore, in the first nine (or principal exporting) months of the last eight years; that is, from 1836 to 1843 inclusive.

EXPORTS from Liverpool to the United States—January 1, to September 30.

YEARS.	New York.	Philadelphia.	Baltimore.	Boston.	TOTAL.	YEARS.	New York.	Philadelphia.	Baltimore.	Boston.	TOTAL.
	packgs.	packgs.	packgs.	packgs.	packgs.		packgs.	packgs.	packgs.	packgs.	packgs.
COTTONS.						WOOLLENS.					
1836.....	22,706	3098	967	3658	30,429	1836.....	17,184	4168	1635	1924	24,911
1837.....	8,930	631	521	1081	11,163	1837.....	6,458	1517	514	189	8,678
1838.....	10,926	2006	948	749	14,629	1838.....	8,723	1540	1022	584	11,869
1839.....	15,593	4004	836	1729	22,162	1839.....	14,231	2739	1571	847	19,388
1840.....	7,924	1781	698	847	11,250	1840.....	4,836	969	676	488	6,969
1841.....	13,110	2632	526	2137	18,405	1841.....	8,556	1586	620	862	11,624
1842.....	9,009	1365	147	1844	12,365	1842.....	7,600	714	255	876	9,443
1843.....	6,306	935	230	2350	9,821	1843.....	9,378	1194	646	1293	12,511
LINENS.						WORSTEDS.					
1836.....	12,361	1854	671	1099	15,985	1836.....	5906	402	219	1606	8,133
1837.....	4,359	584	431	489	5,863	1837.....	3232	681	157	327	4,397
1838.....	7,585	1411	400	629	10,025	1838.....	4024	598	93	236	5,851
1839	10,638	3121	665	1084	15,508	1839	5497	1170	128	661	7,456
1840.....	6,665	1504	494	788	9,451	1840.....	2890	272	63	394	3,619
1841.....	12,383	2618	378	1504	16,883	1841.....	4740	869	87	1241	6,937
1842.....	7,156	1357	149	924	9,583	1842.....	3670	477	..	953	5,100
1843.....	8,615	852	349	1154	10,970	1843.....	3853	573	16	1480	5,952

EXPORTS from Liverpool to the United States (*continued*).

YEARS.	New York.	Philadelphia	Baltimore.	Boston.	TOTAL BLANKETS.	
BLANKETS.	packgs.	packgs.	packgs.	packgs.	packgs	number.
1836.....	3862	817	153	298	5130	84,588
1837.....	2039	244	123	71	2477	32,578
1838.....	1341	142	77	85	1645	44,019
1839.....	2961	452	95	234	3742	68,256
1840.....	834	172	69	98	1173	32,462
1841.....	1548	379	127	172	2226	56,075
1842.....	1588	41	..	155	1784	38,275
1843.....	1607	174	46	136	1963	41,187

Value of foreign imports into the port of New York during the year 1844, viz.: free merchandise, 9,716,588 dollars; specie and bullion free, 1,111,364 dollars; dutiable merchandises, 64,921,263 dollars;—duty paid on the latter, 21,457,830 dollars.—Total value of imports, 75,748,720 dollars.

CHAPTER XXIV.

NAVIGATION AND TRADE BETWEEN THE UNITED STATES AND BRITISH POSSESSIONS IN NORTH AMERICA AND THE WEST INDIES.

THE commercial intercourse between the colonies now forming the Atlantic States of America, and the British colonies in the West Indies, was of great value before the declaration of independence.

On the termination of peace this trade might have increased to the reciprocal advantage of the United States and of the British colonies, if the wise policy brought forward by Mr. Pitt, in 1783, had not been thwarted by Lord Sheffield and others, and if the most illiberal orders in council had not been, instead, pro-

mulgated; and which nearly paralysed this trade until somewhat more liberal measures were brought forward in 1830, and legalised in 1831. In respect to the American trade with the West Indies, the ports of the latter were open to United States vessels on the payment of differential duties, from 1795 to 1807.

Incalculably great would have been the navigation and trade, and the consequent bonds of material and peaceful interests, if the maritime and trading intercourse of Great Britain and Ireland, with the whole of Anglo-America, including the United States, British North America, and the British West Indies, had been established upon the free basis of *a general coasting trade.*

From 1795 to 1801, the exports from the United States to the West Indies, and the imports from the latter to the former, were as follow:—

YEARS.	Exports.	Imports.	YEARS.	Exports.	Imports.
	dollars.	dollars.		dollars.	dollars.
1795	2,634,664	6,426,091	1799	6,285,254	6,083,372
1796	5,446,559	6,301,534	1800	6,404,785	5,774,411
1797	2,147,025	3,045,045	1801	9,699,722	6,968,032
1798	4,283,940	2,925,739			

During the years 1802, 1803, and 1804, the value of the exports and imports, according to an estimate made by the secretary of the Treasury, was—

YEARS.	Exports.	Imports.
	dollars.	dollars.
1802	6,228,464	4,486,890
1803	5,624,647	4,492,861
1804	6,315,667	4,739,186

The Average Annual Trade of the United States, for Three Years, according to the same authority, was as follows:—

I.—*With the dominions of Great Britain in Europe (Gibraltar excepted).*

The annual exports were estimated at about 15,690,000 dollars, viz.:—

	dollars.	dollars.
Domestic produce.		
Cotton	5,640,000	
Tobacco	3,220,000	
Provisions	2,160,090	
Lumber, naval stores, and pot ashes	1,510,000	
All other articles of domestic produce	900,000	
		13,430,000
Foreign merchandise		2,260,000
		15,690,000

The annual imports, at 27,400,000 dollars, viz.:—

In merchandise paying duties on its value, embracing, with inconsiderable exceptions, all the woollen, cotton, linen, silk, metal, glass, and paper manufactures	26,060,000
All the articles paying specific duties, and consisting principally of salt, steel, lead, nails, and porter	1,340,000
	27,400,000

II.—*With the British East Indies.*

Annual exports, viz.:—	dollars.
Domestic produce	47,000
Foreign do.	83,000
	130,000

		dollars.
Imports, 3,530,000 dollars, viz.:—		
In merchandise, paying *ad valorem* duties, and consisting, principally, of white cottons		2,950,000
In all other articles, consisting, principally, of sugar, pepper, and cotton		580,000
		3,530,000

III.—*With the Northern British Colonies in America.*

The annual exports amount to 1,000,000 dollars, and consist of the following articles, viz..—

	dollars.	dollars.
Domestic produce.		
Provisions and live stock	530,000	
Lumber, naval stores, and pot ashes	90,000	
Skins and furs	160,000	
All other articles	60,000	
		840,000
Foreign merchandise		160,000
		1,000,000

The annual imports amount to 540,000 dollars, viz.:—

In goods paying *ad valorem* duties, and consisting principally of merchandize for the Indian trade, and of fish	480,000
All articles paying specific duties	60,000
	540,000*

IV.—*With the British West Indies.*

The exports consisted of the following articles, viz.:—

Provisions and live stock	4,720,000
Lumber	990,000
All other articles	340,000
	6,050,000

And the imports as follows, viz.:—

Spirits	2,460,000
Sugar and coffee	1,480,000
All other articles	650,000
	4,590,000

Importations from all Parts of the World.

The annual value of imports, calculated on an average of three years		75,316,000
Of which the value imported from the dominions of Great Britain amounts to		35,970,000
And that imported from all other countries, as follows, viz.:—		
From the northern powers, Prussia and Germany	7,094,000	
From the dominions of Holland, France, Spain, and Italy	25,475,000	
From the dominions of Portugal	1,083,000	
From China, and other native powers of Asia	4,856,000	
From all other countries, including some articles not particularly discriminated	838,000	
		39,346,000
		75,316,000

The value of the several species of merchandise thus imported was arranged as follows, viz.:—

1st. Articles (principally imported from the dominions of Great Britain), viz.:—

Merchandise paying duties on its value		39,489,000
Salt, nails, lead, steel, beer, cheese, shoes, and boots		1,917,000
Rum		3,881,000
		45,287,000
Of which were imported from the dominions of Great Britain	33,461,000	
And from all other countries	11,826,000	
	45,287,000	

* Not including Plaster of Paris.

		dollars.
2nd. Articles principally imported from other countries, viz.:—		
Coffee		8,373,000
Sugar		7,794,000
Molasses		1,930,000
Cotton, indigo, pepper, and pimento		2,257,000
Hemp, soap, candles, and all other articles (wines, teas, gin, and brandy excepted)		1,600,000
		21,954,000
Of which were imported from the dominions of Great Britain...	2,476,000	
And from all other countries	19,478,000	
	21,954,000	
3rd. Articles only incidentally imported from Great Britain, viz.:—		
Brandy and Geneva		2,753,000
Wines		2,962,000
Teas		2,360,000
		8,075,009
Of which were the produce of British dominions		33,000
Of all other countries		8,042,000

According to Mr. Pitkin—

"In the years 1805, 1806, and 1807, the value of the intercourse was nearly the same as in the three preceding years. The value of the exports, while the ports of these islands were open to American vessels, generally exceeded that of the imports; and as the value of the former was then estimated at the place of exportation, and of the latter at the place of importation, the real difference greatly exceeded that shown by the custom-house books.

"Most of the exports consisted of bulky articles, and the amount of freight and insurance, on some of them, particularly lumber and live-stock, was about equal to the first cost; and the amount of freight and charges of the imports, formed no inconsiderable part of their value, at the place of importation. As American vessels were at that time principally employed in this trade, the profits arising from these sources were chiefly confined to the American merchant and ship-owner. Prior to 1808, a great proportion of American lumber went to these islands. The average quantity of boards and plank, in the years of 1805, 1806, and 1807, was about 40,000,000. In 1802, 1803, and 1804, the value of flour, bread, and biscuit, was about 2,000,000 dollars—of lumber, about 1,000,000 dollars—of beef, pork, bacon, and lard, about 800,000 dollars—and of Indian corn, rye, and Indian meal, about 600,000 dollars. The quantity of rum received in return during the same period, was about 4,000,000 gallons annually, valued at about 2,500,000 dollars."—*Pitkin.*

OFFICIAL Value of Imports and Exports of the United States with the British North American and West Indian Possessions, and all parts of the World, for 1830 and 1840.

COUNTRIES.	IMPORTS.		EXPORTS.	
	1830	1840	1830	1840
	dollars.	dollars.	dollars.	dollars.
Great Britain	24,519,214	33,737,699	26,329,359	59,317,362
British American Colonies	650,303	2,007,767	3,786,373	6,093,250
British West Indies	168,579	1,048,165	1,901	2,965,584
All parts of the world	70,876,920	107,141,519	73,849,508	132,085,946

"During the period that the British West Indian ports were closed against American vessels, an active and profitable trade was carried on by the latter, through neutral ports, with the former.

"The aggregate trade with the British American colonies increased, in the ten years from 1830, from 4,436,676 dollars to 8,601,017 dollars, nearly 100 per cent. The tonnage in that trade increased as follows:—

TONNAGE engaged in the Trade between the United States and the North American Colonies, showing the Increase from 1820.

YEARS.	ENTERED.		CLEARED.	
	American.	Foreign.	American.	Foreign.
	tons.	tons.	tons.	tons.
1820	110,821	405	112,223	3,169
1830	130,527	4,002	117,171	14,267
1840	373,149	387,947	357,073	401,805
Increase from 1830	242,622	383,945	239,902	387,538

VALUE of the Imports and Exports of the United States with the British North American Colonies, distinguishing the Tonnage.

YEARS.	IMPORTS.			EXPORTS.		
	American Vessels.	Foreign Vessels.	TOTAL.	American Vessels.	Foreign Vessels.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1834	1,103,956	444,774	1,548,733	2,448,356	1,126,914	3,535,276
1840	1,431,264	576,503	2,007,767	4,191,649	1,908,352	6,100,005
Increase	327,308	131,729	459,034	1,743,293	781,438	2,564,729

"The increase of 387,945 foreign tons entered the United States, from 1830 to 1841, was merely nominal, the increased value of business in those tons being but 131,729 dollars. This nominal increase in British colonial tonnage forms sixty per cent of the aggregate increase of foreign tonnage in the whole United States, and deducted therefrom, gives an actual increase of foreign trading tonnage of 220,299 tons, against an increase in the same period of 664,682 in American tonnage. Again, it appears that the aggregate business between the United States, the British West Indies, and American colonies, increased, from 1821 to 1830, 1,936,181 dollars, and in the subsequent ten years, 3,563,311 dollars. Hence it appears that the proclamation issued by General Jackson, by removing restrictions on the trade of the colonies, increased the commerce 1,600,000 dollars per annum, sixty-five per cent of which was enjoyed by American vessels. This does not appear to be an evil so great in its influence upon the whole country as to warrant the return to the prohibitory system previously in operation."—*Hunt's Mercantile Miscellanies.*

A contraband trade between the United States and the British colonies, especially with the North American colonies, is known to be carried on to a very great extent.

STATEMENT of the Tonnage of American Vessels employed in the Trade with the British Possessions, which Entered Inwards and Cleared Outwards, at the Ports of the United States, during the Years 1821, 1831, 1835, and 1841.

COUNTRIES.	INWARDS.				OUTWARDS.			
	1821	1831	1835	1841	1821	1831	1835	1841
	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.
Gibraltar	11,231	3,599	2,871	2,377	20,954	11,703	15,192	17,868
British ports in Africa, Cape of Good Hope, &c.	376	929	480	543	200	1,012	887	958
„ East Indies	4,548	5,342	6,503	6,408	3,027	6,481	10,389	12,647
„ West Indies	32,631	38,046	44,991	68,442	22,083	40,922	63,477	91,587
„ North American colonies	110,821	92,072	363,852	408,755	112,223	79,364	363,532	404,472
Newfoundland and British fisheries	448	275	..	..	501	277		
Other British colonies not specified	796	248	..	1,850	874	434		

OFFICIAL Statistical View of the Tonnage of American and Foreign Vessels, arriving from, and departing to, each British Possession, during the Year ending the 30th of September, 1842; the Nine Months ending the 30th of June, 1843; and the Year ending the 30th of June, 1844.

COUNTRIES.	1842				1843				1844			
	AMERICAN TONNAGE.		FOREIGN TONNAGE.		AMERICAN TONNAGE.		FOREIGN TONNAGE.		AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.
	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.
Gibraltar	2,297	12,115	..	1,758	221	982	12,581	2,197	4,036	13,873	2,413	2,573
Malta	521	756	..		1,942	6,941	308	1,568	396	611	410	
British East Indies	10,099	9,079	285	1,129	378	214	..	..	7,140	10,479		
Mauritius	..	565	362	..	5,661	5,415	..	..	..	683	458	
Australia	1,205	1,787	..	..	299	590	..	..	986	415		
Cape of Good Hope		..	..	..	..	406	..	..	213	1,639	250	
British African ports	312	312	..	117	415	125	446	279	..	129	458	127
British West Indies	64,363	86,691	37,466	16,670	51,879	75,962	33,905	14,388	76,315	123,501	40,956	26,854
British Guiana	2,445	5,334	7,010	3,945	3,156	7,425	65	708	4,845	10,470	6,860	2,868
Honduras	5,271	5,670	274	17	2,290	6,145	5,716	2,094	5,991	7,914	553	307
British American colonies	334,634	323,315	359,830	417,409	209,808	202,607	214,112	233,092	723,262	696,865	473,922	516,231
Other British colonies	..	68	..	..	363	93	..	..	325			
Total	422,147	445,701	405,227	441,045	276,412	306,915	267,133	254,326	823,509	866,579	526,285	548,960

TABLE exhibiting the Value of Imports from, and Exports to, the United Kingdom and each British Possession, and Total of all Countries, in the Direct Trade with the United States, during the Year ending September 30th, 1842, and nine Months ending June 30th, 1843, and the Year ending June 30th, 1844.

COUNTRIES.	1842 Imports.	1842 EXPORTS.			1843 Imports.*	1843 EXPORTS.			1844 Imports.	1844 EXPORTS.		TOTAL.
		Domestic Produce.	Foreign Produce.	TOTAL.		Domestic Produce.	Foreign Produce.	TOTAL.		Domestic Produce.	Foreign Produce.	
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
England	655,050	36,681,808	2,932,140	39,613,948	26,141,118	37,149,095	1,106,064	38,255,159	41,476,081	45,814,942	1,125,214	46,940,156
Scotland	102,700	1,522,735	80,279	1,603,014	128,846	2,363,354	14,657	2,378,011	527,239	1,936,591	16,882	1,953,473
Ireland	33,466,499	49,968	..	49,968	43,535	208,502	1,180	209,682	68,084	42,591	..	42,591
Total United Kingdom	34,224,249	38,254,511	3,012,419	41,266,930	26,313,499	39,720,951	1,121,901	40,842,852	42,071,404	47,794,124	1,142,096	48,936,220
Gibraltar	12,268	466,937	115,961	582,898	23,915	218,251	38,197	256,448	44,274	502,462	77,421	579,883
Malta	7,300	11,644	8,261	19,905	27	6,436	11,471	17,907	15	9,752	7,246	16,998
British East Indies	1,530,364	399,979	233,825	683,804	689,777	237,576	140,136	377,712	882,792	338,413	337,553	675,966
British African ports												
Australia	28,693	52,651	..	52,651	44,910	57,805	11,232	69,037	122	29,667	..	29,667
Mauritius												
Cape of Good Hope	23,815	..	..	..	31,192	30,055	..	30,055	29,166	82,938	..	82,938
British West Indies	826,481	3,204,346	23,367	3,227,713	837 836	2,332,309	25,671	2,357,980	687,896	4,114,218	21,828	4,136,046
British Guiana	15,004	115,991	2,462	118,153	43,042	116,145	695	116,840	9,385	307,052	2,184	309,236
Honduras	202,868	127,339	36,648	163,987	136,688	92,278	16,304	108,582	248,343	197,495	41,524	239,019
British American colonies	1,762,001	5,950,143	240,166	6,190,309	857,696	2,617,005	107,417	2,724,422	[illegible]	5,361,186	1,354,717	6,715,903
Total British possessions	4,408,794	10,329,030	660,690	11,039,420	2,665,083	5,707,860	351,123	6,058,983	3,367,708	[illegible]	1,842,473	12,785,656
Total British dominions	38,633,043	38,583,541	3,673,109	52,306,350	28,978,492	45,410,811	1,473,024	46,901,[illegible]	[illegible]	[illegible]	2,984,569	61,721,876
Total all Countries	100,162,861	92,969,996	11,721,538	104,691,534	64,753,799	77,793,783	6,552,697	84,34[illegible]	[illegible]	[illegible]	11,484,867	111,200,046

* Nine Months, ending June 30th, 1843.

TRADE OF THE UNITED STATES WITH THE BRITISH EAST INDIES.

The trade between the United States and the British East Indies, commenced soon after the peace of 1783. In 1788, 1789, Earl Cornwallis, then governor and commander in India, gave orders, that American vessels should be treated at the Company's settlements, in all respects, as the most favoured foreigners; and the ship *Chesapeake*, one of the first vessels that displayed the American flag in the Ganges, was exempted by the supreme council of Bengal from the government customs, which foreign vessels were bound to pay.

This intercourse was regulated by the thirteenth article of the treaty of November 19th, 1794, and by subsequent legislation.—See *Treaties*.

American ships are also allowed to trade and carry merchandise direct from the United Kingdom to British India, and from both to China. The trade to China from British India, since the opening of the ports of the latter, has been commenced by the citizens and ships of the United States.—See *Trade with China*.

The value of the American trade with the British East Indies, from 1795 to 1801, according to Mr. Pitkin, was as follows:—

YEARS.	Imports.	Exports.	YEARS.	Imports.	Exports.
	dollars.	dollars.		dollars.	dollars.
1795	742,523		1799	1,521,213	7,296
1796	2,427,717	66,316	1800	3,391,027	130,461
1797	1,764,290	21,325	1801	5,134,456	71,617
1798	2,977,324	39,075			

On an average of the years 1802, 1803, and 1804, the value of the imports was 3,530,000 dollars, and the value of the exports, 130,000 dollars.

From 1821 to 1845, the following was the value of imports and exports:—

YEARS.	IMPORTS.	EXPORTS.		YEARS.	IMPORTS.	EXPORTS.	
		Domestic Produce.	Foreign Produce.			Domestic Produce.	Foreign Produce.
	dollars.	dollars.	dollars.		dollars.	dollars.	dollars.
1821	1,530,799	32,089	1,934,190	1834	2,293,012	199,602	206,491
1822	3,272,217	67,979	1,968,305	1835	1,697,893	364,417	389,641
1823	2,265,961	10,642	307,738	1836	2,954,476	289,315	435,461
1824	441,867	34,354	927,716	1837	3,041,842	120,597	82,967
1825	1,756,484	206,450	784,629	1838	675,531	230,505	258,402
1826	2,510,606	24,226	418,042	1839	2,135,152	246,845	337,597
1827	569,056	32,717	1,051,450	1840	1,952,461	280,404	351,792
1828	1,542,736	54,199	795,682	1841	1,236,641	532,334	430,867
1829	1,229,569	69,070	477,629	1842	1,530,364	399,979	283,825
1830	1,372,297	93,731	553,126	1843	689,777	237,576	140,136
1831	1,544,273	132,442	675,390	1844	8,827,921	338,413	337,553
1832	2,538,938	189,218	339,235	1845			
1833	1,832,059	136,156	188,843				

Prior to the year 1816, much the greatest part of the imports from the British East Indies, consisted of low-priced cotton goods. During the years 1802, 1803, and 1804, the value of these white cottons, imported into the United States, was estimated, on an average, at about 2,950,000 dollars. By the tariff of 1816, all cotton goods, the original cost of which, at the place from whence imported (except nankeens directly from China), was less than twenty-five cents per square

yard, were to be taken and deemed to have cost that sum per square yard, and charged with duty accordingly. This minimum price was fixed for the purpose of excluding entirely from the American market the low-priced Indian cottons, to protect the American planter and manufacturer. But few Indian goods were imported afterwards into the United States, and indigo and silks were the principal articles imported.—See *Tables*, 1790 *to* 1844, *inclusive.*

The exports to British India consisted of some flour, whale oil, spermacetti, and tallow candles—manufactured tobacco, timber, &c., and specie—the export of these gradually diminished from 1,930,376 dollars, in 1822, to 98,516 dollars, in 1833.—See *Tables*, 1790 *to* 1844, *inclusive.*

CHAPTER XXV.

TRADE BETWEEN THE UNITED STATES AND CHINA.

THE American trade with China commenced soon after the close of the peace of 1783. The first ship, commanded by Captain Green, from the United States, sailed from the port of New York for Canton, on the 22nd of February, 1784, and returned on the 11th of May, 1785.

The success, as well as novelty, of Captain Green's voyage, attracted no little attention in this country; and the second voyage to this distant part of the world was of a more bold and adventurous character.

Captain Stewart Deane, a citizen of Albany, who had successfully commanded a letter of marque in the early part of the war of the revolution, having had a personal interview with Captain Green on the subject of his voyage, resolved to fit out the sloop *Experiment*, of only eighty-four tons, which he had just built at Albany as a coaster, for this distant voyage; and on the 19th of December, 1785, this navigator, with a crew of only seven men and two boys, sailed in this little bark for Canton. Such a distant voyage, in so small a vessel, was, at that time, considered so extremely hazardous, that no insurance could be effected on the vessel and cargo at any of the offices, either in America or England. The sloop arrived safe at Canton, in May, 1786; where she was, at first, mistaken for a tender to some large ship, which had been left below, in Canton river: and the inhabitants were not a little astonished, to learn that this small vessel, with her Atlantic, Indian, and Chinese crew, had crossed the ocean from the opposite hemisphere:

This daring enterprise insured him, Captain Deane, a hospitable reception at Canton, and particularly at the British factory.

He returned to America in 1787, and was afterwards, for some years, engaged in the same trade, as commander of much larger vessels.

These two first and successful voyages induced others to engage in the trade; and as early as 1789, fifteen American flags arrived at the port of Canton, a greater number than from any other nation, except Great Britain.*

The principal articles imported into the United States from China, have been teas, silks, nankeens, and china-ware. During the late wars in Europe, the Americans, not only supplied their own country, with the article of tea, but shipped large quantities of it to different parts of Europe, to supply the wants of the belligerent nations, who were dependent on neutrals for this, as well as many other necessary foreign articles.

The American trade with China may be divided into that which is *direct* from the United States, and that which is carried on generally, on American account, and embracing not only that between the United States and China, but that also carried on by the Americans between China and other parts of the world.

The amount of the commerce of the United States with China is next to that of Great Britain. And the former, by the ancient British treaty, enjoy all the privileges of the British; and the Americans have also since negotiated a treaty of commerce and navigation.

The following is a statement of the quantities of the several kinds of teas, paying duties (the exports being deducted from the imports), for each year from 1790 to 1800:—

YEARS.	Bohea.	Souchong.	Hyson.	Other Green.	TOTAL.
	lbs.	lbs.	lbs.	lbs.	lbs.
1790	2,059,684	368,075	530,613	88,870	3,047,242
1791	774,008	91,123	107,934	12,932	985,997
1792	2,332,892	132,355	115,263	33,498	2,614,008
1793	1,548,993	369,687	82,882	8,907	2,009,509
1794	2,095,416	298,503	29,754	37,241	2,460,914
1795	2,079,687	146,457	99,727	48,247	2,374,118
1796	1,778,007	73,578	239,102	219,572	2,310,259
1797	1,392,271	185,359	206,177	224,592	2,008,399
1798	1,079,139	333,349	194,616	283,861	1,890,965
1799	3,412,674	309,598	240,861	538,370	4,501,503
1800	1,891,434	694,802	533,613	677,785	3,797,634
Total	20,444,205	3,802,806	2,380,542	2,172,975	28,000,648

Making the annual consumption for these eleven years, about 2,500,000 pounds.

The following quantity of teas, of all kinds, was imported and exported, in each year, from 1801 to 1812.

YEARS.	Imported.	Exported.	Consumed.	YEARS.	Imported.	Exported.	Consumed.
	lbs.	lbs.	lbs.		lbs.	lbs.	lbs.
1801	4,086,960	1,409,253	3,677,707	1807	8,108,774	2,663,061	5,445,713
1802	4,269,828	1,894,538	2,375,290	1808	4,812,638	237,883	4,574,755
1803	6,053,529	3,146,492	2,907,037	1809	1,482,990	1,770,616	
1804	3,622,828	1,219,233	2,403,595	1810	7,839,457	1,337,732	6,501,725
1805	5,119,441	1,788,888	3,330,553	1811	3,018,118	1,025,962	1,992,156
1806	6,870,806	2,002,207	4,868,599	1812	3,056,089	519,262	2,536,827

Making an average annual consumption of about 3,350,000 pounds.

* Macpherson's Annals of Commerce.

From 1821 to 1833 we include the *value*, as estimated at Canton, as well as the *quantity* of teas imported and exported, in each year, during this period; and it will be remembered, that the value is estimated at Canton.

YEARS.	IMPORTED.		EXPORTED.		CONSUMED.
	Quantity.	Value.	Quantity.	Value.	
	lbs.	dollars.	lbs.	dollars.	lbs.
1821.....	4,975,646	1,320,927	531,691	242,372	4,443,955
1822.....	6,639,434	1,858,962	1,333,846	706,198	5,305,588
1823.....	8,210,010	2,360,350	1,735,076	813,550	6,474,934
1824.....	8,934,487	2,785,683	1,148,868	562,109	7,785,619
1825.....	10,209,548	3,725,675	2,035,808	1,482,141	8,173,740
1826.....	10,098,900	3,740,415	1,998,672	1,308,694	8,099,228
1827.....	5,875,638	1,711,185	1,626,417	772,442	4,249,221
1828.....	7,707,427	2,443,002	1,417,846	679,924	6,289,581
1829.....	6,636,790	2,045,645	1,018,343	528,997	5,618,447
1830.....	8,609,415	2,421,711	1,736,324	892,807	6,873,091
1831.....	5,182,867	1,416,045	526,186	360,509	4,656,681
1832.....	9,906,606	2,783,488	1,279,262	702,014	8,627,344
1833.....	14,639,822	5,483,088	1,712,779	709,522	12,927,043

Making an annual consumption, during this period, of about 7,000,000 pounds.

TABLES showing the Imports and Exports of Tea into and from the United States, annually, from 1821 to 1841, inclusive.

I. IMPORTS.

YEARS.	BLACK TEAS.			GREEN TEAS.				Total Imports, Black and Green.
	Bohea.	Souchong and other Black.	Total Black.	Gunpowder, Imperial, &c.	Hyson and Young Hyson.	Hyson Skin and other Green.	Total Green.	
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
1821.....	191,953	1,185,342	1,377,295	251,600	1,639,914	1,706,837	3,598,351	4,975,646
1822.....	498,570	1,170,453	1,669,023	459,290	2,367,613	2,143,508	4,970,411	6,639,434
1823.....	668,384	2,134,137	2,802,521	475,767	2,770,787	2,160,935	5,407,489	8,210,010
1824.....	499,834	2,259,413	2,759,247	441,814	3,319,639	2,399,787	6,161,240	8,920,487
1825.....	338,610	1,762,250	2,100,860	641,113	4,041,818	3,425,757	8,108,688	10,209,548
1826.....	236,682	1,965,719	2,202,401	632,124	4,704,371	2,570,004	7,906,499	10,108,900
1827.....	61,345	1,357,295	1,418,640	442,634	2,788,380	1,225,984	4,456,998	5,875,638
1828.....	90,065	1,657,413	1,747,478	639,687	3,459,749	1,860,513	5,959,949	7,707,427
1829.....	54,868	1,325,714	1,380,582	500,233	2,977,751	1,778,224	5,256,208	6,636,790
1830.....	152,990	2,166,142	2,319,132	653,036	3,694,631	1,942,616	6,290,283	8,609,415
1831.....	415,658	1,415,445	1,830 503	412,049	2,504,125	436,190	3,352,364	5,182,867
1832.....	637,341	2,960,764	3,598,105	819,982	4,142,919	1,345,600	6,308,501	9,906,606
Total..	3,845,700	21,360,087	25,205,787	6,309,329	38,411,697	22,995,955	67,776,981	92,982,768

II.—EXPORTS.

YEARS.	BLACK TEAS.			GREEN TEAS.				Total Exports, Black and Green.
	Bohea.	Souchong and other Black.	Total Black.	Gunpowder, Imperial, &c.	Hyson and Young Hyson.	Hyson Skin, and other Green.	Total Green.	
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
1821.....	82	121,905	121,987	51,665	174,116	41,655	267,436	389,423
1822.....	586	437,588	438,174	219,909	406,819	268,944	895,672	1,333,846
1823.....	224,462	591,280	815,742	202,210	442,304	274,820	919,334	1,735,076
1824.....	264,502	399,568	664,070	180,008	255,203	49,587	484,798	1,148,868
1825.....	151,397	668,565	819,962	292,669	1,148,808	774,369	2,215,846	3,035,808
1826.....	101,432	521,848	623,280	476,799	806,081	898,593	2,181,473	2,804,753
1827.....	4,550	409,736	414,286	303,057	463,323	445,751	1,212,131	1,626,417
1828.....	40,750	257,849	298,599	344,103	516,008	259,136	1,119,247	1,417,846
1829.....	8,595	125,322	133,917	215,726	455,389	228,963	900,078	1,033,995
1830.....	4,049	491,183	495,232	372,396	608,240	260,456	1,241,092	1,736,324
1831.....	..	58,498	58,498	176,473	165,540	125,675	467,688	526,186
1832.....	93,890	521,501	615,391	310,593	340,474	13,004	664,071	1,279,462
Total....	894,295	4,604,843	5,499,138	3,145,608	5,782,305	3,640,953	12,568,866	18,068,004

III.—Imports, Exports, and Quantities of Tea, remaining on Hand, distinguishing the Kinds, from the Year 1821 to 1832, inclusive.

YEAR.	IMPORTS.			EXPORTS.			LEFT ON HAND.		
	Black.	Green.	Total Imports.	Black.	Green.	Total Exports.	Black.	Green.	Total on Hand.
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
1821	1,377,295	3,598,351	4,975,646	121,987	267,436	389,423	1,255,308	3,330,915	4,586,223
1822	1,669,023	4,970,411	6,639,434	438,174	895,672	1,333,846	1,230,849	4,074,739	5,305,588
1823	2,802,521	5,407,489	8,210,010	815,742	919,334	1,735,076	1,986,779	4,488,155	6,474,934
1824	2,759,247	6,161,240	8,920,487	664,070	484,798	1,148,868	2,095,177	5,676,442	7,771,619
1825	2,100,860	8,108,688	10,209,548	819,962	2,215,846	3,035,808	1,280,898	5,892,842	7,173,740
1826	2,202,401	7,906,499	10,108,900	623,280	2,181,473	2,804,753	1,579,121	5,725,026	7,304,147
1827	1,418,640	4,456,998	5,875,638	414,286	1,212,131	1,626,417	1,004,354	3,244,867	4,249,221
1828	1,747,478	5,959,949	7,707,427	298,599	1,119 247	1,417,846	1,448,879	4,840,702	6,289,581
1829	1,380,582	5,256,208	6,636,790	133,917	900,078	1,033,995	1,246,665	4,356,130	5,602,795
1830	2,319,132	6,290,283	8,609,415	495,232	1,241,092	1,736,324	1,823,900	5,049,191	6,873,091
1831	1,830,503	3,352,364	5,182,867	58,498	467,688	526,186	1,772,005	2,884,676	4,656,681
1832	3,598,105	6,308,501	9,906,606	615,391	664,071	1,279,462	2,982,714	5,644,430	8,627,144
Total	25,205,787	67,776,981	92,982,768	5,499,138	12,568,866	18,068,004	19,706,649	55,208,115	74,914,764

IV.—Imports, Exports, Value, and Quantity of Tea on hand, showing what came directly from China, and what from other Countries, from the Year 1833 to 1841, inclusive.

YEARS.	IMPORTS.				EXPORTS.		Remaining on Hand.
	From China direct.	From other Countries.	Total Imported	Value.	TOTAL.	Value.	
	lbs.	lbs.	lbs.	dollars.	lbs.	dollars.	lbs.
1833	14,637,486	2,336	14,639,822	5,484,603	1,712,779	709,522	12,927,043
1834	16,267,852	15,125	16,282,977	6,217,949	3,081,308	1,091,684	13,201,669
1835	14,403,458	12,114	14,415,572	4,522,806	2,082,866	927,525	12,332,706
1836	16,347,344	34,770	16,382,114	5,342,811	1,896,342	869,164	14,485,772
1837	16,942,122	40,262	16,982,384	5,903,054	2,508,386	898,514	14,473,998
1838	14,411,337	6,775	14,418,112	3,497,156	2,435,302	935,905	11,982,810
1839	9,296,679	53,138	9,349,817	2,428,419	1,592,033	642,770	7,757,784
1840	19,966,166	40,429	20,006,595	5,427,010	3,123,496	1,359,866	16,883,099
1841	11,163,931	396,370	11,560,301	3,466,245	660,832	332,098	10,899,469
Total	133,436,375	601,319	134,037,694	42,290,053	19,093,344	7,767,048	114,944,350

The following statement shows the quantities of black and green teas, respectively, imported from 1833 to 1841, inclusive, according to the Canton table, which corresponds so closely with the entire quantity imported, per table No. IV. considering the different modes of arriving at the fact, as to justify the belief that it cannot be far from correct.

YEARS.	Black.	Green.	TOTAL.	YEARS.	Black.	Green.	TOTAL.
	lbs.	lbs.	lbs.	Brought forward	lbs.	lbs.	lbs.
1833	3,902,920	10,329,480	14,232,400		19,160,960	63,321,840	82,482,800
1834	4,556,720	14,746,320	19,303,040	1838	4,412,870	10,805,310	15,218,180
1835	2,995,090	11,260.710	14,255,800	1839	1,564,080	8,857,440	10,421,520
1836	5,076,330	12,564,270	17,640,600	1840	3,469,970	18,095,850	21,565,820
1837	2,629,900	14,421,060	17,050,960	1841	1,770,370	7,850,430	9,620,800
Carried forward	19,160,960	63,321,840	82,482,800	Total	30,378,250	108,930,870	139,309,120

V.—Comparative Statement of Exports of Teas from Canton to the United States, from the 30th of June, 1832, to the 30th of June, 1841.

NAMES.	1832–33		1833–34		1834–35		1835–36		1836–37	
	Chests.	Pounds.	Chests.	Pounds.	Chests.	Pounds.	Chests.	Pounds.	Chests.	Pounds.
	number.	number.	number.	number.	number.	number.	number.	number.	number.	number.
Bohea	13,655	955,850	1,445	101,150	779	54,530	867	60,690	2,183	152,810
Congou										
Souchong	34,815	2,437,050	52,278	3,659,460	35,245	2,467,150	64,760	4,533,200	29,139	2,039,730
Pouchong	4,723	330,610	9,181	642,670	5,733	401,310	4,619	323,330	4,644	325,080
Oulong										
Pekoe	2,563	179,410	2,192	153,440	1,030	72,100	2,273	159,110	1,604	112,280
Total Black	55,756	3,902,920	65,096	4,556,720	42,787	2,995,090	72,519	5,076,330	37,570	2,629,900
Hyson	14,248	1,282,320	23,787	2,140,830	16,509	1,485,810	16,346	1,471,140	19,986	1,798,740
Young Hyson	51,303	4,622,670	86,115	7,750,350	76,557	6,890,130	83,426	7,508,340	93,056	8,375,040
Hyson Skin	31,736	2,856,240	31,591	2,843,190	16,002	1,440,180	23,086	2,077,740	24,557	2,210,130
Gunpowder	6,614	595,260	10,154	913,860	7,335	660,150	8,002	720,180	9,373	843,570
Imperial	5,939	534,510	9,424	848,160	7,736	696,240	7,444	669,960	8,051	724,590
Twankay	4,872	438,480	2,777	249,930	980	88,200	1,299	116,910	5,211	468,990
Total Green	114,772	10,329,480	163,848	14,746,320	125,119	11,260,710	139,603	12,564,270	160,234	14,421,060
Total Exports	170,528	14,232,400	228,944	19,303,040	167,906	14,255,800	212,122	17,640,600	197,804	17,050,960

NAMES.	1837–38.		1838–39.		1839–40.		1840–41.	
	Chests.	Pounds.	Chests.	Pounds.	Chests.	Pounds.	Chests.	Pounds.
	number.	number.	number.	number.	number.	number.	number.	number.
Bohea	....	....	....	....	169	11,830	152	10,640
Congou	....	....	2,892	202,440	5,506	385,420	9,739	681,730
Souchong	52,135	3,649,450	11,659	816,130	32,968	2,307,760	10,676	747,320
Pouchong	7,720	540,400	7,164	501,480	8,768	613,760	4,146	290,220
Oulong	....	....	....	....	341	23,870		
Pekoe	3,186	223,020	629	44,030	1,819	127,330	578	40,460
Total Black	63,041	4,412,870	22,344	1,564,080	49,571	3,469,970	25,291	1,770,370
Hyson	13,112	1,180,080	8,850	796,500	17,818	1,603,620	5,821	523,890
Young Hyson	70,146	6,313,140	65,918	5,932,620	130,226	11,720,340	62,621	5,635,890
Hyson Skin	20,986	1,888,740	8,245	742,050	23,258	2,093,220	11,329	1,019,610
Gunpowder	8,343	750,870	7,774	699,660	14,615	1,315,350	3,156	284,040
Imperial	6,911	621,990	6,691	602,190	13,328	1,199,520	2,420	217,800
Twankay	561	50,490	938	84,420	1,820	163,800	1,880	169,200
Total Green	120,059	10,805,310	98,416	8,857,440	201,065	18,095,850	87,227	7,850,430
Total Exports	183,100	15,218,180	120,760	10,421,520	250,636	21,565,820	112,518	9,620,800

QUANTITY REMAINING ON HAND.—CONSUMPTION.

During the period from 1821 to 1832, the quantities remaining on hand at the end of each year, amounted to 74,914,764 lbs, or an average of 6,242,897 lbs. annually; and from 1833 to 1841, to 114,944,350 lbs., or 12,771,594 lbs. annually—showing a considerable increased consumption, as will appear further by the following statement:—

	lbs.	lbs.
Assuming that the balance on hand at the close of 1820 (for we have no actual data prior to 1821), to be the same as at the end of 1821		4,586,223
The imports from 1821 to 1832 were		92,982,768
		97,568,991
Deduct exports same time	18,068,004	
Also the quantity on hand at the close of 1832	8,627,144	
		26,695,148
Actually consumed in twelve years		70,873,843

	lbs.	lbs.
Or average consumption per annum, from 1821 to 1833		5,906,153
Balance on hand at the end of 1832	8,627,144	
Imported from 1833 to 1841	134,037,694	
		142,664,838
Deduct—exports same time	19,093,344	
Also the quantity on hand at the close of 1841	10,899,469	
		29,992,813
Actually consumed in nine years		112,672,025
Or average consumption per annum, from 1833 to 1841		12,519,113
Showing an increased average consumption since 1833, of per annum		6,612,960

GENERAL View of the Trade between the United States and China, from 1833 to 1841, inclusive.

YEARS.	Number of Vessels.	Tonnage.	Crews, Men and Boys.	Value of Imports.	Value of Teas.
		tons.	number.	dollars.	dollars.
1833	41	15,334	765	7,541,570	5,484,603
1834	43	15,550	775	7,892,327	6,217,949
1835	36	13,495	743	5,987,187	4,522,806
1836	43	16,445	785	7,324,816	5,342,811
1837	42	16,160	738	8,965,337	5,903,054
1838	29	11,821	512	4,764,536	3,497,156
1839	18	7,392	321	3,678,509	2,428,419
1840	35	14,771	593	6,640,829	5,427,010
1841	28	11,986	469	3,695,388	3,466,245
Total	315	122,954	5701	55,890,499	42,290,053
Value of Teas	....	....	....	42,290,053	
Value of rest of cargoes	....	....	....	13,600,446	

The value of Teas imported, therefore, appears to be annually about 4,698,894 dollars, and to constitute rather exceeding 75 per cent of the value of the whole cargoes;—which have averaged since 1834, 177,430 dollars each. The trade has employed yearly about thirty-five vessels, averaging 390 tons, with crews of eighteen men and boys.

STATEMENT exhibiting a View of the General Trade between the United States and Canton, according to Valuations made in Canton, annually, during the Years ending June 30, 1804, to 1844.

YEARS ending 30th June.	COMMERCE.		NAVIGATION.			YEARS ending 30th June.	COMMERCE.		NAVIGATION.		
	Imports into Canton.	Exports from Canton.	Number of Vessels.	Tonnage.	Seamen.		Imports into Canton.	Exports from Canton.	Number of Vessels.	Tonnage.	Seamen.
	dollars.	dollars.	No.	No.	No.		dollars.	dollars.	No.	No.	No.
1805	3,558,815	3,842,000	34	10,159	703	1825	8,962,045	8,501,119	43	16,262	864
1806	5,326,358	5,127,000	42	12480	868	1826	7,781,301	8,752,562	42	16,431	885
1807	3,877,362	4,294,000	37	11286	765	1827	4,273,617	4,429,381	26	9,566	521
1808	3,940,090	3,476,000	33	8,803	683	1828	5,394,917	6,745,696	29	11,041	593
1809	479,850	808,000	8	2215	166	1829	4,065,670	3,873,857	27	10,279	552
1810	5,744,600	5,715,000	37	12,512	765	1830	4,341,282	4,209,810	35	13,325	716
1811	2,898,800	2 973,000	16	4,748	331	1831	4,223,476	4,344,548	34	12,944	695
1812	3,132,810	2,771,000	25	7,406	513	1832	5,695,307	5,999,731	34	12,944	695
1813	1,453,000	620,000	8	1,816	171	1833	8,011,114	8,225,375	59	22,462	1207
1814 } 1815 }	451,000	572,000	9	2,854	195	1834	9,887,501	..	47		
						1835					
1816	2,527,500	4,220,000	30	10,208	615	1836					
1817	5,609,600	5,703,000	38	13,096	780	1837					
1818	7,076 828	6,777,342	39	14,325	800	1838	5,191,111				
1919	10,217·151	9,057,033	46	16,022	951	1839					
1820	8,185 000	8,173,107	43	15,139	837	1840	..	..	49	31	
1821	5,392 795	4,715,696	28	9,378	562	1841					
1822	8,192768	7,563,644	45	15,530	912	1842					
1823	8,339389	7,523,492	40	14,577	804	1843					
1824	6,460 339	5,677,149	34	13,096	836	1844*	2,445,878	6,686,171	49	20,291	1160

* Merchandise only.

We have not been able to procure any returns upon which any reliance can be placed for the blank years in the above table. The returns for 1844 we have received from the British consul at Canton.—See his detailed statement of the American trade at Canton for that year hereafter: which, with other returns of the British and foreign trade of that port, has been prepared with great pains and all possible accuracy by him.

STATEMENT exhibiting the Amount of Specie, Bills, and Merchandise, Imported into Canton, on American Account, annually, from 1805 to 1844.

Season ending the 30th of June.	IMPORTED INTO CANTON.				Season ending the 30th of June.	IMPORTED INTO CANTON.			
	Specie.	Bills on England.	Merchandise.	Total Value		Specie.	Bills on England.	Merchandise.	Total Value.
	dollars.	dollars.	dollars.	dollars.		dollars.	dollars.	dollars.	dollars.
1805	2,902,000	..	2,653,818	5,555,818	1825	6,524,500	..	2,437,525	8,962,025
1806	4,176,000	..	1,150,358	5,326,358	1826	5,725,200	..	2,056,101	7,781,301
1807	2,895,000	..	982,362	3,877,362	1827	1,841,168	400,000	2,032,449	4,273,617
1808	3,032,000	..	908,090	3,940,090	1828	2,640,300	300,000	2,454,617	5,394,917
1809	70,000	..	409,850	479,850	1829	740,900	657,000	2,667,770	4,065,670
1810	4,723,000	..	3,414,600	5,744,600	1830	1,123,644	423,656	2,793,982	4,341,282
1811	2,330,000	..	568,800	2,898,800	1831	183,655	1,168,500	2,871,321	4,223,476
1812	1,875,000	..	1,257,810	3,132,810	1832	757,252	2,480,371	2,457,184	5 695,307
1813	616,000	..	837,000	1,453,000	1833	672,519	4,429,659	2,907,936	8,010,114
1814	} ..	..	451,000	451,000	1834	1,029,178	3,656,290	5,202,033	9,887,501
1815					1835				
1816	1,922,000	..	605,000	2,527,000	1836				
1817	4,554,000	..	1,055,600	5,609,600	1837				
1818	5,601,000	..	1,475,828	7,076,828	1838	678,350	3,142,000	1,370,761	5,191,111
1819	7,414,000	200,000	2,603,151	10,217,151	1839				
1820	6,297,000	..	1,888,000	8,185,000	1840				
1821	2,995,000	..	2,397,795	5,392,795	1841				
1822	5,125,000	..	3,067,768	8,192,768	1842				
1823	6,292,840	..	2,046,549	8,339,389	1843				
1824	4,096,000	..	2,364,000	6,460,339	1844	..	..	2,445,870	

NOTE.—1828, 1829, 1830, 1831, and 1832, taken from a Canton paper.

We have not been able to procure returns for the blank years in the above table upon which any reliance can be placed.

STATEMENT exhibiting the Value* of the Exports to, and Imports from, China, and also the Tonnage employed in this Branch of Foreign Trade, during the Years ending on the 30th of September, 1821, to 1844, inclusive. Compiled from the several annual Reports on the Foreign Trade and Navigation of the United States by the Secretary of the Treasury.

YEARS.	Domestic Produce, &c.	Foreign Merchandise, &c.	Total Exports.	Imports.	CLEARED.			ENTERED.		
					Vessels.	Tonnage.	Men.	Vessels.	Tonnage.	Men.
	dollars.	dollars.	dollars.	dollars.	number.	tons.	number.	number.	tons.	number.
1821	388,535	3,902,025	4,290,560	3,111,951	16	6,040	302	15	5,622	281
1822	429,230	5,506,138	5,935,368	5,212,536	22	8,185	406	26	9,622	481
1823	288,375	4,347,686	4,636,061	5,511,425	26	9,478	473	35	13,067	645
1824	330,466	4,970,705	5,301,171	5,568,502	26	9,563	478	28	10,518	525
1825	160,059	5,410,456	5,575,515	7,533,115	23	8,667	433	36	13,468	673
1826	242,451	2,324,093	2,466,644	7,422,186	13	4,956	247	28	10,432	520
1827	290,862	3,573,543	3,864,405	3,617,183	24	8,950	447	24	8,889	444
1828	230,385	1,252,417	1,482,802	5,339,108	9	3,664	183	27	9,981	499
1829	260,759	1,094,103	1,354,862	4,680,847	17	6,351	317	22	8,052	400
1830	156,290	585,903	742,193	3,878,141	9	3,501	175	23	8,598	429
1831	244,790	1,048,045	1,290,835	3,083,205	14	5,061	253	11	4,316	215
1832	336,162	924,360	1,580,522	5,344,907	19	7,232	361	30	11,149	557
1833	537,774	895,985	1,433,759	7,541,570	26	9,538	476	41	15,334	765
1834	255,756	754,727	1,010,483	7,892,327	22	8,123	405	43	15,550	775
1835	335,368	1,532,712	1,808,580	5,987,187	20	7,104	339	36	13,495	743
1836	341,563	852,701	1,194,264	7,324,816	15	5,662	265	43	16,445	785
1837	318,973	311,618	600,594	8,965,337	9	3,793	175	42	16,160	738
1838	655,581	961,021	1,516,602	4,764,536	18	7,314	342	29	11,821	512
1839	430,464	1,103,137	1,533,601	3,678,509	15	6,419	279	18	7,392	321
1840	409,186	540,780	1,006,966	6,640,829	7	3,360	149	35	14,771	584
1841	715,322	485,494	1,200,816	3,985,388	12	4,876	215	28	11,986	469
1842	737,509	706,888	1,444,347	4,934,654	19	7,643	281	27	12,487	510
1843	1,755,393	663,565	2,418,958	4,855,566	33	13,532	589	29	13,460	586
1844	1,110,023	646,918	1,756,941	4,931,255	27	11,262	492	32	15,399	636

* Exclusive of specie and bills.

ARTICLES and Value of Exports from the United States to China, in 1842.

ARTICLES.	Value.	ARTICLES.	Value.
	dollars.		dollars.
Candles	1,708	Brought forward	442,097
Masts and spars	200	Cotton	
Naval stores	272	Furniture	
Skins and furs	18,000	Hats	2,830
Ginseng	63,000	Saddlery	260
Beef	2,847	Porter, ale, and cider	580
Pork, bacon, &c.	1,789	Candles and soap	4,476
Butter and cheese	306	Lead	163,642
Tobacco	2,518	Iron	524
Turpentine	283	—— manufactured	12,400
Cordage	882	Drugs	596
Copper	2,730	Twist, yarn, &c.	18,255
Cotton manufactures	337,470	Presses and types	783
Fire engines	1,179	Gold and coin	18,000
Books and maps	589		
Other manufactures	1,548	Total value of exports for the	664,443
Flour	1,612	year	737,509
Ship bread	5,154	In American vessels	703,506
		In foreign vessels	34,203
Carried forward	442,097		

VALUE of Imports into the United States from China, in 1842.

ARTICLES.	Value.
	dollars.
Teas	4,367,101
Coffee	1,968
All other articles	4,421,666
Total value of imports	8,790,735

STATEMENT exhibiting the Value of Domestic produce and Manufactures Exported to China, during the Years ending 30th of September, 1821 to 1844, inclusive.

YEARS ending 30th of September.	DOMESTIC PRODUCE, &c.				
	Furs.	Ginseng.	Domestic Cottons.	Cotton unmanufactured.	Total Value of all Exports.*
	dollars.	dollars.	dollars.	dollars.	dollars.
1821	142,399	171,780	....	53,593	388,535
1822	78,158	304,181	....	14,192	429,239
1823	100,910	139,582	....	112	288,375
1824	89,839	222,780	....	296	330,466
1825	33,130	94,421	....	....	160,059
1826	45,110	134,799	14,931	28,850	242,451
1827	100,986	79,566	9,388	10,740	290,862
1828	101,764	90,900	14,981	....	230,385
1829	80,180	110,396	25,998	....	260,759
1830	10,306	64,070	56,173	....	125,290
1831	42,396	115,928	49,256	1,998	244,790
1832	129,570	99,303	88,498	....	336,162
1833	109,695	182,437	215,495	....	537,774
1834	8,383	68,471	146,891	....	255,756
1835	....	....	174,737	....	335,368
1836	....	....	85,745	....	341,563
1837	561	108,548	201,252	....	318,973
1838	37,864	35,902	517,840	....	655,581
1839	16,794	118,904	262,335	....	430,464
1840	....	17,159	361,995	1,500	409,186
1841	2,368	435,766	173,755	....	715,322
1842	18,000	63,502	337,470	67,695	737,509
1843	41,042	187,430	971,202	169,341	1,755,393
1844	....	93,446	650,931	....	1,110,023

* The unenumerated articles are included in the total value of exports.

VALUE of Principal Articles of Merchandise Imported from China into the United States, from 1821 to 1844, inclusive; compiled from the several Annual Accounts of the Trade and Navigation of the United States, by the Secretary of the Treasury.

YEARS.	Specimens of Botany.	Furs, undressed.	Wood, unmanufactured, and Dye.	Hides and Skins.	Copper, in Bars, &c.	Specie, Gold and Silver.	COTTONS. Nankeens.	COTTONS. Other manufactures of.	Silks.	Watches.	Jewellery.	Glass-ware.	Iron and Steel, manufactures of.	Wood, manufactures of.	Raw silk.
	dlrs.	dlrs.	dlrs.	dlrs.	dlrs.	dlrs.	dlrs.	dlrs.	dollars.	dlrs.	dlrs.	dlrs.	No.	No.	No.
1821	..	48,110	..	..	..	..	298,079	263	1,317,846	..	752				
1822	..	50	..	507	..	500	755,371	67	2,389,210	..	236	190	844		
1823	..	1,208	..	87,601	38,475	22,036	595,684	288	3,122,186	..	1,086	25	..	..	4,659
1824	..	2,520	..	..	..	..	177,015	..	2,430,856	..	2,748	930	..	560	
1825	12	..	520	53	..	..	310,548	66	3,060,148	16	17,135	900	..	250	5,495
1826	36	19,622	300	..	..	..	274,970	25	2,746,704	440	2,218	1285	..	5,376	186,126
1827	..	..	350	..	..	..	172,668	..	1,338,227	..	1,086	155	12	4,099	96,513
1828	70	..	919	..	..	24,390	304,674	..	2,234,190	905	2,475	1000	2250	4,598	7,800
1829	45	..	443	2,253	..	..	452,873	..	1,616,693	10	164	167	40	8,465	101,796
1830	15	..	..	..	..	9,194	170,739	3	971,679	..	715	519	..	6,852	89,696
1831	78	..	35	200	22	24,100	87,184	30	1,306,323	..	1,358	..	257	15,099	76,141
1832	20	..	183	896	68,871	25,932	95,072	1335	2,027,503	10	326	69	106	12,734	43,570
1833	125	3,500	..	500	79,953	6,400	30,339	8750	1,263,082	238	1,219	..	28	31,082	123,982
1834	96	..	10	..	..	..	46,845	8920	1,010,158	..	430	..	174	5,292	78,706
1835	362	..	..	..	..	..	6,433	..	927,017	..	1,000	..	..	14,472	3,660
1836	112	168	1415	398	210	50	28,348	12	1,297,770	..	3,088	..	..	10,512	8,573
1837	771	17,000	902	..	..	..	35,990	1237	2,104,981	..	7,567	..	..	18,061	98,354
1838	504	4,360	..	..	138	4,000	27,049	..	965,572	..	3,531	922	..	7,630	15,702
1839	..	200	..	..	66,830	..	2,379	..	978,183	..	521	..	..	6,228	6
1840	..	..	670	..	..	..	1,100	1203	779,629	..	2,925	..	..	4,713	141,818
1841	..	..	..	..	..	485	217	55	285,773	..	717	..	..	3,386	165,780
1842	..	..	122	..	..	..	53	..	359,718	..	..	9	..	6,546	8,847
1843	..	..	822	..	..	..	..	15	226,539	..	36	..	..	16,276	
1844	..	..	..	..	..	..	..	477	46,346	..	11	..	..	..	30,277
1845															

IMPORTS from China into the United States—*continued.*

YEARS ending 30th of September.	MADEIRA WINE. Quantity.	COFFEE. Quantity.	CASSIA. Quantity.	CAMPHOR. Quantity.	INDIGO. Quantity.	PAPER. Quantity.	IMPORTS FROM CHINA. China ware.	Teas.	Sugar.	Cassia.
	gallons.	lbs.	lbs.	lbs.	lbs.	lbs.	dollars.	dollars.	dollars.	dollars.
1821.....	742	..	329,687	..	..	..	13,273	1,320,929	13,765	57,076
1822.....	850	8	491,238	..	..	..	17,990	1,858,962	53,318	82,491
1823.....	2,586	..	804,651	..	..	..	22,003	2,360,350	13,428	144,658
1824.....	322	357	1,043,596	..	..	..	8,820	2,785,683	9,803	142,163
1825.....	705	12,072	723,062	18,560	184	3883	29,939	3,725,675	35,001	199,796
1826.....	602	75,074	895,244	45,463	2,553	4041	29,851	3,740,415	89,936	270,155
1827.....	4,133	219	408,017	23,193	..	2376	33,369	1,711,185	54,238	58,784
1828.....	865	51,512	658,404	..	81,683	847	12,477	2,443,002	5,249	103,943
1829.....	326	48,795	522,689	61,976	94,300	1390	12,491	2,045,645	70,262	61,516
1830.....	301	945	375,181	..	..	2879	10,974	2,421,711	40,482	40,961
1831.....	3,766	132	221,973	..	..	3608	6,276	1,416,045	16,640	21,528
1832.....	633	10,352	450,499	3,319	..	7355	16,610	2,783,488	16,022	39,935
1833.....	297	2,201	997,039	67,050	..	3371	14,082	5,484,603	15,103	92,517
1834.....	17,671	10,440	1,327,605	4,290	2,213	4023	13,799	6,217,044	46,231	104,300
1835.....	33,283	191,534	1,032,205	20,532	..	4585	17,073	4,522,806	29,047	77,251
1836.....	26	75,785	1,126,995	39,478	8,822	1287	26,516	5,342,810	121,429	89,210
1837.....	386	1,132	1,188,354	338,097	4,452	1548	28,429	5,903,054	121,091	88,202
1838.....	326	65,813	461,487	13,333	39,169	1388	9,723	3,497,156	2,075	35,632
1839.....	..	1,200	438,866	667	1,280	34	4,233	2,428,419	143	31,667
1840.....	260	1,549	647,012	102,640	54,607	745	3,969	5,427,010	10,901	49,023
1841.....	95	..	563,536	39,503	2,766	..	1,350	3,466,245	6,545	45,745
1842.....	..	22,764	153,385	..	..	2620	3,230	4,367,101	3,572	42,132
1843.....	191	200	116,303	35,515	..	..	5,360	3,776,464	15	53,118
1844.....	127	1,456	1,075,869	99,995	..	1749	11,482	4,075,191	403	80,182
1845.....										

Unenumerated articles have been of very unimportant value, and are included in the preceding table of total imports.

STATEMENT exhibiting the Value of Foreign Merchandise, Exported to China, during the Years ending 30th of September, 1821 to 1844, inclusive.

YEARS ending 30th of September.	EXPORTS OF FOREIGN MERCHANDISE TO CHINA.					
	Specie.	Quicksilver.	Opium.	Cloths.	Cottons.	Worsted Stuff.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1821	3,391,487	..	..	103,040	3,785	70,763
1822	5,075,012	..	..	59,813	14,034	2,575
1823	3,584,182	..	..	92,932	27,509	16,493
1824	4,463,852	..	..	106,297	18,248	51,558
1825	4,523,075	153,457	..	170,663	140,750	39,509
1826	1,651,595	134,288	..	63,527	106,270	3,600
1827	2,513,318	200,201	301,804	18,871	76,274	393
1828	454,500	190,605	135,605	5,158	207,063	2,052
1829	601,593	161,061	103,247	427	32,391	
1830	78,984	82,805	69,392	25,410	31,781	
1831	367,024	256,751	650	31,209	140,664	105
1832	452,119	193,087	1,558	..	136,602	
1833	290,456	17,971	11,043	166,066	106,932	6,506
1834	378,830	..	..	77,110	105,637	1,136
1835						
1836						
1837	155,000	7,000	52,221	..	11,735	
1838	728,661	6,954	..	576	25,654	
1839	987,475	..	..	..	218	
1840	477,003	..	..	..	1,577	
1841	426,592					
1842	588,714	..	..	..	580	
1843	571,660	..	..	319	150	
1844	565,955	..	7,321	207	722	

Formerly large quantities of valuable furs, procured on the north-west coast of America, and of seal-skins, obtained from the numerous islands in the high latitudes of the southern ocean, were carried to China; and furnished no inconsiderable part of the American sales in the China market; but which never appeared in the American custom-house documents, or constituted any part of the official exports of the United States.

The great prices obtained at Canton for furs, particularly sea-otter skins, from the north-west coast of America, carried there by Captain Cook, induced others to engage in this trade. The enterprise of the Americans led them very early to engage in these long and hazardous trading voyages. The first undertaken, from the United States, was in a ship belonging to Boston, under the command of Captain Kendrick; and the discoveries made by this ship, along the north-west coast of this country, were afterwards urged, by the United States, in support of their claims in that quarter. These voyages, at first, afforded large profits, from the number of the skins procured, and which found a ready market at Canton. The quantity of these furs, for many years past, has greatly diminished, and this trade has become of comparatively small importance.

The Americans not only explored the north-west part of this continent for furs, but also visited the numerous islands in the southern ocean, in search of seal-skins, for the Chinese market. These latter voyages being at first also profitable, induced such competition, that the seal soon became scarce at the places usually visited. The Americans, however, with a spirit of enterprise and hardihood only equalled by those who pursue the whale, pushed their way through floating mountains of ice to still higher southern latitudes; and found the *fur-seal*

in islands and regions before unknown. These perilous voyages were principally conducted by the hardy and adventurous fishermen of Stonington, in Connecticut, in vessels of from fifty to eighty tons. In June, 1833, the number of schooners employed in sealing, from Stonington and its vicinity, was twelve, whose aggregate tonnage was only 855 tons; averaging about seventy for each vessel, and manned by 202 men.—*Pitkin's Statistics.*

We have no official documents showing the value of the furs thus procured by the Americans for the Chinese market. An American gentleman, who was for some time consul at Canton, furnished Mr. Pitkin with a statement of the number and value of sea-otter and seal-skins, imported into Canton, in American vessels, from June, 1800, to January, 1803, with the number of American vessels, entering the port of Canton, during the same period, and the value of exports, for each year, from June 11, 1800, to June, 1802.

According to this statement, the number of sea-otter and seal-skins brought to Canton by the Americans, was as follows:—

DATES.	SEA OTTER.		SEAL SKINS.	
	Number.	Value.	Number.	Value.
		dollars.		dollars.
From June 11th, 1800, to April 27th, 1801	6,450	123,050	325,000	276,283
From May 15th, 1801, to June, 1802	14,187	298,263	426,750	393,395
From June, 1802, to January 9th, 1803	13,720	274,000	297,000	237,600
	34,357	695,313	1,048,750	907,278

The number of American vessels, entering the port of Canton, during the first period, was thirty-three; of which seven were from Boston, seven from Philadelphia, and all the otter-skins were brought in the vessels from the former. The number of vessels in the second period was thirty-four—fourteen from Boston, and nine from Philadelphia; and in the third, the number was thirty-three—eleven from the former place, and six from the latter; and in the two last periods, most of the otters were also brought by the Boston vessels.

According to the same statement, the exports to the United States were:—

	dollars.
For the first period	2,522,000
„ „ second period	3,742,194

Averaging those two years about 3,200,000 dollars; and the value of skins imported during the same periods, was about 1,080,000 dollars; equal to about one-sixth of the exports. Mr. Pitkin could obtain no information, as to the value of furs and skins carried to Canton, from 1803 to 1818.

About the year 1819, the American merchants began to carry British woollen and cotton goods, from the ports of Great Britain, directly to China. The value of British goods, imported into Canton by the American merchants, 1824—1825, was 794,514 dollars; and in 1826—1827, was 893,836 dollars.

The merchandise thus exported, from Great Britain, does not appear in the

American custom-house books; and makes no part of the official accounts of American exports to China. This trade has been continued.

RETURN of the Quantities and Value of Merchandise Exported from the Port of Canton, in forty-three American Vessels, of the burden of 19,269 Tons, to the Countries and Places undermentioned, during the Year ending 31st of December, 1844, viz.:—

Number in the Tariff.	ARTICLES.	Quantities.	To what Countries and Places Exported.	Estimated Value in Spanish Dollars.
				dollars.
	1. RAW PRODUCE.			
2	Aniseed stars.....piculs	8	New York.....	74
9	Camphor.....do.	150	Manilla, New York, Boston, and Lima	3,425
12	Cassia.....do.	5,244		50,116
	Cassia buds.....do.	69		1,115
13	China-root.....do.	320	New York.....	1,125
22	Galangal-root.....do.	20		55
23	Gamboge.....do.	12		620
28	Hartall or orpiment.....do.	74	New York and Mazatlan	890
37	Musk.....catties	10		885
	Quicksilver.....piculs	20	Lima.....	2,350
45	Rhubarb.....do.	412	New York and Boston.....	18,548
46	Silk, raw .....do	146	New York, Lima, and Mazatlan	24,350
52	Sugar, raw.....do.	4	Manilla and New York.....	25
55	Tea, viz.:—			
	Souchong .....piculs 27,252			
	Pekoe.....do. 485			
	Pouchong .....do. 6,386			
	Oolong ..... do. 1,056			
	Twankay..... do. 2,425	115,716	Manilla, New York, Baltimore, Boston, Lima, and Mazatlan	5,064,926
	Hyson .....do. 4,248			
	Hyson skin .....do. 11,352			
	Young Hyson .....do 54,237			
	Imperial.....do. 3,596			
	Gunpowder.....do. 4,709			
56	Tobacco.....piculs	4	Lima	45
				5,168,549
	2. MANUFACTURED ARTICLES.			
5	Bamboo ware .....piculs	113	New York and Lima	1,962
8	Bone and horn ware.....catties	27	New York, Lima and Sandwich Islands	55
14	China-ware.....piculs	725	Manilla, New York, and Boston	8,575
15	Clothes, ready made .....catties	1,119	Manilla, New York, and Sandwich Islands	1,020
16	Copper, tin, and pewter-ware.piculs	51	Manilla, Lima, and Mazatlan	2,568
18	Crackers and fireworks.....boxes	20,095	New York, Boston, Lima, &c.	15,070
20	Fans of all sorts.....catties	15,980	Manilla, New York, Boston, and Sandwich Islands	15,254
21	Furniture.....piculs	102	Manilla, New York, Lima, and Mazatlan	2,550
26	Glue .....do	15	Lima.....	156
27	Grass cloth.....catties	10,977	New York and Lima.....	8,850
29	Ivory ware.....do.	151	New York, Lima, and Sandwich Islands.....	450
30	Kittysols .....boxes	241	Manilla, New York, Boston, Lima, Mazatlan, and Sandwich Islands	2,535
31	Lacquered ware .....piculs	115		8,054
35	Mats and matting.....do.	10,403		80,765
36	Mother of pearl ware.....catties	3,032	New York, Boston, and Lima	5,890
38	Nankeens and dyed cottons...piculs	17	New York, Boston, and Baltimore	1,020
2	Oil of aniseed .....do.	31		4,328
39	Painting oil.....number	59		300
	Pictures on rice paper.....do.	800		40
41	Paper of all sorts.....piculs	20	New York and Sandwich Islands.....	262
43	Preserves.....boxes	6,929	Manilla, New York, Boston, Lima, Mazatlan, and Sandwich Islands	27,182
44	Rattan-work.....piculs	591		12,745
46	Silk, thread and ribands .....catties	4,609		24,056
	Silk piece goods .....do	129,144		1,160,835
48	Shoes, womens'.....do.	400	Sandwich Islands.....	325
50	Soy .....piculs	10	Manilla and New York.....	90
58	Tortoise-shell ware.....catties	8	New York.....	35
59	Trunks, leather.....nests	162	New York, Boston, Mazatlan, Lima, and Sandwich Islands.....	3,528
61	Vermilion .....boxes	100		5,672
	Miscellaneous exports and articles, not enumerated in the tariff	123,450		123,450
			Total value of exports ..	6,686,171

Canton, the 31st of December, 1844.

FRANCIS C. MACGREGOR,
Her Majesty's Consul.

RETURN of the Quantities and Value of Merchandise Imported into the Port of Canton in forty-nine American Vessels, of 20,292 tons, burden, from the Countries and Places undermentioned during the Year ending 31st of December, 1844, viz. :

Number in the Tariff.	ARTICLES.	Quantities.	From what Countries and Places imported.	Estimated Value in Spanish Dollars.
		number.		dollars.
	1. MANUFACTURES OF WOOL.			
47	Broad woollens.....changs	615	New York, Philadelphia, Boston, Baltimore, and Salem.	3,390
	Narrow ditto .... do.	968		1,296
	Camlets .....do.	4,858		9,852
	2. MANUFACTURES OF COTTON.			
13	Longcloth, gray.....pieces	90,523		253,586
	Ditto, white .....do	6,398		19,224
	Ditto twilled .....do.	116,140		301,265
	Chintzes and prints.....do.	3,130		9,500
	Handkerchiefs .....dozens	250		652
	Cottons not enumerated .....value	30,548		30,548
14	Cotton yarn and thread.....piculs	1,788		43,482
	3. MISCELLANEOUS ARTICLES, RAW AND MANUFACTURED.			
8	Clocks, wooden, needles, &c....value	5,966	New York.....	5,966
	Earthenware of all kinds.....do.	25	New York.....	25
20	Glass and glassware .....do.	30	New York.....	30
30	Metals, iron in bars, bolts, &c..piculs	2,929	New York and Liverpool...	4,872
	Lead .....do.	22,598	New York, Boston, and Philadelphia	108,495
	Spelter.....do.	306	New York	2,150
	Tin.....do.	1,088	Singapore	19,854
	Tin plates.....boxes	198	New York.....	1,190
45	Wine, beer, and spirits .....dozens	334¼	New York	1,510
3	Betelnuts.....piculs	927	Singapore	3,485
10	Cochineal.....catties	5,586	New York.....	7,584
12	Cotton.....piculs	19,630	New Orleans, and Bombay..	166,965
22	Ginseng, first quality.....do.	495	New York, and Baltimore, Philadelphia.....	137,560
	Ditto, second ditto.....do.	1,980		
32	Pepper.....do.	6,818	Singapore	36,446
34	Rattans .....do.	1,746	Singapore	6,125
35	Rice and paddy .....do.	48,646	Manilla, Bali, Batavia	85,252
39	Skins and furs, viz. :—			
	Oxhides, beaver, fox, sea-otter, and racoon skins.....number	17,962	New York and Philadelphia	30,254
46	Wood, sandal.....piculs	960	South Sea Islands.....	8,622
	—— sapan.....do.	179	Manilla	315
	Miscellaneous imports, including articles not enumerated in the tariff.	....	....	18,675
	4. TREASURE		Boston, Mexico, and Lima ..	1,125,700
			Total.....	2,445,870

N.B.—In these returns are not included the quantities of merchandise imported into Canton *viâ* Macao, in Portuguese Lorchas.

FRANCIS C. MACGREGOR,
Her Majesty's Consul.

CANTON, 31st of December, 1844.

CHAPTER XXVI.

TRADE AND NAVIGATION BETWEEN THE UNITED STATES AND THE FOREIGN WEST INDIES, MEXICO, CENTRAL AMERICA, AND THE STATES OF SOUTH AMERICA.

IN defiance of the suicidal commercial policy of France, Spain, and Portugal, which prohibited any legal trade or intercourse on the part of foreign subjects or citizens, with their possessions on the continent of America and the West India Islands, the Anglo-Americans persevered and succeeded, during war and peace,

in supplying with provisions and merchandise, the French, Spanish, and Portuguese colonies.

In some instances, France allowed her colonies to receive foreign articles, which could not be supplied by the mother country; and those legal imports into the French colonies, from the United States, amounted in 1786, to 13,263,000 livres, or about (at the then value of French money in the West Indies) 520,000*l.* sterling. Imports by American ships from these colonies, amounted to about 7,263,000 livres. The extent and value of the illicit trade has at all times been uncertain.

At the commencement of the late war, declared by France against Great Britain, in the winter of 1793, France offered to secure to the United States, the trade of her colonies by a *national compact;* accompanied by a new treaty of alliance, under which the French colonies were to be afterwards ceded to France. The American government did not consider it politic to accept the offer.

During the war, however, France was compelled to leave open her colonial ports to all the world; and the Americans had a principal share in the trade with the French West India islands. The value of exports and imports, in each year, from 1795 to 1801, are stated as follows by Mr. Pitkin:—

Years.	Exports.	Imports.	Years.	Exports.	Imports.
	dollars.	dollars.		dollars.	dollars.
1795	4,954,952	15,751,758	1799	2,776,604	2,022,929
1796	8,408,946	15,743,774	1800	5,123,433	9,385,111
1797	8,565,053	14,030,337	1801	7,147,972	13,593,255
1798	5,344,690	15,380,091			

During the years 1804, 1805, 1806, and 1807, the average value of American domestic produce, carried to the French islands, was about 2,800,000 dollars, and of foreign produce, between 3,000,000 dollars and 4,000,000 dollars. The imports from them into the United States, during this period, were to a much larger amount: the greatest part of the imports were afterwards re-exported to France and other parts of Europe. After that period, most of the French West India islands were captured by the British.

On the restoration of peace, in 1814, France resumed her former system of colonial policy; but the value of the commercial intercourse of the United States, with the islands remaining, after the loss of St. Domingo, had been comparatively of little importance.—(See *Tables of the Trade of the United States, &c.*)

Hayti.—The American trade with the island of Hayti, since it came under the government of the blacks, has been continued: and since 1821, has far exceeded that with the islands still remaining in the possession of France. The principal articles exported to Hayti, are flour, rice, beef, pork, butter, lard, hams, cheese, and fish; and coffee and cocoa are the chief articles received in return. —(See *Tables* hereafter.)

American Trade with Spanish West Indies and American Colonies.—During the long wars in Europe, the Americans were the principal carriers of the rich products of the Spanish islands, and, to a great extent, supplied those islands also with the manufactures of Europe. The values of exports and imports, from 1795 to 1801, were as follows:—

Years.	Exports.	Imports.	Years.	Exports.	Imports.
	dollars.	dollars.		dollars.	dollars.
1795	1,389,219	1,739,138	1799	8,993,401	10,974,295
1796	1,821,347	1,718,026	1800	8,270,400	10,587,566
1797	3,595,519	4,123,362	1801	8,437,659	12,799,878
1798	5,082,127	8,139,167			

The exports of domestic and foreign produce to the Spanish colonies, from 1804 to 1820, were estimated as follows:—

Years.	Domestic Produce.	Foreign Produce.	Years.	Domestic Produce.	Foreign Produce.
	dollars.	dollars.		dollars.	dollars.
1804	1,725,662	1,176,998	1813	2,809,705	183,549
1805	2,806,112	4,884,776	1814	1,971,886	48,408
1806	2,391,172	8,476,061	1815	2,832,828	866,048
1807	2,470,472	9,870,753	1816	2,732,226	3,048,386
1808	631,086	3,545,967	1817	3,606,588	3,477,511
1809	3,352,271	3,333,346	1818	3,531,769	2,380,464
1810	3,182,318	3,604,791	1819	3,519,366	2,980,717
1811	3,606,510	3,973,099	1820	3,439,365	2,545,717
1812	2,640,502	1,331,638			

The trade of the United States with Cuba has been of considerable extent, the exports consist of quantities of flour, also beef, pork, dried fish, and lard. American manufactures, such as household furniture, coaches and carriages of different sorts, saddlery, hats, combs, buttons, gunpowder, glass, leather, boots and shoes, soap, and tallow candles, together with spermaceti, and several minor articles. In return for these, the imports are sugar, nearly one-half of that which is imported into the United States from all parts of the world has been received from that island, and from the same source we have received more than one-third of our coffee. With other parts of the Spanish West Indies, with Mexico, the Central Republic, Columbia, Buenos Ayres, Chili, and Peru, the American trade has been, and is, of considerable importance; Mexico, the Central Republic, Columbia, Brazil, Buenos Ayres, and Chili, are markets for domestic produce, manufactures of cotton, &c. The exports to Brazil of American domestic produce, consist of, viz.: flour, fish, beef, pork, hams, and butter, candles of spermaceti and tallow, whale oil, household furniture, hats, shoes, and boots, soap, cotton goods, and gunpowder; and also foreign articles, such as cotton and hempen goods, sail duck, cordage, teas, and spices; the American ships bringing back copper and raw hides, sugar, coffee, as well as gold and silver coin.

Subsequent to 1820, a separate account of the commerce with the island of Cuba, has been kept by the United States customs; together with the quantity of sugar, coffee, and molasses, imported in each year, since that period, viz.:—

Years.	Imports.	Exports.	Years.	Imports.	Exports.
	dollars.	dollars.		dollars.	dollars.
1821	6,584,849	4,540,680	1833	9,754,787	5,672,700
1822	7,299,322	4,270,618	1834	9,096,002	5,352,435
1823	6,952,381	5,405,365	1835		
1824	7,899,326	5,807,533	1836		
1825	7,556,412	5,120,702	1837	12,447,922	6,367,603
1826	7,658,759	6,132,432	1838	11,694,812	6,175,758
1827	7,241,849	6,816,088	1839	12,599,843	6,116,831
1828	6,123,135	6,403,991	1840	9,835,477	6,310,515
1829	4,866,524	5,578,889	1841	11,567,027	5,739,082
1830	5,577,230	4,916,735	1842	7,650,429	4,770,449
1831	8,371,797	4,893,842	1843	3,326,797	5,015,933
1832	7,068,857	5,312,151	1844	5,238,595	9,930,421

The following quantities of sugar, coffee, and molasses, have been imported from Cuba into the United States, during the following years.

Years.	Brown Sugar.	White or Clayed Sugar.	Coffee.	Molasses.
	lbs.	lbs.	lbs.	gallons.
1821	29,651,810	6,165,645	9,113,866	4,738,156
1825	31,387,099	6,914,813	19,167,025	6,214,367
1831	39,363,080	10,326,218	38,097,122	10,449,437
1840	48,126,706	12,967,463	25,331,888	15,377,778
1841	90,384,397	15,215,291	17,198,573	15,694,753
1842	67,586,332	15,224,332	14,321,458	13,526,616
1843	31,628,319	1,076,449	16,611,987	98,715,755
1844	114,362,368	4,720,678	18,628,875	194,059,165

The principal articles of domestic produce usually shipped from the United States to Cuba, are flour, fish, beef, pork, hams, lard, butter, rice, lumber, whale oil, and various domestic manufactures, as household furniture, coaches, and other carriages, hats, saddlery, glass, gunpowder, combs, and buttons, leather, boots and shoes, spermaceti and tallow candles, and soap; and of foreign produce, cotton, silk, flax and hempen goods, some wines, teas, spices, &c.

Quantity of flour, beef, pork, dried fish, and lard, exported to Cuba during the following years:—

Years.	Flour.	Beef.	Pork.	Dried Fish.	Lard.
	barrels.	barrels.	barrels.	quintals.	lbs.
1821	156,071	12,364	8,509	41,614	2,398,259
1825	109,698	13,170	1,410	51,280	3,274,107
1830	77,598	9,794	9,706	73,948	4,609,493
1840	69,819	4,029	3,628	69,018	5,539,245
1841	69,337	6,271	4,436	77,219	7,358,111
1842	46,846	6,286	4,146	86,110	5,318,875
1843	29,437	3,203	3,352	46,307	4,400,122
1844	24,875	7,800	6,164	107,493	6,390,873

The value of the following domestic manufactures, exported to Cuba, in the year 1830, was estimated at more than 800,000 dollars, viz.:—in

Household furniture	58,673
Coaches, and other carriages	16,945
Hats	182,216
Saddlery	21,961
Glass	20,688
Gunpowder	62,722
Combs and buttons	33,738
Leather, boots and shoes	157,738
Soap, and tallow candles	217,990
Spermaceti candles	62,413
Total	835,084

The American tonnage, employed in the trade with Cuba, since 1821, has varied from about 100,000 to 130,000 tons in each year (including the repeated voyages), and with the port of Havanna has, in some years, far exceeded that of all other nations.

In 1827, the number of vessels entering and clearing from this port, with their tonnage, was as follows:—

COUNTRIES.	ENTERED.		CLEARED.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
	number.	tons.	number.	tons.
United States	785	125,087	667	103,395
Spain	57	5,412	80	7,098
England	71	12,337	53	8,119
France	48	9,813	38	7,477
Denmark	21	3,458	17	3,114
Bremen	14	2,769	13	2,589
Netherland	24	4,284	19	3,471
Hamburg	12	2,021	13	2,251
Sardinia	8	1,386	7	1,313
Tuscany	6	1,322	5	1,165
Sweden	3	442	2	360
Russia	2	476	2	476
Sicily	1	247		
Prussia	1	224		
Total, 1827	1053	169,281	916	147,731
" 1843	1455	....	1450	
" 1844	1078	....	1638	

The quantity of sugar and coffee imported into the United States, since 1821, from this island, has been, of the former, nearly one-half, and of the latter, from one-third to one-half of all those articles imported, from all parts of the world during this period.

The following statement exhibits the proportions of imports during the Year ending the 30th of June, 1844.

FROM	Total Imports.	In American Vessels.	In Foreign Vessels.	Total from Spanish Dominions.
Spain on the Atlantic	252,127	214,294	37,833	13,775,451
Spain on the Mediterranean	381,237	322,491	58,746	
Teneriffe	61,653	52,050	9,603	
Manilla	724,811	724,811	....	
Cuba	9,930,421	9,823,521	106,900	
Other Spanish West Indies	2,425,202	2,395,185	30,017	

See tables of exports to foreign West Indies and South America, &c., hereafter.

Porto Rico.—In an official document, published at Porto Rico, the general trade, in 1842, was stated as follows:—

	dollars	cts.	dollars	cts.
From the above-mentioned documents, I find that the total importations for that year amounted to			5,757,403	84
Of which were imported in Spanish bottoms .	3,410,577	57		
In American bottoms	1,456,998	05		
In French bottoms	151,371	12		
In English bottoms	139,502	57		
In all other foreign bottoms	598,954	53		
			5,757,403	84
That the total exportations for the same year amounted to . .			6,429,257	35
Of which were exported in Spanish bottoms .	1,563,109	19		
In American bottoms	2,453,299	32		
In French bottoms	911,138	31		
In English bottoms	554,126	88		
In all other foreign bottoms	947,583	65		
			6,429,257	35

That the number of vessels "arriving" and "departing" are:—

	Arrivals.	Departures.
Spanish vessels	594	509
American vessels	438	399
French vessels	143	137
English vessels	88	91
All other foreign vessels	85	81
	1348	1217

That the commercial revenue is this:—

	dollars	cts.
Amount of duties collected on imports	1,026,266	95
" " " exports	313,201	25
" " " tonnage and anchorage dues . .	98,882	98
	1,438,351	18

TOTAL Exports to the following Countries, since their Independence as separate Governments.

YEARS.	Mexico.	Venezuela, New Granada, and Peru.	Central America	Brazil.	Argentine and Cisplatine Republics.	Chili.	Hayti.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1821.....	....	....	....	1,381,760			
1822.....	....	....	....	1,463,929			
1823.....	....	....	....	1,341,390			
1824.....	....	....	....	2,301,904			
1825.....	6,470,144	2,239,255	99,522	2,393,754	573,520	921,438	
1826.....	6,281,050	1,952,672	119,774	2,300,340	379,340	1,447,498	
1827.....	4,173,257	944,[illegible]34	224,772	1,863,806	151,204	1,702,601	
1828.....	2,886,484	884,524	159,272	1,988,705	154,228	2,629,402	
1829.....	2,331,151	767,348	239,854	1,929,927	626,052	1,421,134	975,158
1830.....	4,837,458	496,990	250,118	1,843,238	629,887	1,536,114	823,178
1831.....	6,178,218	658,149	306,497	2,076,095	659,779	1,368,155	
1832.....	3,467,541	1,118,024	335,307	2,054,794	923,040	1,221,119	
1833.....	5,408,091	957,543	575,016	3,272,101	699,728	1,463,940	1,669,033
1834.....	5,265,053	795,567	184,149	2,059,351	971,837	1,476,355	1,427,963
1835.....	9,029,221	1,064,016	183,793	2,608,656	708,918	941,884	
1836.....	6,041,635	829,255	189,518	3,094,936	384,933	937,917	
1837.....	3,880,323	1,080,109	157,663	1,743,209	273,872	1,487,799	
1838.....	2,164,097	724,739	243,040	2,657,194	296,994	1,370,264	910,255
1839.....	2,787,362	750,785	216,242	2,637,485	465,363	1,794,553	1,122,559
1840.....	2,515,241	919,123	217,946	2,506,574	519,006	1,728,829	1,027,216
1841.....	2,036,620	872,937	149,913	3,517,273	818,170	1,102,988	1,155,557
1842.....	1,534,233	760,936	69,466	2,601,502	681,128	1,639,676	899,966
1843.....	1,471,937	745,455	52,966	1,792,288	1,565,955	1,049,463	453,670
1844.....	1,794,838	671,885	150,276	2,818,252	966,465	1,105,221	1,128,356

VALUE of Imports into the United States from 1821 to 1844, inclusive, from the following Countries, viz. :

YEARS.	Texas.	Mexico.	Columbia.*	Central America.	Brazil.	Argentine Republic.	Chili.	Hayti.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1821	..	..	..	..	605,126	..	..	2,246,257
1822	..	..	..	..	1,486,567	..	..	2,341,817
1823	..	..	..	..	1,214,810	..	..	2,352,733
1824	..	..	..	..	2,074,119	..	..	2,247,235
1825	..	4,044,647	1,837,050	56,789	1,156,707	749,771	229,519	2,065,329
1826	..	3,916,198	2,079,724	204,270	2,156,678	522,769	629,949	1,511,836
1827	..	5,231,867	1,550,248	251,342	2,060,971	80,065	184,693	1,781,309
1828	..	4,814,258	1,484,856	204,770	3,097,752	317,406	781,863	2,163,585
1829	..	5,026,761	1,255,310	311,931	2,535,467	912,114	416,118	1,799,809
1830	..	5,235,241	1,120,095	302,882	2,491,460	1,431,883	182,585	1,597,140
1831	..	5,166,745	1,207,154	198,504	2,375,829	928,103	413,758	1,580,578
1832	..	4,293,594	1,439,182	288,316	3,890,845	1,560,171	504,623	2,053,386
1833	..	5,452,818	1,524,622	266,746	5,089,093	1,377,117	334,130	1,740,058
1834	..	8,066,068	1,727,188	170,968	4,729,969	1,430,118	787,409	2,113,717
1835	..	9,490,446	1,662,764	215,450	5,574,466	878,618	917,095	2,347,556
1836	..	5,615,819	1,696,650	195,304	7,210,190	1,053,503	811,497	1,828,019
1837	163,384	5,654,002	1,567,345	163,402	4,991,863	989,442	1,180,156	1,440,856
1838	165,718	3,500,709	1,615,249	155,614	3,191,238	1,010,908	942,095	1,275,762
1839	318,116	3,127,153	2,073,216	192,845	5,292,955	1,150,546	1,186,611	1,377,989
1840	303,847	4,175,001	1,572,548	189,021	4,927,296	787,964	1,616,859	1,252,824
1841	395,026	3,284,957	2,156,121	186,911	6,302,653	1,957,747	1,230,980	1,809,684
1842	480,892	1,995,696	1,925,329	124,994	5,948,814	1,835,623	831,039	1,266,997
1843	445,399	2,782,406	1,442,376	132,167	3,947,658	793,488	857,506	898,447
1844	678,551	2,387,002	1,809,619	223,408	6,883,806	1,421,192	755,370	1,441,244

* Including Venezuela, New Granada, and Peru.

TABLE exhibiting the Value of Imports from and Exports to each of the following Countries in America from the United States, during the Year ending September 30, 1842, and nine Months ending June 30, 1843, and the Year ending 30th of January, 1844.

COUNTRIES.	1842 Imports.	1842 EXPORTS. Domestic Produce.	1842 EXPORTS. Foreign Produce.	1842 EXPORTS. TOTAL.	1843 Imports.	1843 EXPORTS. Domestic Produce.	1843 EXPORTS. Foreign Produce.	1843 EXPORTS. TOTAL.	1844 Imports.	1844 EXPORTS. Domestic Produce.	1844 EXPORTS. Foreign Produce.	1844 EXPORTS. TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars	dollars.
French West Indies	199,160	495,397	23,609	519,006	135,921	281,828	13,108	294,936	374,695	581,568	35,978	617,546
" Guiana	50,172	44,063	1,030	45,093	40,411	45,374	..	45,374	28,233	56,006	1,033	570,304
Miquelon and French fisheries	..	4,932	..	4,932	119	5,215	..	5,215	..	3,484	..	3,484
Hayti	1,266,997	844,452	55,514	899,966	898,447	610,796	42,574	653,370	1,441,244	1,082,807	45,549	1,128,356
Spain on the Mediterranean	1,065,640	221,898	16,578	238,476	415,069							
Cuba	7,650,429	4,197,468	572,981	4,770,449	5,015,933	2,926,922	399,875	3,326,797	9,930,421	4,304,062	934,533	5,238,595
Other Spanish West Indies	2,517,001	610,813	19,718	630,531	1,076,125	442,034	11,321	453,355	2,425,202	636,962	5,177	642,139
Texas	480,892	278,978	127,951	406,929	445,399	105,240	37,713	142,953	678,551	196,447	81,101	277,548
Mexico	1,995,696	969,371	564,862	1,534,233	2,782,406	907,745	564,192	1,471,937	2,387,002	1,292,752	502,081	1,794,838
Venezuela	1,544,342	499,380	166,832	666,212	1,191,280	483,077	100,425	583,502	1,435,479	442,491	88,741	531,232
New Granada	176,216	57,363	46,361	103,724	115,733	72,009	89,944	161,953	189,616	75,621	49,225	124,846
Centr America	124,094	46,649	22,817	69,466	132,167	34,469	18,497	52,966	223,408	103,377	46,899	150,276
Brazil	5,948,814	2,225,571	375,931	2,601,502	3,947,658	1,568,584	223,704	1,792,288	6,883,806	2,409,418	408,834	2,818,252
Argentine republic	1,835,623	265,356	145,905	411,261	793,488	168,083	94,026	262,109	1,421,192	245,339	258,950	504,289
Cisplatine do.	581,918	201,999	67,968	269,967	121,753	219,576	75,549	295,125	144,763	394,266	67,910	462,176
Chili	831,030	1,270,941	368,735	1,639,676	857,556	869,883	179,580	1,049,463	755,370	856,645	248,576	1,105,221
Peru	204,768	..	..	..	135,563	..	..	..	184,424	14,053	2,754	16,807
South America generally	..	147,222	1,200	148,422	..	98,713	..	98,713	..	125,938	..	125,938

OFFICIAL Statistical View of the Tonnage of American and Foreign Vessels, arriving from, and departing to, other Countries in America and the West and East Indies, &c., during the Year ending the 30th of September, 1842; the Nine Months ending the 30th of June, 1843; and the Year ending the 30th of June, 1844.

COUNTRIES.	1842				1843				1844			
	AMERICAN TONNAGE.		FOREIGN TONNAGE.		AMERICAN TONNAGE.		FOREIGN TONNAGE.		AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.
	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.
Swedish West Indies	1,266	2,663	73	726	721	949	..	..	763	1,478	..	141
Danish West Indies.	21,680	26,740	5,334	700	24,248	23,036	3,660	358	23,789	24,548	2,482	3[illegible]3
Dutch East Indies..	4,861	794	..	..	701	2,890	..	..	3,341	4,656	..	251
Dutch West Indies..	8,974	4,254	708	528	7,801	3,794	124	248	17,530	4,981	662	89
Dutch Guiana	3,900	5,454	..	..	3,540	3,066	..	..	6,602	7,363		
British East Indies .	10,099	9,079	285	1,129	378	214	..	..	7,140	10,479		
Mauritius	..	565	352	..	5,661	5,415	..	..	..	683	458	
Australia.....	1,205	1,787	..	..	299	299	..	..	986	415		
Cape of Good Hope.	..	..	..	..	..	406	..	..	213	1,639	250	
British West Indies.	64,363	86,691	37,466	16,670	51,879	75,962	33,905	14,388	76,315	123,501	40,956	26,854
British Guiana	2,445	5,334	7,010	3,945	3,156	7,425	65	708	4,845	10,470	6,860	2,868
Honduras.....	5,271	5,679	274	17	2,290	6,145	5,716	2,094	5,991	7,914	558	307
British American colonies	334,634	323,383	359,830	417,409	209,806	202,607	214,112	233,092	723,262	696,865	473,922	516,231
Bourbon.....	..	..	..	98	..	562						
French West Indies.	13,326	29,790	6,120	1,180	1,173	24,006	..	103	24,645	37,375	10,924	2,253
French Guiana	1,986	1,512	392	257	216	737	..	..	1,313	2,322	222	
Miquelon & French fisheries.....	..	2,002	..	446	..	1,329	..	226	580	4,105	..	576
Hayti	26,531	21,115	419	363	16,468	16,606	307	717	30,182	26,710	307	649
Manilla and Philippine islands.....	7,817	4,797	214	..	4,615	1,401	..	..	6,636	6,233		
Cuba.....	170,797	182,456	10,757	9,719	117,847	136,338	7,069	4,897	209,322	224,618	5,205	7,588
Porto Rico	56,635	29,565	1,304	1,134	33,245	18,361	171	340	50,807	28,143	511	683
Texas	22,490	24,316	1,768	1,369	1,896	1,802	..	..	19,019	20,065	1,876	1,779
Mexico.....	13,481	15,912	1,586	1,226	9,991	8,030	1,176	884	24,934	22,636	4,170	1,804
Venezuela.....	12,287	9,742	2,796	3,211	..	..	..	..	11,601	8,835	1,498	1,839
New Granada	1,837	1,615	744	161	..	..	..	..	2,146	1,691		
Central America....	2,281	1,638	..	165	1,090	1,245	260	..	2,547	2,251	119	120
Brazil.....	37,058	37,778	5,593	2,643	32,466	32,066	2,179	1,395	48,550	46,250	14,802	1,816
Argentine Republic.	11,617	1,120	2,260	..	6,836	2,144	200	..	11,668	4,833	2,008	566
Cisplatine Republic.	6,104	14,215	938	812	2,755	6,858	..	393	445	12,519	615	1,159
Chili	3,072	7,092	..	694	3,186	5,378	..	..	3,206	7,247		
Peru.....	316	..	..	..	277	446	..	..	551	404		
South America, generally	..	1,587	..	..	..	755	..	..	95			
China	12,125	7,259	362	364	13,460	13,532	..	..	15,035	11,262	364	
West Indies, generally	..	16,920	71	710	142	15,038	..	169	..	15,425	..	168
South Seas.....	39,946	50,481	..	..	32,396	26,549	..	..	47,723	51,620	..	400
Sandwich islands...	799	510	..	..	1,220	593	..	..	1,245	1,972		
North-west coast of America.....	..	202	..	..	..	..	..	..	298	667		
Total.....	899,203	934,047	446,656	465,676	589,759	645,975	268,944	260,012	383,025	1,432,075	568,769	568,504

CHAPTER XXVII.

TRADE OF THE UNITED STATES WITH FRANCE.

THE trade between France and the United States, in 1787, was, according to M. Peuchet, as follows:—

Exports to the United States, from France and dependencies.

	livres.
Coffee, sugar, rum, syrup, salt, olive oil, fruits, brandy, wine, and liqueurs, amounted to	10,675,000
Cotton, drugs, &c., to	694,000
Stuffs, laces, silk, hosiery, linen, cambric, soap, gloves, gunpowder, glassware, and hardware, to	1,238,000
	12,607,000
Or about 2,500,000 dollars.	
	livres.
Grain, fish, and bread stuffs, amounted to	4,483,000
Boards, timber, staves, live stock, fish oil, peltry, pitch and tar, potash, linseed, and tobacco, to	19,283,000
Manufactures, introduced into the colonies, to	547,000
Negroes	226,000
	24,539,000

Or about 5,000,000 dollars.

For about three years preceding the French Revolution, the average value of imports from the United States into France alone, was estimated at 9,600,000 livres, or about 1,520,000 dollars; and the exports from France to the United States, at 1,800,000 livres, or about 380,000 dollars.*

In 1792, according to the statement of the secretary of state, the exports to France and dependencies amounted to 4,698,735 dollars, and the imports to 2,068,348 dollars.

The articles of domestic produce usually shipped to France, are cotton, tobacco, hops, some fish, pot and pearl ashes, whale oil and whalebone; and those of foreign produce, principally sugar and coffee, with some teas, cocoa, pepper, and other spices. The principal imports are wines, brandy, silks, olive oil, and jewellery of all kinds; and, latterly, cotton goods.

STATEMENT of the Value of Exports and Imports, from 1795 to 1801.

Years.	Exports.	Imports.	Years.	Exports.	Imports.
	dollars.	dollars.		dollars.	dollars.
1795	7,698,683	3,671,331	1799	. . . .	901,018
1796	3,171,759	1,835,066	1800	40,400	74,228
1797	3,825,231	3,045,796	1801	3,985,292	1,013,690
1798	1,476,588	1,371,727			

* The small amount of this commercial intercourse, particularly in exports, disappointed the expectations of the French nation, and Monsieur Arnould, referring to this balance against France, says—"Voila donc pour France le *ne plus ultra* d'un commerce, dont l'espoir a pu contribuer, à faire sacrifier quelques centaines de millions, et plusieurs générations d'hommes."

VALUE of Domestic and Foreign Produce, Exported to France from 1804 to 1820.

Years.	Domestic Produce.	Foreign Produce.	Years.	Domestic Produce.	Foreign Produce.
	dollars.	dollars.		dollars.	dollars.
1804	3,219,112	5,604,942	1813	1,780,291	2,296,453
1805	3,079,862	9,885,602	1814	286,429	30,018
1806	3,226,698	8,197,694	1815	5,033,084	1,853,859
1807	2,715,141	10,315,678	1816	7,352,676	2,222,660
1808	708,670	2,126,396	1817	7,114,535	1,695,232
1809			1818	8,719,445	3,346,577
1810	16,782	1,672	1819	6,612,499	2,729,549
1811	673,708	1,119,302	1820	5,461,889	2,134,854
1812	402,803	2,435,218			

From 1821 to 1844, the value of imports and exports was as follows:—

Years.	Imports.	Exports.		Years.	Imports.	Exports.	
		Domestic Produce.	Foreign Produce.			Domestic Produce.	Foreign Produce.
	dollars.	dollars.	dollars.		dollars.	dollars.	dollars.
1821	4,989,940	5,168,698	359,861	1833	13,431,678	10,806,583	2,965,638
1822	6,089,940	4,744,490	1,280,870	1834	17,141,173	12,715,754	2,793,220
1823	5,666,730	5,001,775	3,699,554	1835			
1824	7,188,567	7,851,630	1,846,043	1836			
1825	10,868,786	7,525,935	3,352,467	1837	22,083,614	17,350,914	2,339,664
1826	8,579,520	9,348,929	1,799,855	1838	17,771,797	15,715,451	1,260,102
1827	8,527,232	9,187,558	3,336,945	1839	32,531,321	15,966,108	2,264,841
1828	9,390,854	7,698,337	3,375,233	1840	17,572,876	18,919,327	2,922,227
1829	8,838,978	8,894,045	2,854,350	1841	23,933,812	18,410,367	3,356,388
1830	7,722,198	9,901,146	1,092,813	1842	16,974,058	16,015,298	1,150,552
1831	14,065,743	5,635,424	3,529,378	1843	7,657,686	11,570,872	525,279
1832	12,175,758	9,942,576	2,677,147	1844	17,549,484	12,066,212	2,372,188

STATEMENT of the following Articles Imported into the United States from France, during the Years from 1830 to 1833.

ARTICLES.	1830	1831	1832	1833
Silks.	dollars.	dollars.	dollars.	dollars.
Piece goods	2,256,529	4,863,507	3,232,758	5,282,060
Other manufactures of silk. . . .	1,281,749	1,862,175	1,536,144	986,030
Sewing silk	. . . .	236,923	164,021	66,244
Hosiery, twist, &c.	. . . .	125,344	114,894	93,353
Total of silks . . .	3,538,278	7,087,949	5,047,817	6,427,687
Wines	635,021	653,030	891,688	499,053
Brandies	200,899	256,529	616,358	850,583
Cotton Goods.				
Printed or coloured	355,227	991,689	654,844	539,941
White	178,784	427,509	409,257	126,384
Hosiery, gloves, &c.	4,001	21,540	20,172	8,273
Twist, yarn, &c.	693	169	1,919	1,301
Nankeens	326	3,257	1,154	273
All others	79,284	96,568	142,685	119,609
Total of Cotton Goods . . .	618,316	1,540,732	1,230,031	795,781

STATEMENT of the Exports and Imports from the United States into France, during the Year 1841.

EXPORTS from France to the United States.

ARTICLES.	GENERAL COMMERCE.		SPECIAL COMMERCE.	
	Quantity.	Value.	Quantity.	Value.
	number.	francs.	number.	francs.
Silk goods.....kilogrammes	800,358	93,477,735	444,623	52,225.918
Woollens.....do.	697,690	15,849,152	669,877	14,857,445
Cottons.....do.	374,671	14,130,959	473,574	11,118,864
Wines.....litres	12,261,787	7,222,685	12,185,050	7,183,934
Plain works.....kilogrammes	146,750	5,870,000	3,063	122,520
Coloured silk.....do.	51,187	4,862,765	1,041	98,895
Leather goods.....do.	129,010	4,835.808	128,749	4,829,288
Lawn, &c.....	....	4,608,560	....	4,552,075
Mercery.....	401,562	3,324,802	394,392	3,252,552
Brandy.....litres	3,974,132	2,786,106	3,962,521	2,774,771
Earthenware and glass.....	....	2,782,212	....	2,716,282
Madder.....kilogrammes	1,907,507	1,907,507	1,907,507	1,907,507
Perfumery.....do.	202,028	1,414,196	202,028	1,414,196
Fashions.....	....	1,310,562	....	1,308,462
Olive oil.....kilogrammes	769,434	1,308,038	89,588	159,300
Linens.....do.	59,108	1,231,838	49,918	665,344
Volatile oil.....do.	12,231	1,223,100	8,289	828,900
Stationery.....do.	302,006	1,036,091	272,851	937,374
Watches.....	....	1,033,683	....	113,137
Leather.....kilogrammes	129,451	753,492	119,223	715,536
Table fruits.....do.	1,033,660	749,476	705,615	584,934
Straw mats.....do.	18,331	714,000	470	7,152
Liquor.....litres	185,194	555,582	173,190	519,570
Straw hats.....	....	456,654	....	265,185
Toys.....kilogrammes	71,311	382,404	67,951	367,124
Tartaric acid.....do.	192,535	336,036	158,688	277,704
Hats, felt.....	....	334,762	....	334,702
Wool.....kilogrammes	80,268	321,072		
Musical instruments.....	....	292,000	....	274,151
Colours.....kilogrammes	102,687	270,872	79,494	258,090
Cork goods.....do.	89,735	269,205	29,963	89,889
Metal works.....do.	159,231	262,019	155,145	252,097
Fancy goods.....	....	258,510	....	258,510
Silk umbrellas.....	....	253,167	....	253 167
Verdigris.....kilogrammes	125,759	245,518	122,759	245,518
Medicines.....do.	30,055	221,610	29,838	219,495
Furniture.....	....	219,265	....	219,067
Jewellery.....kilogrammes	419	194,077	373	141,377
Baskets.....do.	43,648	185,698	42,169	179,042
Fish in oil.....do.	68,529	171,323	68,529	171,323
Stone works.....	....	160,595	....	159,992
Arms.....kilogrammes	11,330	155,558	2,690	43,821
Phosphoric acid.....do.	2,646	132,300	2,646	132,300
Metal plates.....do.	8,857	88,570	8,857	88,570
Provisions.....do.	122,032	85,422	75,200	52,640
Cutlery.....do.	4,989	59,868	893	10,716
Silk-worm eggs.....do.	25	12,800	25	12,800
Other articles.....	....	5,233,461	....	4,039,703
Total exports, 1841, francs.....	....	183,562,015	....	121,233,599
Ditto 1841, dollars...	....	34,417,878	....	22,731,298
Ditto 1840, dollars...	....	25,529,456	....	15,142,410

STATEMENT of Imports, Deliveries, and Stocks of Cotton at Havre, from January 1st to December 31st, for Ten Years.

YEARS.	STOCK—1st JANUARY.		IMPORTS.		DELIVERIES.	
	United States.	All Kinds.	United States.	All Kinds.	United States.	All Kinds.
	bales.	bales.	bales.	bales.	bales.	bales.
1844.....	88,200	100,000	266,515	279,095	306,415	326,095
1843.....	101,400	110,000	303,327	325,297	312,038	330,373
1842.....	84,000	90,000	341,516	369,197	324,116	349,197
1841.....	75,000	80,000	341,463	357,383	332,463	347,383
1840.....	48,400	57,000	362,045	375,613	335,445	352,642
1839.....	30,500	33,700	227,778	264,168	209,888	210,868
1838.....	28,800	33,000	273,864	294,520	272,164	293,820
1837.....	34,300	45,500	221,317	248,859	226,817	261,359
1836.....	12,200	18,800	220,370	260,286	204,270	233,586
1835.....	19,700	22,000	188,055	214,509	195,555	217,700

Imports into France from the United States.

ARTICLES.	General Commerce. Quantity.	General Commerce. Value.	Special Commerce. Quantity.	Special Commerce. Value.
	number.	francs.	number.	francs.
Cotton.....kilogrammes	66,325,714	119,386,285	50,349,569	90,629,224
Leaf tobacco.....do.	11,227,791	25,823,919	9,407,710	21,637,733
Rice.....do.	3,933,076	1,573,206	3,557,111	1,420,982
Potash.....do.	2,221,707	1,333,024	1,929,604	1,157,762
Articles of oak.....pieces	3,491,805	1,131,733	3,571,714	1,155,420
Whalebone .....kilogrammes	280,925	983,238	321,509	1,125,282
Raw hides.....do.	736,849	894,069	726,828	847,652
Vanilla.....do.	2,905	726,250	710	177,500
Provisions.....do.	834,120	583,883	3,949	2,764
Coffee.....do.	574,757	488,543	259,689	220,736
Palm hats.....pieces	100,084	418,740	67,874	267,234
Dye woods.....kilogrammes	2,602,875	520,575	1,247,744	249,549
Volatile oil.....do.	8,488	266,280	4,375	151,060
Quercitron.....do.	708,639	255,110	820,002	295,201
Pearls.....grammes	10,720	214,400	10,290	205,800
Wax.....kilogrammes	83,805	167,610	101,058	202,116
Cocoa .....do.	151,155	136,040	105,637	95,073
Pimento .....do.	78,296	109,614	38,624	54,074
Silk goods.....do.	752	90,188	103	11,356
Cochineal .....do.	2,866	85,987	11,062	331,861
Cabinet woods.....do.	247,300	76,028	203,980	63,178
Copper .....do.	35,693	71,386	32,820	65,640
Tea.....do.	9,477	56,862	355	2,130
Wheat flour.....do.	113,101	39,585	1,071	375
Gum copal .....do.	15,157	36,377	21,956	52,695
Woollen goods.....do.	1,255	23,981	5	35
Indigo.....do.	984	15,744	483	7,728
Raw sugar .....do.	28,656	12,918	10,896	4,928
Cotton cloth .....do.	314	8,732		
Lac.....do.	814	3,664	9,804	25,687
Pepper.....do.	227	318	286	400
Straw mats.....do.	21	273	21	273
Other articles	....	1,536,129	....	1,029,506
Total imports, 1841.....francs	....	157,070,691	....	121,490,954
Ditto 1841.....dollars	....	29,450,754	....	22,592,053
Ditto 1840.....dollars	....	32,967,440	....	22,115,566

American Official Statement of the Value of Imports into the United States from France, during the Year ending the 30th of June, 1844.

FROM	Value of Imports.	In American Ships.	In Foreign Ships.	TOTAL IMPORTS.
	dollars.	dollars.	dollars.	dollars.
France on the Atlantic.....	15,946,166	15,507,935	438,231	17,952,412
France on the Mediterranean...	1,603,318	1,155,661	447,657	
French Guiana.....	28,233	28,233	....	
French West Indies	374,695	343,248	31,447	

See also Tables of the General Trade and Navigation of the United States with all Foreign Countries.

Exports from the United States to France, during the year 1844.

	dollars.
Value of domestic produce.....	13,066,212
Value of foreign produce.....	3,372,188
Total.....	16,438,400

See Cotton Trade of America for exports of cotton wool to France. See also Miscellaneous Tables.

TRADE BETWEEN THE UNITED STATES AND THE CONTINENTAL PORTS OF EUROPE (EXCLUSIVE OF FRANCE).

The trade carried on by American ships and citizens with the ports of continental Europe, exclusive of France, has been of important extent. To HAMBURGH and BREMEN, the value of exports of the United States, consisting chiefly of tobacco, cotton, wool, rice, rum, whale oil, skins, furs, pot and pearl ashes, coffee, sugar, teas, cocoa, pepper, and other spices, will be found in the foregoing and following tables of the general trade of the United States.

To HOLLAND, the exports are nearly of a similar kind, and from the Hanse Towns, and from Holland, manufactures are imported into the United States, or carried by American ships to the foreign markets.

The trade from the United States to the ports of the Mediterranean, consists chiefly in the exports of cotton, sugar, fish, whale oil, &c., to Trieste and the Italian ports; and carrying away wines and some manufactured goods. Some trade is also carried on by the United States' ships with Turkey, the coasts of Africa, and Asia within the Mediterranean.

To RUSSIA, the exports from the United States have been unimportant, consisting chiefly of some cotton, tobacco, rice, and oak-bark, of our domestic produce, and coffee, sugar, spices, and dye-woods, being the articles of foreign produce mainly exported. The imports from Russia have been of great amount and value (see *Tables*), principally of iron, hemp, cordage, duck, various species of cloth wrought from hemp and flax, such as shirtings, tickings, both broad and narrow, drillings, and diapers. With SWEDEN, the trade of the United States has been inconsiderable; iron formerly constituting the principal import to this country, for which were returned tobacco, rice, whale oil, and other articles of domestic as well as foreign produce. DENMARK also ranks low in the amount of its commercial intercourse with the United States.

The trade between the United States and SPAIN has been greatly restricted by the pernicious prohibitory and high customs duties of the latter. Cotton and some articles are exported in return for wines, &c., from the United States.

To PORTUGAL and MADEIRA, the United States have exported some wheat, maize, flour, fish and fish oil, staves, &c., in return for wines, salt, fruit, &c.—For details, see the *Tables of Trade generally*.

CLASSIFIED Summary of the Value of Merchandise Imported into the United States, from the following European Countries, during the Year ending the 30th of June, 1844.

WHENCE IMPORTED.	Free of Duty.	Paying Duties ad valorem.	Paying specific Duties.	TOTAL.	In American Vessels.	In foreign Vessels.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
Russia	109,390	293,584	656,445	1,059,419	1,036,596	22,823
Prussia	....	7,657	4,952	12,609	12,417	192
Sweden and Norway	123	16,705	405,006	421,834	39,382	382,452
Hanse Towns	91,074	1,865,291	180,021	2,136,386	88,310	2,048,076
Holland	594,429	333,670	381,982	1,310,081	860,001	450,080
Belgium	37,283	554,460	43,034	634,777	430,574	204,203
Gibraltar	14,275	10,414	19,585	44,274	44,274	
Portugal	16,082	4,428	179,195	199,705	187,805	11,900
Madeira	1,645	2,532	18,727	22,904	22,904	
Fayal	2,668	8,074	18,828	29,570	26,342	3,228
Italy	97,085	707,248	292,593	1,096,926	793,993	302,933
Sicily	72,122	286,871	103,780	462,773	322,661	140,112
Trieste	40,777	43,325	147,987	232,089	150,711	81,378
Turkey	52,955	196,587	136,324	385,866	272,008	113,858
Total	1,129,108	4,330,846	2,588,459	8,049,213	4,288,978	3,761,235

In the trade with all countries the total number of American ships entered is 8148; 1,977,438 tons; 97,459 men; 3421 boys; total crews, 100,870. Number of foreign ships entered 5,577; 916,922 tons; 55,948 men; 1004 boys. Total crews, 56,952. Total American and foreign ships, 13,725; 2,894,430 tons; 153,407 men; 425 boys. Total crews, 157,832.

TRADE OF THE UNITED STATES WITH THE PRINCIPAL COMMERCIAL CITIES OF WESTERN EUROPE, DURING THE YEAR 1843.

HAVRE.

Cotton	bales	299,318	Rosin	brls.	10,629
Tobacco	hhds	14,733	Lead	pigs	70,047
Rice	tcs.	12,129	Quercitron	casks	305
Pot ashes	brls.	7,974	Skins	number	29,509
Lard		16,146	Whalebone	lbs.	357,280
Tallow	casks	3,163	Number of vessels arriving from the United States		248
Salt beef	brls.	994			
Wax	casks	1,316	Number of emigrants who embarked for the United States		8,500
Flour	brls.	2,159			

Price of passage, varied from 75 francs to 100 francs, without provisions, which cost from 40 francs to 50 francs more. Average fare, every thing included, about 25 dollars.

BREMEN.

Tobacco and stems	hhds.	35,478	Flour	brls.	784
Tobacco	boxes	1,579	Pork and beef	hhds.	934
Tobacco	bales	288	Turpentine	casks	50
Cotton	„	20,053	Castor oil	„	45
Rice	tcs.	10,284	Sperm candles	boxes	25
Whale oil	brls.	34,825	Hops	bales	532
Quercitron	casks	270	Sassafras	lbs.	43,922
Pearl ashes	brls.	374	Number of vessels (indirect) arriving from the United States		144
Pot ashes	„	3,300			
Whalebone	lbs.	167,161	Number of emigrants who embarked for the United States		9,844
Rosin	brls.	11,987			
Lead	lbs.	334,400			

Price of passage (provisions, &c., furnished by the owners of the ship) from 20 rix dollars to 25 rix dollars, according to the season of the year, and port of destination. Average fare, about 17 dollars.

ANTWERP.

Cotton	bales	33,144	Whale oil	brls.	6,666
Tobacco	hhds.	15,340	Pot ashes	„	13,014
Rice	tcs.	7,907			

[Some other articles, such as rosin, quercitron, and whalebone, were also received in small quantities, but the correspondent was unable to ascertain the precise extent.]

Number of vessels arriving from the United States..... 86
„ emigrants who embarked for the United States..... 2,749
Price of passage, fare included, 23 dollars.

HAMBURGH.

Cotton	bales	26,247	Quercitron	casks	252
Tobacco and stems	hhds.	1,607	Castor oil	„	23
Rice	tcs.	9,460	Turpentine	„	75
Whale oil	brls.	13,000	Clover-seed	„	104
Whalebone	lbs.	278,000	Number of arrivals from the United States, direct		62
Pot and pearl ashes	casks	497	Number under American flag, indirect		35
Rosin	brls.	12,630	Number of emigrants who embarked for the United States		1,956
Hops	bales	1,263			
Cheese	boxes	47			

Average price of passage, provisions, &c., included, 25 rix dollars—about 19 dollars 50 cents United States currency.

AMSTERDAM.

Cotton	bales	8,500	Tallow	casks	209
Tobacco and stems	hhds.	11,970	Turpentine	„	499
Rice	tcs.	3,577	Flour	brls.	224
Pot ashes	brls.	6,631	Pork		210
Rosin		9,448	Number of arrivals from the United States		46
Whale oil	casks	3,055			
Whalebone	lbs.	72,105	Number of indirect American vessels from the United States		9
Lead	pigs	3,081			
Staves	number	190,280	Number of emigrants, not exceeding		250

Price of passage, including fare, 24 dollars 50 cents.

ROTTERDAM.

Cotton	bales	8,293	Staves	number	250,000
Tobacco and stems	hhds.	15,171	Deer-skins	bales	29
Rice	tcs.	2,877	Furs	boxes	26
Pot and pearl ashes	brls.	5,475	Tallow	casks	10
Rosin	„	7,660	Sperm candles	boxes	5
Whale oil	„	11,404	Pitch	casks	70
Whalebone	lbs.	5,060	Number of arrivals from United States		57
Lead	pigs	1,254	Indirect American vessels		4
Quercitron	casks	203	Number of emigrants, about		300

Price of passage, including provisions, 23 dollars 50 cents.

Of the 624 bottoms employed in carrying the foregoing produce of the United States, 414 were American, 147 Hanseatic, twenty-seven French, twenty-two Swedish and Norwegian, eight English, five Hanoverian, four Belgian, four Dutch, two Prussian, and one Danish.

The sales of tobacco at the five ports on the North Sea, amounted, in 1843, to 68,970 hogsheads; less by 13,015 hogsheads, than in 1842. Prices in 1842 ruled so low, compared with former years, that the trade overstocked itself.

CHAPTER XXVIII.

MISCELLANEOUS TABLES; COMPRISING A SUMMARY VIEW OF THE PRINCIPAL EXPORTS, AND OTHER STATEMENTS RELATIVE TO THE TRADE OF THE UNITED STATES.

THE subjoined table, compiled from the official reports of the treasury, for the last twenty-three years, shows the annual value of American produce of all kinds, exported from the country. Column 3 contains that of cotton alone; column 4 contains the aggregate value of all other kinds—of flour, rice, tobacco, hemp; of beef, pork, lard, lumber; of the products of the sea and the forest, the field and the workshops.

EXPORTS of Domestic Produce from the United States.

YEARS ending Sept. 30.	COTTON.		All other Produce.	Total Value of Exports.	YEARS ending Sept. 30.	COTTON.		All other Produce.	Total Value of Exports.
	Quantity.	Value.	Value.			Quantity.	Value.	Value.	
	lbs.	dollars.	dollars.	dollars.		lbs.	dollars.	dollars.	dollars.
1821.....	124,893,405	20,157,484	23,514,410	43,671,894	1833.....	324,698,604	38,723,622	31,594,076	70,317,698
1822.....	144,675,095	24,035,058	25,839,021	49,874,079	1834.....	384,817,907	51,534,396	29,489,766	81,024,162
1823.....	173,723,270	20,445,520	26,709,888	47,155,408	1835.....	387,359,008	67,819,983	33,369,099	101,189,082
1824.....	142,369,663	21,947,401	28,702,099	50,649,500	1836.....	423,631,302	73,540,662	33,376,018	106,916,680
1825.....	176,449,907	36,846,649	30,097,096	66,944,745	1837.....	444,211,537	66,071,575	29,492,839	95,564,414
1826.....	204,535,415	26,163,339	26,892,371	53,055,710	1838.....	595,952,297	65,315,574	30,718,247	96,033,821
1827.....	294,310,115	30,518,959	28,402,732	58,921,691	1839.....	413,624,212	64,214,015	39,319,876	103,533,891
1828.....	210,590,463	23,497,461	27,172,208	50,669,669	1840.....	743,941,061	67,419,914	46,475,720	113,895,634
1829.....	264,836,989	27,834,768	27,865,425	55,700,193	1841.....	530,204,100	57,452,887	48,929,835	106,382,722
1830.....	298,458,998	30,993,066	28,468,963	59,462,029	1842.....	584,717,017	50,564,154	42,405,842	92,969,996
1831.....	276,999,784	26,415,805	34,861,252	61,277,057	1843.....	817,253,446	53,855,218	37,808,280	91,663,498
1832.....	322,215,122	32,954,256	30,183,214	63,137,470	1844.....	663,633,455	54,063,501	45,651,678	99,715,179

RECAPITULATION of the Value of Tobacco, Rice, Flour, Pork, Hogs, Lard, Beef, Cattle, Hides, &c., Exported from the United States annually, from 1821 to 1845, inclusive.

YEARS.	Tobacco.	Rice.	Flour.	Pork, Hogs, Lard, &c.	Beef, Cattle, Hides, &c.	Butter and Cheese.	Skins and Furs.	Fish.	Lumber.	Manufactures.	Specie and Bullion.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1821.....	5,648,902	1,494,307	4,298,043	1,354,116	698,323	190,287	766,205	973,591	1,512,808	2,752,631	10,478,059
1822.....	6,222,838	1,563,482	5,103,280	1,357,899	844,534	221,041	501,302	915,838	1,307,670	3,121,030	10,810,180
1823.....	6,282,872	1,820,985	4,962,373	1,291,322	739,461	192,778	672,917	1,004,800	1,335,600	3,139,598	6,372,987
1824.....	4,855,566	1,882,982	3,759,176	1,489,051	707,299	204,205	661,455	1,136,704	1,724,586	4,841,383	7,014,522
1825.....	6,115,623	1,925,245	4,212,127	1,832,679	930,465	247,787	524,692	1,078,773	1,717,571	5,729,797	8,797,055
1826	5,347,208	1,917,445	4,121,466	1,892,429	733,430	207,765	582,473	924,922	2,011,694	5,495,130	4,663,795
1827.....	6,816,146	2,343,908	4,434,881	1,555,698	772,636	184,049	441,690	987,447	1,697,170	5,536,651	8,014,880
1828.....	5,480,707	2,620,696	4,283,669	1,495,830	719,961	176,354	626,235	1,066,663	1,821,906	5,548,354	8,243,473
1829.....	5,185,370	2,514,370	5,000,023	1,493,629	674,955	176,205	526,507	968,068	1,680,403	5,412,320	4,924,020
1830.....	5,833,112	1,986,824	6,132,129	1,315,245	717,683	142,370	641,760	756,677	1,836,014	5,320,980	2,178,773
1831.....	4,892,388	2,016,267	10,461,728	1,501,644	829,982	264,796	750,938	929,834	1,964,195	5,086,890	9,014,931
1832.....	5,999,769	2,152,361	4,974,121	1,928,196	774,087	290,820	691,909	1,056,721	2,096,707	5,050,633	5,656,340
1833.....	5,755,968	2,774,418	5,642,602	2,151,588	955,076	258,452	841,933	990,296	2,569,493	6,557,080	2,611,701
1834.....	6,595,305	2,122,292	4,560,379	1,796,001	755,219	190,099	797,844	863,674	2,435,314	6,247,893	2,076,758
1835.....	8,250,577	2,210,331	4,394,777	1,776,732	638,761	164,809	759,953	1,008,534	3,323,057	7,694,073	6,477,775
1836.....	10,058,640	2,548,750	3,372,599	1,383,344	699,166	114,033	653,662	967,890	2,860,691	6,107,528	4,324,336
1837.....	5,795,647	2,309,270	2,987,269	1,299,796	585,146	96,176	651,908	769,840	3,155,990	7,136,997	5,976,249
1838.....	7,392,029	1,721,819	3,603,299	1,312,346	528,231	148,191	636,945	819,003	3,166,196	8,397,078	3,513,565
1839.....	9,832,943	2,460,198	6,925,170	1,777,230	371,646	127,550	732,087	850,538	3,604,399	8,325,083	8,776,743
1840.....	9,883,957	1,942,076	10,143,615	1,894,894	623,373	210,749	1,237,789	720,164	2,926,846	9,873,462	8,417,014
1841.....	12,576,703	2,010,107	7,759,646	2,621,537	904,918	504,815	993,262	751,783	3,576,805	9,953,020	10,034,332
1842.....	9,540,755	1,907,387	7,375,356	2,629,403	1,212,638	388,185	598,487	730,106	3,230,003	8,410,694	4,813,539
1843.....	4,650,799	1,625,626	3,763,073	2,120,020	1,092,949	508,968	453,869	497,217	1,687,809	6,886,956	1,510,783
1844.....	8,397,255	2,182,168	6,759,488	3,236,479	1,810,551	758,829	742,196	897,015	3,011,968	9,763,059	5,454,214
1845.....											

RECAPITULATION of the Export of Flour from the United States, for Eleven Years, distinguishing the Countries to which Exported.

WHERE TO.	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843	1844
	brls.	brls.	brls.	brls.	brls.	brls.	brls.	brls.	brls.	brls.	brls.
Swedish West Indies....	6,390	5,732	3,897	3,836	3,083	7,119	7,882	15,624	10,673	2,174	7,420
Danish West Indies.....	45,923	55,354	50,448	27,973	25,583	35,501	45,148	42,393	40,143	37,667	51,723
Dutch East Indies	2,747	3,152	867	400	1,430	846	2,300	7,841	380	1,680	2,603
Dutch West Indies.....	13,020	13,103	14,435	8,269	6,510	9,424	13,157	14,932	12,086	12,426	15,972
England.....	19,687	5,376	161	..	8,295	167,582	620,728	205,154	204,896	14,214	166,576
Gibraltar.....	22,339	16,366	1,008	..	..	6,344	12,891	19,229	5,493	4,033	7,963
British East Indies.....	2,185	1,400	894	15	55	2,550	4,565	11,357	4,550	4,270	820
British West Indies	95,816	118,307	70,305	68,328	75,524	130,340	232,329	246,465	237,473	170,577	303,394
British American Colonies	134,975	75,406	42,300	23,316	29,591	149,407	432,356	377,806	369,048	192,322	319,022
France	2,805	501	..	..	..	400	74,416	1,340	479	3,304	3,287
French West Indies	5,043	6,827	3,724	1,467	2,981	11,486	10,401	4,739	8,061	5,721	9,277
Hayti.....	47,146	59,212	26,804	15,557	14,732	16,839	28,724	36,456	24,745	22,980	41,801
Cuba.....	102,837	93,511	92,390	55,537	79,681	90,459	69,819	69,337	46,846	29,437	34,875
Spanish West Indies.....	13,145	19,423	16,065	9,310	13,135	15,369	20,966	15,566	12,392	11,170	17,222
Madeira.....	5,096	3,100	6	..	..	1,040	3,087	5,408	331	4,506	1,898
Cape de Verds.....	2,367	1,716	411	216	259	1,002	4,167	1,324	842	823	1,855
Texas.....	..	..	..	5,307	8,354	7,534	9,861	6,401	3,577	1,746	1,999
Mexico.....	14,976	19,744	16,623	12,332	12,738	14,221	15,826	19,602	21,490	17,003	21,040
Honduras	2,389	7,310	6,576	2,900	3,369	3,435	7,879	4,699	7,264	4,228	6,814
Central America.....	3,103	4,054	1,197	566	1,597	1,811	..	469	310	426	1,424
Columbia.....	19,563	22,821	15,603	12,503	7,928	577	28,707	28,796	30,106	33,462	30,303
Brazil.....	152,603	161,460	118,470	60,180	125,275	177,337	197,823	282,406	198,317	192,452	288,181
Argentine Republic.....	36,776	15,393	2,114	..	200	11,900	12,063	22,132	2,832	6,258	7,071
Chili.....	15,683	15,314	6,732	1,385	7,055	4,551	8,157	6,478	4,452	5,315	4,863
Peru.....	2,000	..	..	3,439	2,500	..	..	..	..	..	380
South America.....	48,335	33,722	..	..	..	1,000	2,524	1,950	4,349	5,574	5,520
West Indies.....	10,039	9,226	6,642	4,251	5,324	14,407	11,263	1,626	814	870	2,404
Africa.....	1,827	1,433	1,484	477	1,595	1,780	2,218	763	2,466	3,152	3,708
North-west coast.....	403	1,244	325	222	150	352	3,935				
Other Ports.....	5,395	9,353	5,919	600	1,500	3,000	10,000				
Total, barrels.....	835,352	779,396	505,400	318,719	488,161	923,151	1,897,501	1,450,293	1,254,415	787,790	1,359,415
Average price.....dollars	5 45	5 50	7 50	9 94	8 00	7 56	5 37	5 37	60	4 95	4 50
Imports:—											
Wheat.....bushels	1,225	238,769	583,898	3,921,259	894,536	32,884	503	632	4,082	12,080	446
Wheat, value.....dollars	1,213	198,647	493,159	4,154,325	896,560	35,270	639	653	2,767	8,401	545
Flour.....cwts.	32	28,483	66,731	30,709	12,731	7,348	329	86	28	56	243
Flour, value.....dollars	81	69,976	62,341	122,651	44,272	22,477	430	247	46	141	139

RECAPITULATION of the Exports of Wheat, Flour, Indian Corn, Indian and Rye Meal, Rye, Oats, Ship-Bread, and Potatoes.

YEARS.	WHEAT.		FLOUR.	INDIAN CORN.		INDIAN MEAL.		RYE MEAL.		RYE, OATS.	SHIP-BREAD.	POTATOES.
	Quantity.	Value.	Quantity.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Value.	Value.	Value.
	bushels.	dollars.	barrels.	bushels.	dollars.	barrels.	dollars.	barrels.	dollars.	dollars.	dollars.	dollars.
1828..	8,906	6,730	860,809	704,902	342,824	174,639	480,034	22,214	59,036	67,997	171,105	35,371
1829..	4,007	6,372	837,385	897,656	478,862	173,775	495,673	34,191	127,004	74,896	172,897	30,079
1830..	45,289	46,176	1,227,434	444,107	224,823	145,301	372,296	26,298	87,796	66,249	188,474	39,027
1831..	408,910	523,270	1,806,529	571,312	396,617	207,604	595,434	19,100	71,881	132,717	250,533	41,147
1832..	88,304	93,500	864,919	451,230	278,740	146,710	480,035	17,254	75,392	78,447	255,735	42,077
1833..	32,221	29,592	955,768	487,174	337,505	146,678	534,309	36,038	140,017	102,568	252,555	52,052
1834..	36,948	39,598	835,352	303,449	203,573	149,609	491,910	39,151	149,306	49,465	231,708	38,567
1835..	47,762	51,405	779,396	755,781	588,276	166,782	629,389	30,854	129,140	96,478	221,699	41,543
1836..	2,002	2,062	505,400	124,791	103,702	140,917	621,560	36,646	173,976	80,492	244,760	43,630
1837..	17,303	27,206	318,719	151,276	147,982	159,435	763,652	28,323	165,457	80,785	244,292	20,594
1838..	6,291	8,125	488,161	172,421	141,992	171,843	722,399	22,864	110,792	94,533	263,686	56,898
1839..	96,325	144,191	923,151	162,306	141,095	165,672	658,421	29,458	145,448	72,950	319,871	57,536
1840..	1,720,860	1,635,483	1,897,501	474,279	338,333	206,063	705,183	53,218	170,931	113,393	428,988	54,524
1841..	868,585	822,881	1,515,817	535,727	312,954	232,284	682,457	44,031	138,505	159,893	378,041	64,402
1842..	817,958	916,616	1,283,602	600,308	345,150	209,199	617,817	34,190	124,396	175,082	323,759	85,844
1843..	311,685	264,109	814,474	672,608	281,749	174,354	454,166	21,770	65,631	108,640	312,232	47,757
1844..	558,607	500,411	1,438,603	825,106	404,008	248,382	641,028	32,690	104,391	133,477	388,603	74,108

Estimated consumption of Indian corn meal in the West Indies, from the *New Orleans Bulletin*, 1845.

"A general computation of the consumption of Indian corn meal throughout the islands of Antigua, Dominica, Granada, Montserrat, Nevis, St. Kitt's, St. Lucie, St. Vincent, Tobago, Guadaloupe, Martinique, Vergens, and Bahamas, with a population of 184,000 souls, is estimated for some years annually at 200,000 barrels: Barbadoes, 25,000 barrels; Trinidad, 10,000 barrels; Demerara, 15,000 barrels; St. Thomas, St. Croix, and St. John's, 44,000 barrels; Porto Rico, 40,000 barrels; Jamaica, 30,000; making 364,000 barrels of corn meal annually."

EXPORTS OF DOMESTIC PRODUCE FROM THE UNITED STATES TO GREAT BRITAIN.

The following tabular statement exhibits the amount and value of the articles of domestic products, enumerated in the preceding tables, exported from the United States to Great Britain and Ireland, during the years 1828 to 1844 inclusive :—

YEARS.	Wheat.	Flour.	Indian Corn.	Indian Meal.	Rye Meal.	Rye Oats.	Ship Bread.	Potatoes.	Rice.	Cotton.	Tobacco.
	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.	Value.	Value.	Value.	Value.	Value.	Value.
	bushels.	barrels.	bushels.	barrels.	brls.	dlrs.	dlrs.	dlrs.	dollars.	dollars.	dollars.
1828.....	..	23,258	141,971	52	..	..	90	..	430,246	15,626,901	1,720,571
1829.....	4,001	221,176	251,564	130	..	1,931	368	17	407,363	17,514,389	1,533,115
1830.....	32,037	326,182	51,416	50	2	4,500	..	..	265,479	20,678,633	1,583,971
1831.....	381,252	879,430	190,469	17,718	44	41,546	494	2	553,475	20,117,355	1,882,336
1832.....	55,050	95,958	322	..	..	..	6	..	423,127	22,429,050	2,345,450
1833.....	..	22,207	3,240	610	160	899	334	24	570,572	26,254,970	2,259,197
1834.....	..	19,687	..	..	..	5,884	54	3	287,599	36,107,664	2,937,020
1835.....	..	5,376	253	..	830	2,574	426	..	203,916	45,701,411	3,400,639
1836.....	..	161	..	..	100	29,844	375	..	444,802	48,910,846	4,593,442
1837.....	3	..	12	300	..	..	..	220	319,993	44,857,118	1,879,868
1838.....	..	8,295	135	1	..	..	..	..	221,790	45,787,687	2,857,203
1839.....	6,033	167,585	519	1	..	1,015	..	..	423,654	46,074,579	5,404,967
1840.....	615,972	620,919	104,841	6	5	14,842	100	10	288,439	41,945,354	3,227,880
1841.....	119,854	208,984	12,548	6	..	2,178	506	..	489,952	35,634,005	5,114,836
1842.....	143,330	208,024	123,665	2	..	36,490	1125	5	280,073	30,102,417	3,212,207
1843.....	..	19,436	..	..	..	2,751	675	..	149,026	35,781,107	1,262,616
1844	22,238	167,296	89,073	29	..	8,996	1489	37	246,696	39,591,351	2,900,126

During the third quarter of 1843, there was exported to Great Britain and Ireland 29,062 barrels of flour—value 136,963 dollars.

TOTAL Value of Agricultural Produce Exported from the United States, during the Years 1828 to 1844 inclusive.

YEARS.	Aggregate Amount in Value of Exports to Great Britain and Ireland.	Aggregate Amount in Value of Exports to all other Places.	Total Amount in Value of Exports.	YEARS.	Aggregate Amount in Value of Exports to Great Britain and Ireland.	Aggregate Amount in Value of Exports to all other Places.	Total Amount in Value of Exports.
	dollars.	dollars.	dollars.		dollars.	dollars.	dollars.
1828.....	17,958,263	17,869,658	35,327,921	1837.....	47,058,601	28,723,664	75,782,265
1829.....	21,234,207	20,017,882	41,252,089	1838.....	48,929,306	26,743,077	75,672,383
1830.....	24,139,540	20,219,326	44,358,866	1839.....	53,242,358	28,783,547	82,025,905
1831.....	28,183,987	15,964,217	44,148 204	1840.....	49,611,187	39,675,603	89,286,790
1832.....	25,739,421	20,322,210	46,061,631	1841.....	42,381,397	36,854,533	79,235,930
1833.....	29,212,309	22,540,790	51,753,099	1842	35,134,709	33,870,917	69,005,626
1834.....	39,435,058	24,446,829	63,881,887	1843.....	37,280,990	23,112,878	60,693,868
1835.....	49,337,887	32,237,034	81,574,917	1844.....	45,358,645	34,579,765	79,938,410
1836.....	53,980,994	31,754,102	85,735,096				

PRICES of Cotton, Flour, Beef, Pork, and Wool, for ten successive Years, in the New York market.

PERIODS.	Cotton.	Flour	Beef.	Pork.	Wool.
	cts. cts.	dls.cts. dls.cts.	dls.cts. dls. cts.	dls.cts. dls.ct .	cts. cts.
January, 1833..	10 to 13	6 12 to 6 50	8 50 to 9 00	12 50 to 13 00	40 to 45
„ 1834..	11 „ 14	5 50 „ 5 75	8 50 „ 9 50	14 00 „ 15 00	44 „ 57
„ 1835 .	15½ „ 17½	5 50 „ 5 62	0 0 „ 9 50	13 56 „ 14 00	50 „ 60
„ 1836..	14 „ 18½	7 50 „ 7 75	9 50 „ 10 00	18 00 „ 18 50	50 „ 63
„ 1837..	15¾ „ 19½	12 60 „ 12 25	12 00 „ 13 50	23 00 „ 25 00	50 „ 68
May, „	6 „ 7	*			
January, 1838..	8 „ 12½	0 00 „ 8 50	14 00 „ 14 50	17 50 „ 18 00	43 „ 56
„ 1839..	12 „ 17	8 87 „ 9 00	17 00 „ 17 50	22 00 „ 24 00	42 „ 55
„ 1840..	10 „ 12½	6 37 „ 6 50	14 00 „ 14 50	12 50 „ 15 00	38 „ 40
„ 1841..	9 „ 12¾	5 25 „ 5 31	10 50 „ 10 75	13 00 „ 13 50	44 „ 46
„ 1842..	9 „ 12	6 25 „ 6 00	0 00 „ 10 00	8 50 „ 9 50	40 „ 41

* Suspension of banks—lowest point in cotton.

Prices of Produce in New York.

ARTICLES.	December, 1841.	July, 1842.	December, 1842.	June, 1843.	June, 1844.
	dls.cts. dls.cts.	dls.cts. dls.cts	dls.cts. dls cts.	dls.cts. dls.cts.	dls.cts. dls.cts.
Cotton, upland, fair ..	0 9 to 0 9¼	0 8 to 0 9	0 8 to 0 8¼	0 7¼ to 0 7½	0 7½ to 0 7¾
Beef, mess	7 50 „ 8 25	7 00 „ 7 50	6 00 „ 6 50	7 50 „ 8 00	5 00 „ 5 25
—— prime	4 50 „ 5 25	2 50 „ 3 50	2 75 „ 3 25	5 50 „ 6 00	3 00 „ 3 25
Pork, mess	9 25 „ 10 00	7 75 „ 9 00	8 50 „ 9 00	9 25 „ 10 50	8 50 „ 8 56
—— prime	7 00 „ 8 00	5 25 „ 6 50	5 50 „ 6 50	7 50 „ 7 62	6 50 „ 6 56
Lard	0 6¼ „ 0 8	0 6¼ „ 0 7¼	0 6¾ „ 0 7	0 5¾ „ 0 6	0 5½ „ 0 6¼
Butter	0 15 „ 0 17	0 10 „ 0 11	0 10 „ 0 13	0 7 „ 0 9	0 8 „ 0 12½
Cheese	0 6¼ „ 0 7½	0 6¼ „ 0 7¼	0 6 „ 0 7	0 5 „ 0 6	0 3 „ 0 6
Hams, marked	0 6 „ 0 9	0 4 „ 0 5	0 7 „ 0 9½	0 6 „ 0 7	0 3½ „ 0 7
Flour, canal	6 25 „ 0 00	5 94 „ 6 00	4 88 „ 5 00	4 75 „ 4 81	4 37 „ 4 50
Wheat	1 30 „ 1 35	1 25 „ 1 28	0 90 „ 1 00	0 90 „ 0 95	0 95 „ 1 3
Rye	0 80 „ 0 82	0 67 „ 0 63	0 64 „ 0 65	0 58 „ 0 60	0 67 „ 0 67½
Corn, northern	0 68 „ 0 70	0 53 „ 0 60	0 50 „ 0 54	0 53 „ 0 55	0 50 „ 0 00
Wool, f. blood Mer...	0 35 „ 0 38	0 28 „ 0 37	0 27 „ 0 30	0 27 „ 0 30	0 38 „ 0 40
Tobacco, Kentucky....	0 5 „ 0 9	0 3 „ 0 6½	0 2½ „ 0 5	0 2½ „ 0 5	0 2 „ 0 6
Rice	3 25 „ 3 37	2 50 „ 3 00	2 50 „ 3 25	2 12 „ 2 30	2 75 „ 3 25

Price of wheat, wages, &c., in New York currency, viz., eight shillings to a dollar, as settled at the Patroon's office on the 1st day of January, during the several years under-mentioned.

Jan. 1.	Price of Wheat.		
1825....	1 bushel wheat, 8*s*.	4 fowls, 4*s*.	1 day's service, 16*s*.
1826....	1 do. do. 7*s*.	do.	do.
1827....	1 do. do. 8*s*.	do.	do.
1828....	1 do. do. 8*s*.	do.	do.
1829....	1 do. do. 14*s*.	do.	do.
1830....	1 do. do. 8*s*.	do.	do.
1831....	1 do. do. 10*s*.	do.	do.
1832....	1 do. do. 10*s*.	do.	do.
1833....	1 do. do. 10*s*.	do.	do.
1834....	1 do. do. 8*s*.	do.	do.
1835....	1 do. do. 8*s*.	do.	do.
1836....	1 do. do. 12*s*.	do.	do.
1837....	1 do. do. 18*s*.	4 fowls, 6*s*.	do.
1838....	1 do. do. 13*s*.	do.	do.
1839....	1 do. do. 14*s*.	do.	do.

The following is an approximate estimate of the annual amount of sales of articles of country produce in the city of New York, for the consumption of the inhabitants.

ARTICLES.	Amount.	ARTICLES.	Amount.
	dollars.		dollars.
Fresh beef	1,470,000	Brought forward	7,270,000
—— veal	365,000	Butter, cheese, and lard	1,500,000
—— mutton and lamb	335,000	Flour, meal, and other bread stuffs	3,000,000
—— pork	600,000	Hay and oats	750,000
—— poultry, game, eggs, &c.....	1,100,000	Fuel (wood and coal) exclusive of steam fuel	2,500,000
Salted beef, pork, and hams	1,200,000	Articles not enumerated	580,000
Vegetables and fruit	1,200,000		
Milk	1,000,000		
Carried forward	7,270,000	Total	15,600,000

The above does not include building materials.

Comparative Average Prices of Wheat per Bushel in the eastern Part of the State of Ohio, and in Philadelphia; also the Annual Average Prices of Flour per Barrel, in Philadelphia, from 1820 to 1841.

YEARS.	Wheat per Bushel. In Ohio.	Wheat per Bushel. In Philadelphia	Flour per Barrel in Philadelphia.	YEARS.	Wheat per Bushel. In Ohio.	Wheat per Bushel. In Philadelphia.	Flour per Barrel in Philadelphia.
	dlrs. cts.	dlrs. cts.	dlrs. cts.		dlrs. cts.	dlrs. cts.	dlrs. cts.
1820	0 20	0 92	4 72	1831	0 50	1 12	5 67
1821	0 31	0 93	4 78	1832	0 65½	1 12	5 72
1822	0 38½	1 33	6 58	1833	0 59	1 12	5 63
1823	0 38½	1 37	6 82	1834	0 59	1 02	5 17
1824	0 40½	1 11	5 62	1835	0 83	1 21	5 88
1825	0 38½	1 00	5 10	1836	1 12½	1 60	7 99
1826	0 38	0 92	4 65	1837	1 15	1 78	9 37
1827	0 50	1 00	5 60	1838	1 05	1 60	7 79
1828	0 50	1 10	5 60	1839	0 84	1 37	6 72
1829	0 78	1 28	6 33	1840	0 50	1 00	5 07
1830	0 50	0 96	4 83	1841	0 60	1 14	5 40

TABLE exhibiting the wholesale Prices current of the following Articles in the Boston Market, as reported and published in the City Newspapers, from August, 1812, to April, 1840, inclusive.

About Aug. 25 of each Year.	Beef, salt, brls. of 200 lbs.	Pork, salt, clear brls. 200 lbs.	Butter, lb.	Cheese, lb.	Flour, barrels, superfine.	Corn, bushel. Northern.	Rye, bushel.	Cotton, N. O.	Cotton, upland.	Wool, fleece.
	dlrs. cts.	dollars.	cents.	cents.	dlrs. cts.	dlrs. cts.	dlrs. cts.	cents.	cents.	cents.
1812....	12 50	8½ to 9	13 to 14	8 to 12	10 00	0 88	1 00	10 to 12	..	none.
1813....	12 50	13½	13½	8 „ 12	12 00	1 75	1 75	22 „ 24	18 to 20	
1814....	12 50	15	16 „ 20	10 „ 15	13 00	1 70	2 25	30 „ 35	28 „ 31	
1815....	18 00	18	19 „ 20	8 „ 16	8 00	1 5	1 20	22 „ 24	18 „ 22	50 to 1 50
1816....	13 00	13	19	9 „ 13	10 25	1 40	1 33	29 „ 31	28	20 „ 0 75
1817....	15 25	18½	22	16 „ 18	14 50	1 60	1 25	32 „ 34	27 „ 32	32 „ 0 60
1818....	14 50	15	16 „ 18	11 „ 13	16 75	1 10	0 95	34 „ 35	32 „ 33	55 „ 0 60
1819....	15 00	11	17	13	7 25	0 85	0 80	18 „ 20	..	55 „ 0 85
1820....	11 00	18	12 „ 13	7 „ 9	5 12	0 62	0 54	21	20	
1821....	12 00	10	20 „ 24	9 „ 10	5 25	0 53	0 50	21	14 „ 18	55 „ 0 85
1822....	7 25	8 „ 10	22 „ 23	8 „ 9	7 25	0 78	0 80	15 „ 18	12 „ 13	33 „ 0 65
1823....	9 00	10	22	7 „ 9	7 25	0 61	0 68	18 „ 20	15 „ 16	35 „ 0 65
1824....	11 00	10	16 „ 20	7 „ 9	6 25	0 52	0 54	16 „ 22	14 „ 16	25 „ 0 70
1825....	10 50	8½ „ 9	12 „ 16	7 „ 9	6 00	0 65	0 58	22 „ 26	17 „ 20	25 „ 0 70
1826....	9 25	7½	15 „ 18	9	7 25	0 61	0 68	18 „ 20	14 „ 16	25 „ 0 65
1827....	9 00	9 „ 10	10 „ 14	7 „ 8	5 50	0 65	0 65	10 „ 15		25 „ 0 50
1828....	11 00	8	14	6 „ 9	5 75	0 54	0 52	11 „ 14		30 „ 0 50
1829....	11 00	8 „ 9	..	..	6 00	0 62	0 60	18 „ 13	9 „ 11	25 „ 0 45
1830....	11 00	9 „ 9½	13½	6 „ 7	5 75	0 58	0 70	10 „ 12	9 „ 11½	38 „ 0 60
1831....	8 50	8 „ 8½	12 „ 18	6 „ 8	5 75	0 78	0 78	9 „ 12	8½ „ 10½	45 „ 9 70
1832....	12 00	8 „ 8½	18	8	7 00	0 72	0 92	10½ „ 12½	9 „ 10	38 „ 0 68
1833....	10 75	8½ „ 9½	18	8	6 12½	0 77	0 78	16 „ 18	14 „ 15	42 „ 0 63
1834....	10 00	7½ „ 9	15 „ 20	6 „ 8	5 75	0 75	0 71	15 „ 17	13 „ 16	43 „ 0 60
1835....	13 25	9½ „ 10	15 „ 17	9	6 37½	1 00	0 95	18 „ 33	17 „ 20	55 „ 0 65
1836....	11 25	13½ „ 14	16 „ 22	8 „ 11	8 12½	1 12½	1 00	18 „ 23	17 „ 21	60 „ 0 80
1837....	15 00	11½ „ 12½	18 „ 22	9	9 50	1 13	1 5	11 „ 15	10 „ 13	
1838....	15 50	12 „ 13	15 „ 20	6 „ 10	7 50	..	1 00	11 „ 14	9 „ 11	45 „ 0 47
1839....	15 00	11 „ 11½	15 „ 20	6 „ 10	6 50	1 00	0 85	14 „ 16	12 „ 14	55 „ 0 60
1840....	15 50	8 „ 9	..	6 „ 10	6 00	..	0 85	9 „ 11	8 „ 10	43 „ 0 44

PRICES of various Articles in North Carolina, from 1813 to 1840, in May each Year.

YEARS.	Cotton, lb.	Tobacco, 100 lbs.	Flour, barrel.	Wheat, bushel.	Corn, bushel.	Bacon, lb.	Sugar, lb.
	cents.	dollars.	dollars.	dlr. cts. dlr. cts.	dlr. cts. dlr. cts.	cents.	cents.
1813	10 to 11	....	8 to 9½	1 50 to 1 60	0 75	8	18 to 25
1814	15 „ 16	3½ to 5	6 „ 7½	1 25 „ 1 30	....	....	18 „ 20
1815	15 „ 18	5 „ 6	6 „ 6½	1 10 „ 1 25	....	....	18 „ 22
1816	23 „ 25	12 „ 15	7 „ 8	1 25 „ 1 30	0 80 to 0 90	....	15 „ 20
1817	23 „ 25	6½ „ 8	12 „ 14	2 00 „ 2 10	1 60	15 to 18	15 „ 20
1818	28 „ 30	8 „ 9	8 „ 9	1 35 „ 1 50	0 90 „ 1 00	13 „ 14	13 „ 16
1819	12½ „ 16	3½ „ 6	6 „ 6½	1 00 „ 1 10	....	....	17 „ 20
1820	13 „ 14	2 „ 4	4	....	....	....	12 „ 16
1821	10 „ 13	2 „ 3½	3 „ 3½	....	0 60	....	10 „ 12½
1822	12 „ 13½	2½ „ 4	5½ „ 6½	1 20	0 80	....	10 „ 12½
1823	6 „ 8½	1½ „ 3	4½ „ 5	....	....	8 „ 9	10 „ 12½
1824	12½ „ 13	1½ „ 3	3½ „ 4½	0 75 „ 0 80	0 40 „ 0 45	6 „ 7	10 „ 12½
1825	22 „ 24	2½ „ 4	3¾ „ 4½	0 70 „ 0 80	....	6½ „ 8	10 „ 13
1826	8 „ 10	3 „ 5½	5	....	0 80	7 „ 8	9 „ 12½
1827	7 „ 8½	2 „ 4	4½ „ 5	0 80 „ 0 90	....	7 „ 8	9 „ 12½
1828	8 „ 9½	1¼ „ 3	3½ „ 4	0 65 „ 0 70	0 50 „ 0 55	6 „ 8	10 „ 13
1829	8 „ 9	2 „ 4	4½ „ 5	0 70 „ 0 80	0 40 „ 0 45	6 „ 7	9 „ 12½
1830	8 „ 9½	1½ „ 4	3 „ 4	0 65 „ 0 70	0 43 „ 0 45	6 „ 7	8 „ 12
1831	5 „ 7½	1½ „ 3	3½ „ 4½	0 75 „ 0 80	0 80	6 „ 7½	8 „ 12
1832	8 „ 9½	....	4 „ 4½	0 75 „ 0 80	0 50 „ 0 55	7½ „ 8	8 „ 12
1833	9 „ 10¾	2 „ 3½	4 „ 5	0 85 „ 0 90	0 65	6½	8 „ 12
1834	11 „ 12½	....	5½ „ 6	1 5 „ 1 20	0 90	9 „ 10	9 „ 12½
1835	15 „ 17	3 „ 6	5 „ 6	1 20	0 80 „ 0 90	8 „ 9	9 „ 12½
1836	14 „ 16	4 „ 6½	5½ „ 7	1 25	0 75 „ 0 80	12 „ 13	12 „ 14½
1837	6 „ 8	2 „ 3½	6 „ 7	1 50	0 85 „ 0 90	10 „ 11	8 „ 12½
1838	6 „ 8	2 „ 4	6 „ 7½	1 40	0 75 „ 0 80	9 „ 10½	9 „ 12
1839	13 „ 14	8 „ 10	5 „ 6	1 10 „ 1 15	1 5 „ 1 10	10 „ 12	8 „ 12
1840	5 „ 8	3 „ 5	4½ „ 5½	0 70 „ 0 80	0 60 „ 0 65	7½ „ 8½	6 „ 10

COMPARATIVE Prices of the Leading Articles in all the Chief Cities of the Union, in 1842.

ARTICLES.	Boston.				New York.				Baltimore.				Charleston.			
	dlrs.	cts.	dlrs.	cts.	dlrs.	cts.	dlrs.	cts.	dlrs.	cts.	dlrs.	cts.	dlrs.	cts.	dlrs.	cts.
Bagging.....yard	0	17	to 0	18	0	13	to 0	18	....				0	17	to 0	20
Bees'-wax, American.lb.	0	25	„ 0	30	0	28	„ 0	30	0	28	to 0	29	....			
Coffee, Cuba.....do.	0	7½	„ 0	9	0	8	„ 0	9	0	9	„ 0	9½	0	9½	„ 0	9½
Cordage, American...do.	0	10½	„ 0	11½	0	00	„ 0	11	0	12	„ 0	12½	0	11	„ 0	11½
Flour, super.....brl.	6	00	„ 6	12	5	94	„ 6	00	5	87	„ 6	00	7	00	„ 7½	00
Mackarel, No. 1.....do.	10	50	„ 11	00	11	75	„ 12	25	10	00	„ 0	00	14	50	„ 15	00
Raisins, Malaga .100 lbs.	3	25	„ 3	50	3	00	„ 3	12	2	75	„ 3	00	....			
Gunny bags.....	0	11	„ 0	14	0	12	„ 0	13	....				....			
Wheat.....bushel	....				1	25	„ 1	28	1	30	„ 1	35	....			
Corn.....do.	0	60	„ 0	61	0	55	„ 0	57	0	55	„ 0	56	0	52	„ 0	62
Hemp, clean.....100 lbs.	0	00	„ 2	15	2	20	„ 2	30	....				....			
Hops.....lb.	0	10	„ 0	11	0	11	„ 0	14	0	11	„ 0	12	....			
Iron, bar.....do.	0	48	„ 0	53	0	50	„ 0	55	0	64	„ 0	65	....			
Lead, pig.....do.	0	3½	„ 0	3¾	0	3½	„ 0	00	0	3½	„ 0	4	0	6	„ 0	00
Cotton, Upland.....do.	0	6	„ 0	8½	0	5	„ 0	9	0	8	„ 0	9	0	5	„ 0	10
Whale oil.....gal.	0	31	„ 0	32	0	00	„ 0	32	0	37	„ 0	40	....			
Beef, mess.....brl.	9	00	„ 9	25	7	00	„ 7	75	9	00	„ 9	50	10	00	„ 11	00
Pork, do. .....do.	7	00	„ 8	00	7	50	„ 9	50	7	25	„ 7	50	8½	00	„ 9	00
Hams.....lb.	0	5	„ 0	6	0	6	„ 0	7½	0	5½	„ 0	8	0	5	„ 0	9
Lard.....do.	0	8½	„ 0	6½	0	6	„ 0	7	0	7½	„ 0	00	0	7½	„ 0	8
Butter.....do.	0	6	„ 0	11	0	6	„ 0	7	0	7	„ 0	8	0	14	„ 0	18
Rice.....100 lbs.	2	87	„ 3	12	2	50	„ 3	12	3	00	„ 3	25	2	00	„ 2	68
Salt.....bushel	0	00	„ 2	50	1	25	„ 1	65	1	50	„ 1	55	1	65	„ 1	75
Steel, Engl. blistered.lb.	0	12½	„ 0	14	0	12½	„ 0	13½	0	12½	„ 0	13	0	12½	„ 0	14
Brandy, cogniac.....gal.	1	40	„ 1	50	1	25	„ 1	75	1	25	„ 1	50	1	35	„ 1	75
Whiskey, rectified...do.	0	14	„ 0	15	0	18½	„ 0	19	0	21	„ 0	22	0	18	„ 0	20
Sugar, N. O. .....lb.	0	3½	„ 0	5	0	3	„ 0	5	4	00	„ 5	25	0	4	„ 0	6
Tobacco, 1st.....do.	0	5	„ 0	11	0	3½	„ 0	8	0	5	„ 0	14	....			
Tar.....brl.	1	25	„ 1	37	1	50	„ 1	62	0	00	„ 1	62	1	25	„ 1	75
Wool, American.....lb.	0	40	„ 0	42	0	35	„ 0	45	0	32	„ 0	36	0	00	„ 0	00

COMPARATIVE PRICES—*continued.*

ARTICLES.	Mobile.				New Orleans.				St. Louis.				Cincinnati.			
	dlrs.	cts.	dlrs.	cts.	dlrs.	cts.	dlrs.	cts.	dlrs.	cts.	dlrs	cts.	dlrs.	cts.	dlrs.	cts.
Bagging.....yard	0	20	to 0	24	0	12	to 0	17	0	13	to 0	16	....			
Bees'-wax, American.lb.	0	20	„ 0	25	0	00	„ 0	27	0	25	„ 0	27	0	00	to 0	20
Coffee, Cuba.....do.	0	13	„ 0	14	0	8¾	„ 0	9	0	11	„ 0	12	0	11	„ 0	00
Cordage, American...do.	0	13	„ 0	15	0	11	„ 0	14	0	10	„ 0	12	0	12	„ 0	14
Flour, super.....brl.	9	00	„ 9	25	4	75	„ 5	00	4	50	„ 4	75	3	75	„ 4	00
Mackarel, No. 1.....do.	0	16	„ 0	17	....				0	15	„ 0	16	0	00	„ 16	50
Raisins, Malaga..100 lbs.	1	50	„ 2	00	0	87	„ 0	100	1	25	„ 1	50	1	25	„ 1	50
Gunny bags.....	....				0	15	„ 0	16	0	18	„ 0	20	....			
Wheat.....bushel	....				0	94	„ 0	95	0	75	„ 0	78	0	50	„ 0	60
Corn.....do.	....				0	32	„ 0	33	0	20	„ 0	21	0	20	„ 0	25
Hemp, clean.....100 lbs.	....				0	00	„ 1	70	0	88	„ 0	100	0	88	„ 1	00
Hops.....lb.	0	40	„ 0	50	....				0	18	„ 0	19	0	20	„ 0	22
Iron, bar.....do.	0	45	„ 0	55	0	75	„ 0	00	0	4½	„ 0	6	0	4½	„ 0	5
Lead, pig.....do.	8	00	„ 8	25	3	00	„ 3	6	3	00	„ 3	5	0	3	„ 0	4
Cotton, Upland.....do.	0	7½	„ 0	10½	0	4	„ 0	13	....				0	7½	„ 0	10
Whale oil.....gal.	0	50	„ 0	65	....				0	60	„ 0	75	0	62	„ 0	75
Beef, mess.....brl.	12	00	„ 12	50	8	50	„ 9	00	6	00	„ 6	50	6	00	„ 7	00
Pork, do.....do.	0	10	„ 0	11	6	50	„ 7	00	5	00	„ 5	25	5	00	„ 5	50
Hams.....lb.	....				0	4	„ 0	5	0	4	„ 0	5	0	3	„ 0	5
Lard.....do.	0	11	„ 0	12½	0	6	„ 0	7	0	4½	„ 0	5	0	4	„ 0	5
Butter.....do.	0	37	„ 0	40	0	8	„ 0	10	0	6	„ 0	8	0	3	„ 0	6
Rice.....100 lbs.	0	6	„ 0	6½	4	75	„ 5	00	4	75	„ 5	00	5	00	„ 5½	00
Salt.....bushel	2	50	„ 3	00	1	50	„ 1	62	2	25	„ 2	50	0	35	„ 0	40
Steel, Engl. blistered.lb.	0	14	„ 0	17	0	12	„ 0	13	0	17	„ 0	18	0	00	„ 0	15½
Brandy, cogniac.....gal.	2	00	„ 2	25	0	90	„ 1	10	1	25	„ 2	00	1	50	„ 2	00
Whiskey, rectified.....do.	0	28	„ 0	30	0	15	„ 0	16	0	17	„ 0	18	0	12	„ 0	13
Sugar, N. O.....do.	0	8	„ 0	9	0	2	„ 0	5½	0	4½	„ 0	6	0	4	„ 0	6½
Tobacco, 1st.....do.	0	50	„ 0	60	0	5	„ 0	6	0	4	„ 0	5½	0	5	„ 0	6
Tar.....brl.	0	5	„ 0	00	1	70	„ 1	75	3	00	„ 4	50	4	50	„ 5	00
Wool, American.....lb.	....				0	8	„ 0	12	....				0	20	„ 0	30

These prices, at many points, are affected by the depreciated nature of the currency; at Mobile, for instance, the currency is depreciated forty per cent, and prices rule nearly as much higher than at New Orleans, as the difference in the depreciation of the local currencies. Many articles, however (that of flour in particular, which is from three dollars fifty cents at one point, to nine dollars at another), display a much greater disparity in price than the cost of transportation added to the difference in the currencies.

STATEMENT of the Prices of Flour and Wheat at Cincinnati, from 1841 to 1845.

YEARS.	FLOUR. Per Barrel.	WHEAT. Per Bushel.	YEARS.	FLOUR. Per Barrel.	WHEAT. Per Bushel.
	d. c. d. c.	cents.		d. c. d. c.	cents.
July, 1841	3 97 to 4 50	75 to 77	July, 1844	3 12 to 3 50	60 to
„ 1842	2 75 „ 4 25	45 „ 60	„ 1845	3 00 „ 3 60	65 „ 70
„ 1843	3 28 „ 4 18	65 „ 80			

"In the year 1841, the crop of wheat was simply a good one. The average price of flour during the month of July, was four dollars six cents and a quarter per barrel—the average price of wheat, seventy-two cents and a half per bushel. The price of one bushel of wheat, therefore, entered five and three-fifth times into the price of one barrel of flour. By the close of August, flour had advanced to four dollars sixty-two cents per barrel. Wheat remained at seventy-five cents per bushel.

"In 1842, the crop was large. The average price of flour in July, was three dollars forty-nine cents and three-quarters per barrel—the average price of wheat, forty-nine cents and a half per bushel. The price of a bushel of wheat entered seven and one-tenth times into the price of a barrel of flour. By the close of August, flour had receded to two dollars sixty-two cents and a half, and wheat to forty cents to forty-five cents.

"In 1843, the yield proved to be full an average one, and with it there was much of the previous year's crop held over. The average price of flour in July was three dollars seventy-three cents; that of wheat, seventy cents. The price of a bushel of wheat entered five and one-third times into the price of a barrel of flour. The latter part of August, flour stood at three dollars sixty cents to three dollars seventy-three cents; while wheat had fallen to sixty-five cents.

"In 1844, there was a fair crop. For the month of July, flour averaged three dollars twenty-nine cents per barrel, and wheat fifty-nine cents per bushel. The price of a bushel of wheat entered five and three-fifth times into the price of a barrel of flour. By the close of August, flour had advanced to three dollars sixty-five cents to three dollars seventy-six cents per barrel, and wheat to seventy cents per bushel.

"This year, 1845, Ohio had the best yield of wheat that has been given her since 1839.

YEARS.	AVERAGE OF FLOUR. Per Barrel.	AVERAGE OF WHEAT. Per Bushel.	RELATIVE PRICES.
	dlrs. cts.	cents.	
July, 1841	4 06¼	72½	5 3-5 to 1
„ 1842	3 49¾	49½	7 1-10 „ 1
„ 1843	3 73	70	5 1-3 „ 1
„ 1844	3 29	59	5 3-5 „ 1
„ 1845	3 26½	64¼	5 9-100 „ 1

"The regular proportion of wheat to flour is five bushels to one barrel. On the supposition that this is adhered to in grinding, and not taking offal into the account, the miller has received for his labour and profits, for the five seasons named, as follows:—

	1841	1842	1843	1844	1845
Per barrel	43¾ cents.	102¼ cents.	23 cents.	34 cents.	5¼ cents.

—*Cincinnati Gazette.*

Price of flour in the city of New York prepared by Mr. Heyward, President of the Buffalo Board of Trade, shows the price of flour in New York city on the first Wednesday of January and July, from 1823 to 1845, inclusive:—

YEARS	January.	July.	YEARS	January.	July.	YEARS	January.	July.
	dlrs. cts.	dlrs. cts.		dlrs. cts.	dlrs. cts.		dlrs. cts.	dlrs. cts.
1823	6 62½	7 25	1831	5 75	5 37½	1839	8 87½	6 31¼
1824	6 25	5 87½	1832	6 37½	5 75	1840	5 87½	4 62½
1825	5 25	5 25	1833	6 00	5 87½	1841	4 93¾	5 37
1826	5 25	4 75	1834	5 50	4 87½	1842	5 87½	5 93¾
1827	5 12½	4 50	1835	5 12½	6 62½	1843	4 56¼	5 62½
1828	5 25	4 62½	1836	7 25	7 12½	1844	4 62½	4 31¼
1829	8 37½	5 87½	1837	10 12½	9 75	1845	4 68¾	4 62½
1830	5 12½	87½	1838	8 75	2 25			

CHAPTER XXIX.

MISCELLANEOUS STATEMENTS RELATIVE TO MINERALS, CANALS, RAILROADS, TRADE, SEA-PORTS, PORT AND OTHER CHARGES.*

Copper Region of Lake Superior.—It would appear, if the various accounts we have read have any truth, that the country south of Lake Superior is abundantly rich in copper. One writer states—" The scientific reader is familiar with the history of the famous Copper Rock of Lake Superior. It is a vast mass of solid copper, weighing not less than 6000 lbs., and was discovered, many years since, lying in the bed of the Ontanagon river, entirely isolated. It has rested, probably, for ages some twenty miles from the lake. For the purpose of transporting the mass to navigable water, a huge car, placed upon a moveable railroad, was built, and, by patient labour, it was gradually advanced, until it reached deep water, where it was placed on a flat, and easily floated down to the lake shore. It was intended to ship it to New Orleans. Had they succeeded, it would have been a fortune for them, as a mere curiosity. But government interfered! Although they had purchased the rock from the Indians in whose territory it was found, the government agent claimed its possession—denying the power of the Indians to dispose of it. As this claim was not set up until the great labour of transporting it to the shore of the lake was effected, the agent offered to fully compensate the enterprising gentlemen by whom it had been removed, for their trouble. This was hard, but there was no alternative. They had to submit quietly, and see the fruit of their labours borne off by the government agent to the Sault, from whence it has been shipped on board of a revenue cutter. It will be immediately forwarded to Washington, and placed in the National Institute, where it will remain for all coming time, we hope, as one of the greatest curiosities of the age. The Indians have revealed to Mr. Ashman where another rock (but not of equal weight) may be found. It had been discovered ages before, and hid—its location being kept a profound secret, until civilisation had dissipated the superstition connected with it."

The following letter from a gentleman at Detroit furnishes more detailed particulars of this mineral curiosity :—

" It is upwards of twenty-three years since I first visited this remarkable specimen of native copper in the forests of Lake Superior. It has been somewhat diminished in size and weight, in the mean time, by visiters and travellers in that remote quarter ; but retains, very well, its original character and general features. I have just returned from a re-examination of it in a store, in one of the main streets of this city, where it has been deposited by the present proprietor, who designs to exhibit it to the curious. Its greatest length is four feet six inches ; its greatest width about four feet, its maximum thickness eighteen inches. These are rough measurements with the rule. It is almost entirely composed of malleable copper, and bears striking marks of the visits formerly paid to it, in the evidence of portions which have from time to time been cut off. There are no scales in the city large enough, or other means of ascertaining its precise weight, and of thus terminating the uncertainty arising from the several estimates heretofore made. It has been generally estimated here, since its arrival, to weigh between 6000 lbs. and 7000 lbs , or about three tons and a half, and is by far the largest known and described specimen of native copper on the globe. It is clearly a boulder, and bears marks of attrition from the action of the water, on some parts of its rocky surface as well as the metallic portions. The adhering rock, of which there is less now than in 1820, is apparently serpentine, in some parts steatitic, whereas the copper ores of Keweena point, on that lake, are found exclusively in the amygdaloids and greenstones of the trap formation. A circular depression of opaque crystalline quartz, in the form of a semi-geode, exists in one face of it ; other parts of the mass disclose the same mineral. Probably 300 lbs. of the metal have been hacked off or detached by steel chisels since it has been known to the whites, most of this within late years."

A gentleman, who recently (1845) visited Kee-nee-naw Point, the famous location of the Lake Superior Copper Mining Company, in a letter to the editors of the *New York Commercial*, dated at St. Marie, says :—

* The following miscellaneous statements we have procured from the United States since the respective heads, to which they belong, were printed. We introduce them here to complete the commercial statistics of the United States.

"This location is situated to the west of Fort Wilkins about eighteen or twenty miles, through which runs, north and south, the Eagle river. This company have now in operation three shafts. The first is seventy-four feet deep, and the vein twenty-three feet wide. The second is thirty-five feet deep, and the vein twenty-two feet wide. The third is thirty-one feet deep, and the vein six feet wide; and each of these three veins exceeds two miles and a half in length. The veins are all within half a mile of each other, and produce silver and copper, averaging from sixty to seventy per cent. They have now on hand, thrown up from the shafts, some 400 tons, which will be ready for shipment to the Boston market by the 1st of September next. Colonel Gratiot has under him nearly 125 men, who are now busily engaged in erecting pounders and crushers, under which passes the trap rock, in which the ore is found. The ore, after this process, is taken and washed in large wire sieves, which separates the rock from the metal. It is then dried, and put into kegs weighing from 300 lbs. to 500 lbs., and ready for market."

The *Wisconsin Democrat* adds, that,

"If report be true, copper rocks will ere long cease to be a curiosity. Mr. De Garmo Jones, of Detroit, who passed through this place on his way to Mineral point and Platteville, informed us that another mass of copper, much larger and purer than that obtained from the Ontanagon, had recently been discovered. In regard to the prospects of those who are prosecuting their researches after copper ore on the south shore of Lake Superior, Colonel Jones informs us that they are pretty fair."

"*Mineral Resources of Alabama.*—The mineral resources in Alabama are of great variety and abundance, but as yet undeveloped. From the report of the committee on agriculture, at the late session of the legislature, we learn that there are five principal, and several other minor mines of gold and silver in Randolph county, producing about 125,000 dollars annually, and affording employment to 300 or 500 persons. In the same county, are inexhaustible beds of iron ore, which does not lose twenty-five per cent in smelting. Tallapoosa, too, is rich in gold and silver mines, and they afford employment to several hundred hands. Goldville is supported by one mine. Gold, too, has been found in Coosa, Talladega, and Chambers. There are iron-foundries in Benton and Talladega. No doubt, were this rich mineral region examined by a scientific person, many valuable discoveries might be made. In Blount, nitre is found in abundance. This side of Tuscaloosa, coal is found in immense quantities, and in many other places. In Clarke, salt can be manufactured at or near Jackson. Iron ore, marble, granite, limestone, &c., are also found in this county. Lead ore, in large quantities, and of excellent quality, is found in the bed of the Tennessee, on the Muscle Shoals; and all these, and others, exist in many other sections of the state." —*Hunt's Merchants' Magazine.*

"*Arkansas Coal.*—The Arkansas Coal company are doing a profitable business in anthracite coal. They anticipate the shipment this year (1844) of 150,000 dollars' worth of coal to the numerous cities and towns on the Mississippi. The coal from the Spadra mines is of the anthracite species, burns freely, with no unpleasant smell, and makes but little dust or ashes. 'The mining company,' says the *Arkansas Gazette*, 'have entered into the matter with great spirit, and we predict that the day is not far distant when all the cities, towns, and villages, on the banks of the 'great father of waters' will receive their supplies of coal from the state of Arkansas.'"

"*Kennel Coal.*—The *Pittsburg American* states that Messrs. Reynolds and Shunk, who are building a furnace on Red Bank creek, near the Alleghany river, have discovered, in the immediate vicinity of their works, one of the largest bodies of this kind of coal that is known in our country. A friend describes it as lying in a solid body, and opening on the breast of the hill, fourteen feet in depth. This description of coal, from being free from sulphur, which is never the case with bituminous or anthracite, will, we have no doubt, be capable of being converted to great and important uses in the manufacturing of iron. The discovery of a mineral of this description is of very great value. It has heretofore been found in small veins, but this is the first discovery that has been made of so large and valuable a body."

Lake Trade, &c.—*Cost of Transportation on Canals, Railroads, &c.*—Statement made by Mr. Charles Ellet, jun., chief engineer on the James river and Kanawha canal and railroad:—Cost of freight on canals exclusive of tolls, one and a half cent per ton per mile; railroads, two and a half cents; McAdam roads, ten to fifteen cents; common turnpikes, fifteen to twenty cents; steamboats on the lakes, two to four cents per ton per mile; steamboats on the Ohio and Mississippi rivers, half to one and a half cent; future average, three-quarters cent per ton per mile.

Rates of Freight and Passage on Lake Erie, to November 1st.

COUNTRIES.	Cabin.	Steerage.	Horse.	Waggon.
	dls. cts.	dls. cts.	dls. cts.	dls. cts. dls. cts.
BUFFALO TO—				
Dunkirk	2 00	1 50	2 00	2 50 to 3 50
Erie	2 50	2 00	2 50	
Conneaut, Ashtabula	3 50	2 00	3 50	
Fairport	4 00	2 50	4 00	
Cleveland	4 50	2 50	4 50	
Charleston, Huron, Sandusky	5 50	3 00	5 50	
Toledo, &c., Monroe, Detroit	6 50	3 00	6 50	
CLEVELAND TO—				
Huron, Sandusky	2 00	1 00	2 00	
Toledo, &c., Monroe, Detroit	3 00	2 00	3 00	

COUNTRIES.	Heavy. 100lbs.	Light. 100lbs.	Barrel.	Bulk.
	cents.	cents.	cents.	cents.
PRICE OF FREIGHT UNTIL NOV. 1.				
BUFFALO TO—				
Silver Creek, Dunkirk, Barcelona, Erie, Conneaut, Ashtabula, Grand River, Cleveland.	20	40	..	50
Charleston, Huron, Sandusky, Toledo, &c., Monroe, Detroit	25	46	..	50

Down Freight from Ports upon Lake Erie to Buffalo, to pay as follows :—

ARTICLES.		cts.	ARTICLES.		dlrs.	cts.
Flour	barrel	20	Tobacco	100lbs.	0	15
Wheat	do.	18	Ashes	do.	0	10
Provisions	100lbs.	10	Wool and peltries	do.	0	25
Seeds	do.	15	Bacon	hogsheads	1	50

Passages to the Upper Lakes, until October 1st.

COUNTRIES.	Cabin.	Steerage.	Horse.	Waggon.
	dls. cts.	dls. cts.	dls. cts.	dls. cts. dls. cts.
BUFFALO TO—				
Mackinac	16 00	8 00	15 00	5 00 to 7 00
Milwaukie, Racine, Southport, Chicago	18 00	10 00	15 00	5 00 ,, 7 00
CLEVELAND TO—				
Mackinac	14 00	7 50	12 50	3 00 ,, 5 00
Chicago, &c.	15 00	8 00	14 00	4 00 ,, 6 00
DETROIT TO—				
Mackinac	10 00	6 00	10 00	2 50 ,, 4 50
Chicago, &c.	12 00	7 00	12 00	3 00 ,, 5 00

COUNTRIES.	Heavy. 100lbs.	Light. 100lbs.	Barrel.	Bulk.
	cents.	cents.	cents.	dlrs.
PRICE OF FREIGHT, UNTIL SEPT. 1st.				
BUFFALO TO—				
Mackinac	50	75	..	1.50
Milwaukie, Racine, Stockport, and Chicago	50	87½		
Household furniture	..	..		
CLEVELAND TO—				
Mackinac	50	75		
Chicago, &c.	50	87½		
DETROIT TO—				
Mackinac	37½	62½	..	1.25
Chicago, &c.	50	75		

Down Freight from the Upper Lakes are charged as follows :—

ARTICLES.		cents.	ARTICLES.		dlrs.	cts.
Flour	barrel	40	Ashes	100 lbs.	0	20
Provisions	do.	62½	Hides	each	0	15
Wheat	bushel	15 to 22	Lead	ton	3	75

The charges upon wheat are subject to variations. In the early part of last season, wheat in sacks was brought from the upper lakes to Buffalo, for twelve cents and a half per bushel; but in the autumn, when the demand was good, and when a full supply was in store at the west, double that price was paid.

Tariff of Freights on the Erie Canal.

ARTICLES.	Buffalo.		Lockport.		Rochester.		Pittsford.		Bushnell's Basin.	
	dlrs.	cts.	dlrs.	cts.	dlrs.	cts.	dlrs.	cts.	dlrs.	cts.
Flour	0	75	0	70	0	56	0	55	0	54
Ashes, butter, cheese, lard, &c., per 100 lbs.	0	40	0	38	0	34	0	33	0	31
Pork, beef, tallow, bacon and whiskey, per 100 lbs.	0	35	0	35	0	34	0	33	0	33
Dried fruit, seeds, and leather, per 100 lbs.	0	50	0	47	0	40	0	39	0	39
Hops, tobacco, rags, hides, domestic goods, and furniture	0	65	0	60	0	50	0	48	0	48
Wool, per 100 lbs.	1	00	0	92	0	75	0	73	0	73
Mill feed, per 216 lbs.	0	90	0	80	0	65	0	64	0	64
Grain, per 60 lbs	0	21	0	19	0	16	0	15	0	15
Staves, lumber, over toll, per ton	3	00	2	75	2	25	2	15	2	10

On flour shipped at Rochester, two cents is charged for storage; making the whole cost at Albany fifty-six cents per barrel.

Articles arriving by the Canals at Tide Water, on the Hudson, during the Year 1844.

ARTICLES.	Quantity.	ARTICLES.	Quantity.	ARTICLES.	Quantity.
Furs.....lbs.	832,200	Corn.....bushels.	17,861	Lead.....lbs.	41,800
Boards.....M. feet	232,434,700	Barley.....do	818,472	Pig iron.....do.	6,422,600
Shingles.....M.	78,125	Other grain.....do.	1,166,524	Iron-ware.....do.	944,900
Timber.....cubic feet	921,982	Bran, &c.....do.	4,177,489	Woollens.....do.	867,200
Staves.....lbs.	97,533,000	Peas and beans.....do.	21,176	Cottons.....do.	1,584,600
Wood.....cords	16,550	Potatoes.....do.	18,263	Salt.....barrels	175,013
Ashes.....barrels	80,646	Dried fruit.....lbs.	1,299,400	Stone and lime.....lbs.	50,159,800
Pork.....do.	63,646	Cotton.....do.	79,600	Gypsum.....do.	1,891,800
Beef.....do.	50,000	Tobacco.....do.	328,900	Coal.....do.	18,480,700
Cheese.....lbs.	26,674,500	Clover seed.....do.	4,594,800	Sundries.....do.	54,722,400
Butter and lard.....do.	22,596,300	Flax.....do.	3,114,800	Merchandise.....do.	492,300
Wool.....do.	7,672,300	Hops.....do.	1,319,700		
Flour.....barrels	2,222,204	Spirits.....gallons	1,194,317	Going from tidewater:—	
Wheat.....bushels	1,262,249	Leather.....lbs.	3,909,000	Merchandise.....tons	135,616
Rye.....do.	62,239	Furniture.....do.	2,177,400		

* See Table of Articles for previous years, under the head of New York Canals, &c.

Articles arriving from other States, in 1844, at the Ports of Buffalo, Oswego, and Whitehall.

ARTICLES	Buffalo.	Oswego.	Whitehall.	ARTICLES.	Buffalo.	Oswego.	Whitehall.
Furs.....lbs.	346,399	14,111	2,247	Cotton.....lbs.	..	19,110	
Boards.....M. feet.	7,550,961	8,656,451	11,203,557	Tobacco.....do.	210,152	503,401	
Shingles.....M.	17	122	14	Clover seed.....do.	3,167,230	..	21,536
Timber.....cubic feet	12,121	..	90,750	Flax.....do.	116,341	..	1,019,577
Staves.....lbs.	60,949,047	1,303,720		Hops.....do.	21,185	..	30,045
Wood.....cords	..	..	910	Spirits.....gallons	52,699	21,084	
Ashes.....barrels	32,209	3,691	1,534	Leather.....lbs.	232,593	22,105	99,059
Pork.....do.	51,947	7,759		Furniture.....do.	530,238	..	210,825
Beef.....do.	32,930	3,272	10,277	Lead.....do.	126,158		
Cheese.....lbs.	1,560,344	..	2,875,292	Pig iron.....do.	6,000	217,980	1,009,173
Butter and lard.....do.	5,544,924	1,876,775	873,823	Iron-ware.....do.	24,728	..	4,617,849
Wool.....do.	2,089,589	144,007	1,151,281	Woollens.....do.	..	..	112,978
Flour.....barrels	978,034	346,959		Cottons.....do.	..	..	128,909
Wheat.....bushels	1,848,555	160,699	34	Salt.....barrels			
Rye.....do.	2,505	..	7,816	Stone and lime.....lbs.	869,555	..	3,328,245
Corn.....do.	114,521	..	602	Gypsum.....do.	121,732		
Barley.....do.	..	27	10	Coal.....do.	6,231	308,712	
Other grain.....do.	6,402	..	5,771	Sundries.....do.	4,775,897	..	4,924,825
Bran, &c.....do.	111,961	583,420		Merchandise.....do.	66,505	..	55,534
Peas and beans.....do.	910	..	3,990				
Potatoes.....do.	..	..	868	Going from tidewater:—			
Dried fruit.....lbs.	181,224			Merchandise.....tons			

One-half the quantity of flour which arrived at tide-water, came from other states; and a large quantity of wheat also came, which was ground in the flouring-mills of New York. Of 2,222,204 barrels of flour which arrived at the Hudson, 1,484,900 barrels were of western produce.

VEGETABLE Food (chiefly Wheat, Flour, Indian Corn, &c.), Imported into New York; Total moving on all the Canals, and arrived at Tide-water.

YEARS.	Buffalo and Black Rock.	Oswego.	Whitehall.	Total from other States.	On all Canals.	Arrived at Tide-water.
	tons.	tons.	tons.	tons.	tons.	tons.
1838.....	58,907	10,255	3460	72,622		
1839.....	72,284	16,107	3918	92,309		
1840.....	111,533	16,395	3574	131,302		
1841.....	138,036	18,762	2921	159,719	342,810	230,339
1842.....	145,096	24,188	3376	172,650	355,103	259,961
1843.....	166,327	28,025	4588	198,940	399,336	296,154
1844.....	165,761	48,128	6457	220,346	445,475	331,859

"The internal trade of the state has greatly increased in the last two years—that is to say, the quantity of vegetable food moving on all the canals increased, in 1842, but 12,000 tons; while the quantity coming from other states increased 13,000 tons, and the surplus delivered at tide-water increased 29,000 tons—showing that New York furnished 16,000 tons of the increase of vegetable food delivered at tide-water, In 1843, however, the reverse took place; and the movement on all the canals was raised 44,000 tons over the previous year, while the deliveries at tide-water rose but 37,000 tons. In 1844, an increase of 46,000 tons in the whole movement, and of 35,000 tons only, in the deliveries; showing that the internal receipts and deliveries increased thirty per cent more than the external trade. How far this effect has been produced by the carrying of freights upon the railroads, cannot, perhaps, easily be determined. It is, no doubt, true, that considerable quantities were taken off the canals by the railroads, and they would swell the sum of the internal trade without appearing in the deliveries at tide-water. The changing current of the trade is also apparent in the significant fact that the tonnage at Buffalo actually decreased, while that at Oswego increased seventy per cent, and at Whitehall fifty per cent. In those figures, we have doubtless the influence of the *Welland canal* upon the course of the western trade. Western vessels, coming through the Welland canal, deliver their freights at Oswego, 120 miles in the rear of Buffalo; by which means, that distance of canal tolls is saved. The sagacity of New England capitalists has already detected the route by which the western produce may reach Boston without incurring the tolls levied by the New York canals. The Boston and Burlington railroad, and the Champlain and Ogdensburgh railroads, are in active progress. By this means, the flank of New York will be completely turned. Vessels laden with the produce of the western lakes may avoid New York canals, by passing the Welland without breaking bulk, and delivering their freight at Ogdensburgh; whence, accumulating the products of northern New York, it may pass, without tolls, over a favourably constructed railroad, to Boston, whose large and grown capital has already, by its facilities, attracted a large portion of the trade, over the Western railroad."

COMPARATIVE View of the Value of Real and Personal Property in Boston and New York.

YEARS.	BOSTON.			NEW YORK.		
	Real Estate.	Personal Estate.	TOTAL.	Real Estate.	Personal Estate.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1841.....	62,063,000	36,043,600	98,106,600	186,350,948	64,843,972	251,194,920
1842.....	65,509,500	41,223,800	106,733,300	176,489,042	61,294,559	237,783,601
1844.....	72,048,000	46,402,300	118,450,300	171,936,591	64,023,456	235,960,047
Increase	9,985,000	10,359,700	20,343,700			
Decrease	....	....	....	14,414,357	820,516	15,234,873

"This is a remarkable change in the face of affairs. Boston, since the completion of its railroad, has advanced more than New York has diminished. In 1825, the Erie canal was finished, and its effects in New York were as follows:—

REAL and Personal Estate, New York City.

YEARS.	Population.	Value.	YEARS.	Population.	Value.
	number.	dollars.		number.	dollars.
1816.....	95,519	82,074,200	1835.....	270,089	218,723,703
1825.....	166,086	101,160,046	1844.....	350,000	235,960,047

"In the ten years prior to the construction of the canal, the valuation increased twenty-five per cent—in the ten years succeeding its completion, it increased 117 per cent; in the last ten years, it has increased but eight per cent. This is a very marked result. Boston has increased, in the last four years, twenty per cent; at which rate her increase, for the ten years succeeding the completion of her railroads, is as great as that of New York in the decade commenced by the completion of the Erie canal. These are the marvellous results of rival public works upon the currents of trade and the value of property, at the great centres of business. The political divisions of a country have very little to do with its real interest, when it is divided into artificial or real routes for commerce. New York has expended large sums for the construction of canals: and has, in consequence, imposed a tax upon the northern counties of New York, which are in nowise benefitted by them; but will now, by the expenditure of New England capital, have all their material interests connected with Boston."—*Official Reports and Tables, Hunt's Merchants' Magazine.*

WELLAND CANAL TOLLS.—LEGAL RATES.

The first column of figures represents the amount to be paid for passing through the whole line; the second for passing between St. Catharine's and Port Dalhousie. In calculating the amount to be charged for passing between Port Maitland (the entrance from Lake Erie), and St. Catharine's, the collector deducts the amount of the last column from the first, except in the case of vessels which are charged as for the whole line. There is a reduction from the old rates of toll on nearly every article, amounting to seventy-five per cent in one or two instances; and on the principal articles of traffic, the reduction is twenty and twenty-five per cent.

DESCRIPTION.	Rates.		Rates.	
	s.	d.	s.	d.
Steamboats, and vessels under 50 tons' burden ....each	10	0	1	3
Ditto, upwards of 50 tons ....do.	15	0	2	0
Canal boats under 50 tons, for passengers, chiefly ....do.	5	0	0	7½
Canal scows, boats, lighters, &c., for freight, chiefly ....do.	2	6	0	4
1.—GROCERIES AND PROVISIONS.				
Flour ....barrels	0	4	0	0½
Pork and beef ....do.	0	6	0	0¾
Brandy, gin, rum, whiskey, peppermint, shrub, and vinegar ....do.	0	9	0	1
Wine ....do.	1	3	0	2
Ditto ....pipe	2	6	0	4
Butter and lard ....barrel	0	6	0	0¾
Ditto ....keg or firkin	0	1½	0	0½
Cheese ....cwt.	0	1½	0	0½
Bees'wax and tallow ....do.	0	1½	0	0½
Beer and cider ....do.	0	6	0	0¾
Apples, fresh and dried fruits, nut-, and rice ....do.	0	4	0	0½
Oil ....do.	0	9	0	1
Fish, salt or fresh ....do.	0	9	0	1
—— dried ....cwt.	0	3	0	0½
Hams and bacon and sugar ....do.	0	1½	0	0½
Tobacco, leaf ....do.	0	2	0	0½
—— manufactured ....do.	0	2	0	0½
Biscuit and crackers ....barrel	0	6	0	0¾
Oysters ....do.	1	0	0	1½
Onions and seeds ....bushel	0	1	0	0½
Bran and ship stuffs ....ton	2	6	0	4
2.—AGRICULTURAL PRODUCE.				
Wheat, Indian corn, barley, and rye bushel	0	1	0	0½
Oats, potatoes, beans, peas, seeds, and vegetables of all kinds ....do.	0	2	0	0½
Raw cotton and wool, and hay ..ton	2	6	0	4
Hemp and rags ....do.	2	6	0	4
Sheep, hogs, calves, colts ....each	0	2	0	0½
Horses, horned cattle, asses ....do.	0	6	0	0¾
Flax-seed, and all other seed in bris. barrel	0	6	0	0¾
3.—IRON, MINERALS, &c.				
Salt and sea coal ....ton	free		free	
Gypsum, not ground, in bulk ....do.	2	6	0	4
—— ground, in bulk ....do.	3	9	0	6
Ground gypsum and cement ..barrel	0	2	0	0½
Pot and pearl ashes ....do.	0	7½	0	1
Pitch, tar, varnish, turpentine ...do.	0	6	0	0¾
Grindstones, cut stones, iron ore, millstones ....ton	0	5	0	0½

DESCRIPTION.	Rates.		Rates.	
	s.	d.	s.	d.
Brick, sand, clay, lime, manure .ton	0	5	0	0½
Pig and scrap iron, broken castings, wrought iron ....do.	2	6	0	4
Iron castings going up ....do.	3	9	0	6
—— going down ....do.	2	6	0	4
American mineral coal, charcoal, copperas, manganese, and pig, bar, and manufactured lead ....do.	2	6	0	4
Stones, unwrought ....cord	1	3	0	2
Firewood and tan-bark ....do.	0	7½	0	1
Stone and earthen-ware ....do.	5	0	0	8
4.—FURS, PELTRY, SKINS, &c.				
Raw hides, the skins of domestic and wild animals ... .cwt.	0	3	0	0½
Furs ....do.	0	3	0	0½
Dressed hides and skins ....do.	0	3	0	0½
5.—FURNITURE, &c.				
Furniture and baggage ....ton	2	6	0	4
Carts, waggons, sleighs, ploughs, mechanics' tools, farming implements ....do.	2	6	0	4
6.—LUMBER, &c.				
Squared timber, 12 by 12, and upwards, in vessels ...1000 cubic feet	20	0	3	0
—— ditto, in rafts ....do.	33	0	4	6
—— under 12 by 12, round and flatted timber, in boats or vessels 1000 lineal feet	15	0	2	0
—— in rafts ....1000 cubic feet	60	0	3	0
Small round building timber, traverses in boats .... 1000 lineal feet	5	0	0	8
—— ditto, in rafts ....do.	7	6	1	0
Boards, plank, scantling, and sawed lumber, in boats ..1000 inch meas.	1	3	0	2
—— ditto, in rafts ....do.	5	0	0	8
Pipe staves and headings 1000	10	0	1	6
West India staves and headings .do.	3	6	0	6
Headings ....do.	3	6	0	6
Shingles ....do.	0	3	0	0½
Saw-logs ....each	0	4	0	0½
Cedar posts ....cord	2	0	0	3
Posts and rails for fencing ....do.	1	6	0	0½
Empty barrels ....each	0	1	0	0½
7.—ARTICLES NOT ENUMERATED.				
All articles of merchandise not enumerated in the above list ....ton	5	0	0	8
Firkins, packages, &c ....each	0	1½	0	0½
Passengers, adults ....do.	0	6	0	0¾
— children ....do.	0	3	0	0½

EMIGRATION from the United Kingdom to the United States, North American Colonies, &c., during the twenty Years, from 1825 to 1844, inclusive.

YEARS.	United States.	North American Colonies.	Australia and New Zealand.	All other places.	TOTAL.	YEARS.	United States.	North American Colonies.	Australia and New Zealand.	All other places.	TOTAL.
	No.	No.	No.	No.	No.		No.	No.	No.	No.	No.
1825....	5,551	8,741	485	114	14,891	Brought forward	261,489	333,215	23,588	2,613	622,935
1826....	7,063	12,818	903	116	20,900	1837....	36,770	29,884	5,054	326	72,031
1827....	14,526	12,618	715	114	28,003	1838....	14,332	4,577	14,021	292	33,222
1828....	12,817	12,084	1,056	135	26,092	1839....	33,536	12,658	15,786	227	62,207
1829....	15,678	13,307	2,016	197	31,198	1840....	40,642	32,293	15,850	1,958	90,743
1830....	24,887	30,574	1,242	204	56,907	1841....	45,017	38,164	32,625	2,786	118,592
1831....	23,418	58,067	1,561	114	83,160	1842....	63,852	54,123	8,534	1,835	128,344
1832....	30,872	66,339	3,733	196	103,140	1843....	28,335	23,518	3,478	1,881	57,212
1833....	29,109	28,808	4,093	517	62,527	1844....	43,660	22,924	2,229	1,873	70,686
1834....	33,074	40,060	2,800	288	76,222						
1835....	26,720	15,573	1,860	325	44,478						
1836....	37,774	34,226	3,124	293	75,417	Total.	569,633	551,386	121,165	13,791	1,255,975
Carried forward	261,489	333,215	23,588	2,613	622,935	Average annual emigration from United Kingdom for last twenty years					62,799

PORT CHARGES, &c.

The following are additional particulars, not contained under the trade of each port, which see—

PHILADELPHIA Charges for American Vessels, or for those of States having Reciprocity Treaties.

ENTRY OF VESSELS, &c.	Port-charges.		ENTRY OF VESSELS, &c.	Port-charges.	
	dlrs.	cts.		dlrs.	cts.
Entry of a vessel of 100 tons and upwards...	2	50	Crew-list and bond	0	65
Ditto of a vessel under 100 tons	1	50	Passport and bond	0	40
Register and bond	2	25	Bill of health	0	20
Indorsement	1	00	Indorsement	1	00
Clearance of a vessel of 100 tons or upwards.	2	50	Sea-letter	0	80
Ditto of a vessel under 100 tons	1	50			

Vouchers are given in all cases.

NEW ORLEANS.—Customs' fees for entrance and clearance of vessels are from five to ten dollars.

Harbour-master's fees, three cents per ton, American measurement.

Port-wardens' fees, five dollars for each vessel.—Vouchers always given.

NEW YORK.

Light Money.—Not charged to any vessels.

Entry Fee.—Every vessel, under any flag, pays this charge, being three dollars, if under 100 tons; and five dollars fifty cents, if of 100 tons or over.

Measurement.—Every foreign vessel upon entering a port in the United States for the first time pays this charge, which is, if under 100 tons, one dollar; over 100 tons, but less than 200 tons, one dollar fifty cents; if 200 tons or over, two dollars.

Telegraph.—Paid only by vessels which use it by contract, having private signals.

Permits.—These, being for passengers' luggage, are charged to the vessel, twenty cents for every five passengers.

United States' Hospital Money.—This is a charge made exclusively to American vessels, being twenty cents per month for master, officers, and crew, each, for the time absent from the United States.

The above are the fees paid upon the entering of a vessel, and for which a voucher is given by the cashier of the customs.

Upon clearing for a foreign port, the only charge to a foreign vessel is, if under 100 tons, one dollar fifty cents; if 100 tons or over two dollars fifty cents. The same charge to American vessels, with these additional: crew-list, sixty-five cents; articles certified, twenty cents; bill of health, when required, twenty cents; and certified manifest, when required, twenty cents. No voucher is given for these charges.—See all other particulars under the head of *New York*.

BALTIMORE PORT CHARGES.	Currency.		Sterling.	
	dlrs.	cts.	s.	d.
Entry at the customs of a vessel of 100 tons or upwards	2	50	10	3
Clearance ditto ditto	2	50	10	3
Ditto, if under 100 tons				
Entry	1	50	6	2
Clearance	1	50	6	2
Surveyor's fee (with a cargo)	3	00	12	4
Ditto, (in ballast)	0	67	2	9
Certifying manifest	0	20	0	10
Bill of health, when required	0	30	1	2
List of seamen, ditto	0	65	2	8

Vessels arriving from sea between the 30th of April and the 1st of November are required to come to, at the Lazaretto Point, and there remain until visited by the health officer.

HEALTH OFFICER'S FEE.	Currency.		Sterling.		
	dlrs.	cts.	£	s.	d.
Ship or barque	6	00	1	4	9
Brig or brigantine	4	00	0	16	6
Schooner or sloop	2	00	0	8	3

United States vessels are also charged with hospital money, from which, of course, British vessels are exempt.

CHARLESTON CUSTOMS, FEES, &c.	Currency.		Sterling.		
	dlrs.	cts.	£	s.	d.
Entrance of a vessel, under 100 tons	1	70	0	7	7
" " over 100 tons	2	70	0	12	1
Clearance of a vessel, under 100 tons	1	70	0	7	7
" " over 100 tons	2	70	0	12	1
*Surveyor's fees, on a vessel under 100 tons	1	50	0	6	9
* " " " over 100 tons	2	00	0	9	0

* The surveyor's fees are only charged on the first visit of a vessel to that port.

Harbour-master's fee, one cent and a half per ton.

The officers of customs give no vouchers for their fees; the harbour-master does.

There are no charges levied on British vessels in the port of Charleston which are not levied on vessels under the American flag; nor are there any commercial, fiscal, or other advantages enjoyed by American vessels at this port from which British vessels are excluded.

Norfolk, Virginia.—There are neither tolls nor dues of any kind imposed by public authority on British shipping in the ports of this district, and the only fees to which they are subject are, two dollars for a square-rigged, or one dollar twenty-five cents for lesser vessels, to the harbour-master, for mooring, securing, or removing the vessel; and the fees of the custom-house, upon entry or clearance, depending, however, principally upon the number and nature of the documents that may be required, the charge for each being regulated by Act of Congress, and precisely the same throughout the United States, viz.:—

CUSTOMS, FEES, &c.	Currency.		CUSTOMS, FEES, &c.	Currency.	
	dlrs.	cts.		dlrs.	cts.
Entry of a vessel of 100 tons or upwards	2	50	Clearance of a vessel under 100 tons	1	50
" " " under 100 tons	1	50	Every official bond taken	0	40
Clearance of a vessel of 100 tons or upwards	2	50	Debenture or other certificate	0	20
			Permit to land goods	0	20
			Bill of health	0	20

The only vouchers given are the documents that may be required, or, if specially desired, a emorandum of the several charges incurred will be furnished; but such is not usually called for.

There are no charges levied on British vessels to which those under the flag of the country are not liable; nor are there any sort of commercial, fiscal, or other advantages enjoyed by the one and not by the other, being placed upon terms of perfect reciprocity by the commercial treaty between the two countries.

RATES of Pilotage for Tybee Bar and River Savannah; as revised by a Law of the State of Georgia, passed December, 1836, adding Twenty per cent to the former Rates.

DRAFT OF WATER.	BAR PILOTAGE, AND TO COCKSPUR, OR SAFE ANCHORAGE.				FROM COCKSPUR TO SAVANNAH.				TOTAL AMOUNT.			
Feet.	United States Vessels.		Foreign Vessels.		United States Vessels.		Foreign Vessels.		United States Vessels.		Foreign Vessels.	
	dlrs.	cts.	dlrs.	cts.	dlrs.	cts.	dlrs.	cts.	dlrs.	cts.	dlrs.	cts.
6	6	72	10	08	4	08	6	12	10	80	16	20
7	7	50	11	25	4	50	6	75	12	00	18	00
8	8	22	12	33	4	98	7	47	13	20	19	80
9	10	14	15	21	6	13	9	20	16	27	24	40
10	11	40	17	10	6	90	10	35	18	30	27	45
11	13	32	19	98	7	98	11	97	21	30	31	95
12	16	08	24	12	9	72	14	58	25	80	38	70
12½	17	76	26	64	10	74	16	11	28	50	42	75
13	19	56	29	34	11	79	17	68	31	35	47	02
13½	21	42	32	13	12	93	19	39	34	35	51	52
14	22	14	33	21	13	26	19	89	35	40	53	10
14½	23	46	35	19	14	07	21	11	37	53	56	30
15	25	56	38	34	15	39	23	08	40	95	61	42
15½	27	00	40	50	16	23	24	35	43	23	64	85
16	28	50	42	75	17	10	25	65	45	60	68	40
16½	30	00	45	00	18	03	27	05	48	03	72	05
17	32	34	48	51	19	41	29	11	51	75	77	62
17½	33	90	50	85	20	40	30	60	54	30	81	45
18	35	58	53	37	21	42	32	13	57	00	85	50
18½	37	32	55	98	22	41	33	62	59	73	89	60
19	39	84	59	46	23	91	35	86	63	75	95	62
19½	41	64	62	76	24	99	37	49	66	63	99	95

RATES OF PILOTAGE FOR THE HARBOUR OF BOSTON.

Fees of Pilotage on all Vessels outward bound.						Fees on all Vessels inward bound.					
From November 1st to May 1st.			From May 1st to November 1st.			From November 1st to May 1st.			From May 1st to November 1st.		
Feet.	At per Foot.		Feet.	At per Foot.		Feet.	At per Foot.		Feet.	At per Foot.	
	dlrs.	cts.		dlrs.	cts.		dlrs.	cts.		dlrs.	cts.
7....	0	90	7....	0	75	7....	1	45	7....	1	10
8....	0	90	8....	0	75	8....	1	45	8....	1	10
9....	0	90	9....	0	75	9....	1	45	9....	1	10
10....	0	95	10....	0	80	10....	1	56	10....	1	20
11....	1	00	11....	0	85	11....	1	72	11....	1	25
12....	1	05	12....	0	90	12....	1	77	12....	1	30
13....	1	10	13....	0	95	13....	1	77	13....	1	35
14....	1	10	14....	0	95	14....	1	87	14....	1	35
15....	1	10	15....	0	95	15....	1	87	15....	1	35
16....	1	10	16....	0	95	16....	1	87	16....	1	35
17....	1	10	17....	1	00	17....	1	87	17....	1	35
18....	1	20	18....	1	00	18....	2	50	18....	1	88
19....	1	30	19....	1	25	19....	2	75	19....	1	88
20....	1	50	20....	1	50	20....	3	00	20....	1	88
21....	2	20	21....	1	75	21....	4	00	21....	2	80
22....	2	50	22....	2	00	22....	4	00	22....	3	00
23....	2	75	23....	2	25	23....	4	00	23....	3	00
24....	2	75	24....	2	25	24....	4	00	24....	3	00
25....	2	75	25....	2	25	25....	4	00	25....	5	00

THE Export of Domestic Cotton Goods from the Port of Boston, during February 28th, 1845, has been as follows:

PLACES.	Bales and Cases.	PLACES.	Bales and Cases.
	number.		number.
Liverpool	8	Brought forward	2,102
Valparaiso	1350	Cape Haytien	15
Rio Janeiro	236	Aux Cayes	29
Smyrna	213	New Orleans	331
Laguayra	170	New York	648
Buenos Ayres	62	Charleston	75
Para	35		
Coast of Africa	11	Total for February	3,200
Port-au-Prince	17	Previously, since June 1, 1844.	43,592
Carried forward	2102	Total for nine months	46,792

Gross Return of British and Foreign Trade at the Port of Philadelphia, during the Year ending December 31, 1844.

NATIONS.	ARRIVED.				DEPARTED.			
	Vessels.	Tonnage.	Crews.	Value of Cargoes.	Vessels.	Tonnage.	Crews.	Value of Cargoes.
	number.	tons.	number.	£ s. d.	number.	tons.	number.	£ s. d.
British.....	68	12,861	599	49,004 8 11	64	10,826	599	53,802 3 0
United States	311	615,646	2646	771,571 2 4	311	615,646	2646	1,723,811 9 6
French.....	1	350	15	2,700 0 0	1	350	15	3,856 0 0
Swedish	6	2,300	64	17,008 10 6	6	2,300	64	2,256 12 4
Prussian	1	320	16	2,283 15 0	1	320	16	ballast.
Hamburg...	1	400	19	5,850 0 0	1	400	19	ditto.
Bremen.....	6	2,134	90	65,430 7 5	6	2,134	90	2,925 0 0
Total.....	394	624,011	3399	913,848 4 2	390	631,976	3399	1,786,651 4 10

The number of vessels which arrived at the port of Philadelphia, in the coasting trade, during the year (the tonnage of which cannot be ascertained), was as follows, viz.: ships, 56; brigs, 293; schooners, 1496; sloops, 329. Total, 2174 vessels.

Of the sixty-eight British vessels which arrived at the port of Philadelphia in 1844, there were from Great Britain, with iron fifteen, value of cargoes 40,503*l.* 10*s.* 4*d.*; salt two, value of cargoes 2292*l.* 4*s.* 6*d.*; salt and coal one, value of cargo 1575*l.*; salt and merchandise one, value of cargo 2025*l.*

From Trinidad, with hides, cocoa-nuts, &c., one, value of cargo 245*l.*; hides one, value of cargo 270*l.*; in ballast six. Port of Spain, in ballast five. St. John, Nova Scotia, lumber one, value of cargo 135*l.* 10*s.* 6*d.* St. John, New Brunswick, staves and grindstones one, value of cargo 83*l.* 10*s.* 6*d.*; laths one, value of cargo 56*l.* 10*s.* 6*d.*; plaster seven, value of cargoes 359*l.* 12*s.* 1*d.*; salt and fish one, value of cargo 87*l.* 10*s.* 6*d.*; plaster and fish one, value of cargo 79*l.* 10*s.* 6*d.*; plaster and salt one, value of cargo 87*l.* 12*s.* 1*d.* Dorchester, New Brunswick, with grindstones one, value of cargo 47*l.* 10*s.* 1*d.* Windsor, Nova Scotia, with plaster two, value of cargoes 139*l.* 9*s.* 11*d.*

From Nova Scotia, with laths one, value of cargo 61*l.* 7*s.* 6*d.*; in ballast one; fish one, value of cargo 36*l.* 1*s.* 6*d.* Nassau, New Providence, with turtle, sponge, &c. one, value of cargo 126*l.* 5*s.* Kingston, Jamaica, with confectionary one, value of cargo 113*l.* 10*s.* 6*d.*; in ballast one. Salt Key, in ballast one. Ragged Island, in ballast one. Eleuthera, with pine apples one, value of cargo, 105*l.* 6*s.* 6*d.*; in ballast one. Turk's Island, with salt one, value of cargo 96*l.* 5*s.* 1*d.* Abaco, in ballast one. Harbour Island, with fruit two, value of cargoes 222*l.* 15*s.* 4*d.* Bermuda, with arrowroot one, value of cargo 165*l.* 6*s.*; in ballast two. Barbadoes, in ballast one, Matanzas, in ballast one. Sidney, Cape Breton, with coal one, value of cargo 90*l.* Total number of vessels, sixty-eight. Total value of cargoes, 49,004*l.* 8*s.* 11*d.*

Of the sixty-four British vessels which departed, there were for Great Britain, with quercitron, bark, and bones one, value of cargo 1111*l.* 7*s.* 7*d.*; bread stuffs one, value of cargo 879*l.* 17*s.* 6*d.* For Quebec, in ballast four. For Charleston, in ballast one. Shelbourne, Nova Scotia, with bread stuffs six, value of cargoes 3164*l.* 1*s.* 4*d.* Halifax, Nova Scotia, with bread stuffs five, value of cargoes 4829*l.* 12*s.* 3*d.* Yarmouth, Nova Scotia, with bread stuffs one, value of cargo 737*l.* 3*s.* 6*d.* St. John's, Newfoundland, with bread stuffs two, value of cargoes 1408*l.* 9*s.* 6*d.* St. John's, New Brunswick, with bread stuffs sixteen, value of cargoes 18,994*l.* 2*s.* 4*d.*; in ballast one, with bread stuffs, and pork, &c. one, no value given; with bread stuffs and apples three, value of cargoes 1713*l.* 5*s.* 10*d.* For West Indies, with bread stuffs one, value of cargo 636*l.* 19*s.* 6*d.* Jamaica, with bread stuffs one, value of cargo 1393*l.* 4*s.*; bread stuffs, pork, and sundries two, value of cargoes, 2085*l.* 16*s.* 10*d.* Bermuda, with bread stuffs one, value of cargo 1128*l.* 16*s.* 6*d.* Trinidad, with bread stuffs three, value of cargoes 3149*l.* 12*s.* 10*d.*; with bread stuffs and furniture one, value of cargo 1283*l.* 12*s.* 6*d.* Antigua, with bread stuffs one, value of cargo 739*l.* 11*s.* 6*d.*; bread stuffs and tallow one, value of cargo 1062*l.* 4*s.* 6*d.* For Barbadoes, with bread stuffs one, value of cargo 877*l.* 13*s.* 10*d.* Abaco, with bread stuffs and sundries one, value of cargo 433*l.* 19*s.* 4*d.* Harbour

Island, with bread stuffs one, value of cargo 205*l.* 11*s.* 1*d.* Eleuthera, with bread stuffs three, value of cargoes 1345*l.* 15*s.* 3*d.* For Port of Spain, with bread stuffs three, value of cargoes 2197*l.* 19*s.* 4*d.* Mauritius, with bread stuffs, &c., two, value of cargoes 3423*l.* 6*s.* 2*d.* Total number of vessels, sixty-four. Total value of cargoes, 23,802*l.* 3*s.*

GROSS Return of British and Foreign Trade, at the Port of Mobile, during the Year ending the 31st of December, 1844.

NATIONS.	ARRIVED.				DEPARTED.			
	Vessels.	Tonnage.	Crews.	Value of Cargoes.	Vessels.	Tonnage.	Crews.	Value of Cargoes.
	number.	tons.	number.	£	number.	tons.	number.	£
British.....	84	46,899	1674	11,813	77	51,418	....	2,818,996
American....	94	27,885	1049	52,340	133	54,644	1979	1,110,993
French.....	2	813	36	....	2	813	36	8,280
Spanish.....	5	1,240	63	2,500	5	1,240	61	500
Swedish.....	3	859	34	....	3	859	31	1,231
Sardinian....	1	184	11	400	1	184	11	916
Total....	189	77,886	2867	67,053	221	109,158	2118	3,940,916

Of the seventy-two British vessels which arrived at Mobile, there were from Great Britain, with salt thirty, value of cargoes 10,686*l.*; salt and potatoes two, value of cargoes 677*l.*; salt and ale one, value of cargo 450*l.*; in ballast twenty-eight. From Picton, in ballast, one; from Gibraltar, in ballast, two; from Rio de Janeiro, in ballast, one; from Dominique, in ballast, one; from Halifax, in ballast, one; from Virginia, in ballast, one; from Demerara, in ballast, one; from Algiers, in ballast, one; from Jamaica, in ballast, two. Total number of vessels, seventy-two. Total value of cargoes, 11,813*l.*

Of the seventy-seven British vessels which departed, there were for Great Britain, with cotton sixty-eight, value of cargoes 2,790,696*l.*; with cotton and beef two, value of cargoes 28,300*l.*; for St. John's, in ballast, two; for New Orleans, in ballast, one; for Quebec, in ballast, four. Total number of vessels, seventy-seven. Total value of cargoes, 2,818,996*l.*

Census of New York, 1845.—Population of city, 366,785; Brooklyn, and other suburban towns, estimated at 85,000; or a total population of about 450,000.

RETURN of British and Foreign Trade at the Port of New York, during the Year ending the 31st of December, 1844.

NATIONS.	ARRIVED.				DEPARTED.			
	Vessels.	Tonnage.	Crews.	Value of Cargoes.	Vessels.	Tonnage.	Crews.	Value of Cargoes.
	number.	tons.	number.	dollars.	number.	tons.	number.	dollars.
British.....	325	65,475	3,048	1,789,578	333	68,279	3,123	2,189,529
United States....	1559	442,037	22,101	45,000,000	1585	455,085	22,380	17,654,342
French.....	10	2,240	112	42,500	10	2,240	112	260,583
Spanish.....	1	233	11	5,000	1	233	11	10,000
Portuguese.....	3	987	49	8,200	4	1,195	60	58,000
Russian.....	6	2,131	106	25,000	6	2,131	106	123,974
Swedish.....	89	26,520	1,326	900,000	88	26,280	1,313	1,210,584
Norwegian.....	28	7,196	359	130,000	29	7,482	370	367,000
Danish.....	14	2,741	187	60,000	13	2,530	180	170,852
Hanse Towns....	81	26,597	1,303	610,000	82	26,822	1,325	1,278,000
Netherlands.....	23	5,154	257	86,000	23	5,154	257	277,679
Prussian.....	8	2,029	100	40,000	7	1,840	88	94,123
Hanoverian.....	6	1,845	94	2,000	6	1,845	94	95,856
Neapolitan.....	2	732	36	7,582	2	732	36	40,000
Sicilian.....	8	1,892	99	28,000	9	2,110	108	100,000
Sardinian.....	5	982	49	22,000	6	1,170	58	60,000
Venezuelan.....	11	1,650	75	140,000	12	1,790	84	85,839
Buenos Ayrean..	1	220	10	4,000				
Total.....	2180	590,661	29,322	48,899,860	2216	606,918	29,705	24,076,361

Return of the British Trade at the Port of New York during the Year ending the 31st of December, 1844.

Of the 325 British vessels arrived, there were from Great Britain, with coals and salt 1, value of cargo 4100 dollars; marble 1, value of cargo 1724 dollars; coals and iron, 1, value of cargo 6380 dollars; iron 15, value of cargo 318,921 dollars; dry goods 3, value of cargo 95,000 dollars; soda 1, value of cargo 3500 dollars; coals 9, value of cargo 62,850 dollars; chalk 2, value of cargo 9000 dollars; bagging 1, value of cargo 48,000 dollars; general cargo 15, value of cargo 855,914 dollars; salt 15, value of cargo 116,303 dollars; oil, &c. 2, value of cargo 50,000 dollars; slate 1, value of cargo 2766 dollars; sugar 1, value of cargo 21,774 dollars; in ballast 13.

From Nova Scotia, viz.: Yarmouth, with wood 5, value of cargo 300 dollars; in ballast 1. Sydney, with coals 11, value of cargo 5699 dollars. Cumberland, with potatoes 1, value of cargo 600 dollars; grindstones 6, value of cargo 6840 dollars. Kempt, plaister 1, value of cargo 300 dollars. Parsboro', plaister 3, value of cargo 450 dollars. Walton, plaister 1, value of cargo 90 dollars. Halifax, fish 4, value of cargo 18,250 dollars; potatoes 2, value of cargo 926 dollars; coals 1, value of cargo 100 dollars; skins 1, value of cargo 4162 dollars; in ballast 1. Cornwallis, with potatoes 5, value of cargo 5730 dollars. Douglas, with plaister 2, value of cargo 210 dollars. Shelburne, granite 1, value of cargo 338 dollars. Truro, with plaister 1, value of cargo 300 dollars. Guysboro', with plaister 1, value of cargo 500 dollars. Pictou, with coals 4, value of cargo 1698 dollars; with plaister 1, value of cargo 140 dollars; with grindstones 2, value of cargo 1800 dollars. Windsor, plaister 62, value of cargo 7715 dollars; potatoes 1, value of cargo 568 dollars; in ballast 1. Digby, with fish 1, value of cargo 1200 dollars; potatoes 1, value of cargo 400 dollars. Maitland, with plaister 1, value of cargo 80 dollars.

From Sidney (Cape Breton), with coals 2, value of cargo 901 dollars. New Brunswick, with plaister 2, value of cargo 480 dollars; with potatoes 3, value of cargo 3100 dollars. Nassau, New Providence, with fruit 1, value of cargo 2000 dollars; with wood 1, value of cargo 500 dollars. Connecticut, with iron 1, value of cargo 420 dollars; plaister 1, value of cargo 100 dollars; in ballast 5. Rhode Island, in ballast 1. Boston, in ballast 1. Pernambuco, in ballast 2. Bahia, in ballast 2. Harbour (Brit.), in ballast 1. Honduras, with mahogany 4, value of cargo 11,340 dollars. Demerara, 1, value of cargo 250 dollars; in ballast 1. Newfoundland, with fish 1, value of cargo 680 dollars; salt 1, value of cargo 140 dollars; junk 1, value of cargo 750 dollars; skins 3, value of cargo 8338 dollars; in ballast 8. Bahamas, with salt 26, value of cargo 20,565 dollars; fruit 2, value of cargo 3850 dollars; turtle 3, value of cargo 3850 dollars; pine-apples 1, value of cargo 1500 dollars; dyewood 1, value of cargo 500 dollars; in ballast 1. Bermuda, with arrowroot 1, value of cargo 1000 dollars; salt 1, value of cargo 200 dollars; hides 2, value of cargo 2000 dollars; in ballast 9. St. Vincent, with arrowroot 1, value of cargo 200 dollars; copper 1, value of cargo 1000 dollars; in ballast 3. Nevis, in ballast 1. Antigua, with oil, &c. 1, value of cargo 4000 dollars. St. Kitt's, in ballast 1. Jamaica, with logwood 5, value of cargo 12,000 dollars; pimento 4, value of cargo 39,200 dollars; in ballast 2. Barbadoes, in ballast 4. Trinidad, with hides 1, value of cargo 2500 dollars; in ballast 1. Prince Edward Island, with potatoes 3, value of cargo 2914 dollars. Sierra Leone, with oil 1, value of cargo 887 dollars; hides 2, value of cargo, 7000 dollars; cane-wood 1, value of cargo 2785 dollars.

Total number of vessels 325.

Total value of cargoes 1,789,578 dollars.

Of the 333 British vessels departed, there were for Great Britain, with naval stores 2, value of cargo 70,000 dollars; cotton 14,* value of cargo 404,918 dollars; cotton seed 1, value of cargo 70,860 dollars; annotta 2, value of cargo 104,933 dollars; logwood 2, value of cargo 7810 dollars; provisions 3, value of cargo 60,280 dollars; ashes 2, value of cargo 47,020; turpentine 4, value of cargo 40,585 dollars;

* One of these vessels has no value given.

copper ore 1, value of cargo 18,911 dollars; tar 1, value of cargo 17,800 dollars; cedar 1, value of cargo 9400 dollars; flour 1, value of cargo 2300 dollars; general cargo 5, value of cargo 163,500 dollars; provisions one, value of cargo 18,000 dollars; beef 1, value of cargo 17,900 dollars; wheat 1, value of cargo 7000 dollars; hides 1, value of cargo 40,000 dollars

For Nova Scotia, viz., Truro, with flour 1, value of cargo 5716 dollars. Liverpool, with provisions 1, value of cargo 1900 dollars. Dalhousie, in ballast 2. Cumberland, with provisions 2, value of cargo 500 dollars; flour 1, value of cargo 1000 dollars. Yarmouth, with flour 2, value of cargo 4150 dollars; provisions 5, value of cargo 13,350 dollars. Halifax, with flour 3, value of cargo 10,215 dollars; provisions 12, value of cargo 62,598 dollars; flour and tobacco 1, value of cargo 9000 dollars; tobacco 3, value of cargo 17,300 dollars; hemp 1, value of cargo 2500 dollars; flour and rum 1, value of cargo 2000 dollars; in ballast 2. Windsor, flour 6, value of cargo 767 dollars; provisions 12,* value of cargo 1944 dollars; flour and rye 1, value of cargo 95 dollars; corn 1, value of cargo 32 dollars; in ballast 17. Sackville, in ballast 1. Parsboro', with provisions 1, value of cargo 50 dollars; in ballast 2. Digby, with flour 1, value of cargo 400 dollars. Herton, in ballast 1. Picton, with tobacco 1, value of cargo 1600 dollars; fruit 1, value of cargo 30 dollars; in ballast 4. Sydney, in ballast 1. Guysboro', with provisions 1, value of cargo 10,240 dollars.

For Newfoundland, with provisions 1, value of cargo 4314 dollars. With flour 6, value of cargo 32,007 dollars; provisions 54, value of cargo 364,649 dollars; flour and pork 1, value of cargo 7000 dollars; tea, &c. 1, value of cargo 1572 dollars; butter 1, value of cargo 4500 dollars; pork 1, value of cargo 6000 dollars; molasses 2, value of cargo 12,100 dollars; general 1, value of cargo 7000 dollars; rum, tea, &c. 1, value of cargo 3200 dollars; in ballast 1. Placentia, Newfoundland, with pork 1, value of cargo 3566 dollars. St. Peter's with glassware 1, value of cargo 18,043 dollars. Fogo, Newfoundland, with flour, 1, value of cargo 9900 dollars. New Brunswick, in transit 1. St. John's, New Brunswick, with flour 4, value of cargo 15,853 dollars; provisions 13, value of cargo 54,492 dollars; tobacco 4, value of cargo 24,000 dollars; clover-seed 1, value of cargo 4500 dollars; general 1, value of cargo 150 dollars; flour and hemp 1, value of cargo 3000 dollars; staves 1, value of cargo 2000 dollars; in ballast 9; in transit 2. St. Andrew's, with wheat 1, value of cargo 3000 dollars; in ballast 1. Miramichi, New Brunswick, provisions 4, value of cargo 25,095 dollars. Calais, New Brunswick, in ballast 2. For Canada, in ballast 2. Quebec, general 1, value of cargo 16,450 dollars; naval stores 1, value of cargo 4400 dollars; in ballast 18; with resin 1, value of cargo 7540 dollars; provisions 2, value of cargo 27,000 dollars. Montreal, with lead 1, value of cargo 9270 dollars; tar 1, value of cargo 10,500 dollars. Africa, in ballast 3. Sierra Leone, assorted cargo 1, value of cargo 8941 dollars; tobacco 1, value of cargo 2855 dollars. Gambia, with tobacco 1, value of cargo 11,000 dollars. Pernambuco, with provisions 1, value of cargo 5450 dollars. Demerara, with provisions 3, value of cargo 21,430 dollars. Honduras, with provisions, 3, value of cargo 29,000 dollars. Green Turtle Key, with provisions 1, value of cargo 900 dollars; lumber 1, value of cargo 2200 dollars. Eleuthera, with flour 1, value of cargo, 350 dollars. Harbour Island, with flour and hemp 1, value of cargo 1900 dollars. Albaco, with provisions 1, value of cargo 1700 dollars. Bermuda, with provisions 7, value of cargo 45,058 dollars; flour 3, value of cargo 14,100 dollars. Antigua, with provisions 1, value of cargo 4331 dollars. St. Vincent, with provisions 3, value of cargo 19,798 dollars. St. Kitt's, with flour and meal 1, value of cargo 8000 dollars. Jamaica, with provisions 3, value of cargo 15,130 dollars; assorted cargo 1, value of cargo 6367 dollars. Montego Bay, with provisions 2, value of cargo 8570 dollars. Barbadoes, with provisions 2, value of cargo 11,396 dollars; flour 1, value of cargo 7300 dollars. Norfolk, in ballast 1. Menadie, with wheat 1, value of cargo 350 dollars. Eastport, in ballast 1. St. Stephen's, South Carolina, in ballast 1. Sisal, Mexico, in ballast 1. Wilmington, in ballast 1. Nassau, New Providence, with provisions 2,

* One of these vessels has no value given.

value of cargo 4240 dollars; with flour 2, value of cargo 4800 dollars. Harbour Grace, with apples 1, value of cargo 2500 dollars; provisions 3, value of cargo 24,158 dollars.

Total number of vessels 333.

Total value of cargoes 2,189,529 dollars.

Port of Charleston.—Of the 92 British vessels which arrived during the year 1844, there were from Great Britain, with coals and iron 1, value of cargo 820*l.* 5*s.*; iron 4, value of cargo 9265*l.*; salt and potatoes 3, value of cargo 920*l.* 10*s.*; salt and coals 4, value of cargo 1100*l.*; salt, hardware, and earthenware 7, value of cargo 13,379*l.*; coals 2, value of cargo 285*l.* 10*s.*; salt, coals, dry goods, and hardware 2, value of cargo 12,280*l.*; salt 12, value of cargo 2640*l.* 6*s.* 6*d.*; with glass, spirit, and ale 1, value of cargo 396*l.*; salt, potatoes, and ale 1, value of cargo 130*l.*; coals, linen, salt, and potatoes 1, value of cargo 380*l.*; coals and potatoes 2, value of cargo 152*l.* 10*s.*; hay, potatoes, and salt 2, value of cargo 318*l.*; dry goods 1, value of cargo 5330*l.*; in ballast 16.

From Nassau, with turtle 1, value of cargo 20*l.*; in ballast 8. Savannah, with cotton 1 (in distress). Demerara, in ballast 2. Rio de Janeiro, in ballast 1. Barbadoes, in ballast 2. Jamaica, in ballast 5. St. Thomas, in ballast 1. Bermuda, in ballast 4. Harbour Island, with salt and fruit 1, value of cargo 40*l.* Oran, in ballast 1. Gibraltar, in ballast 4. Cape de Verd Islands, in ballast 2. Total number of vessels 92. Total value of cargoes 47,457*l.* 1*s.* 6*d.*

Of the 99 British vessels which departed, there were for Great Britain, with cotton and turpentine 3, value of cargo 43,029*l.* 6*s.*; cotton and chain cables 1, value of cargo 13,261*l.* 17*s.*; rice, cotton, and paddy 1, value of cargo 16,002*l.*; cotton, rice, and amathis 1, value of cargo 12,604*l.* 12*s.* 3*d.*; paddy, cotton, and plank 1, value of cargo 4031*l.* 9*s.*; rice and cotton 5, value of cargo 49,920*l.* 17*s.* 3*d.*; cotton, rice, and corn 1, value of cargo 5038*l.* 2*s.* 8*d.*; cotton 39,* value of cargo 396,681*l.* 5*s.* 11*d.*; cotton and paddy 5, value of cargo 43,196*l.* 1*s.* 2*d.*; cotton, rice, corn, and machinery 1, value of cargo 10,345*l.* 3*s.*; cotton and naval stores 1, value of cargo 11,111*l.* 7*s.* 6*d.*; cotton and tallow 1, value of cargo 557*l.* 11*s.* 8*d.*; cotton, tar, and planks 1, value of cargo 15,455*l.* 6*s.* 3*d.*; cotton, copper-ore, and pitch 1, value of cargo 17,910*l.* 12*s.* 6*d.*; paddy, cotton, and ambergris 1, value of cargo 5189*l.* 11*s.* 2*d.*; cotton and cane-reeds 3, value of cargo 28,173*l.* 16*s.* 7*d.*; cotton and planks 3, value of cargo 30,720*l.* 13*s.* 8*d.*; paddy, cotton, and cane-reed 1, value of cargo 9320*l.* 1*s.* 1*d.*

For Rotterdam, with rice 1, value of cargo 1981*l.* 8*s.* 8*d.* Ichaboe, in ballast 1. British West Indies, with rice 6, value of cargo 4646*l.* 5*s.*; rice and tar 1, value of cargo 568*l.* 2*s.* 6*d.*; rice and peas 1, value of cargo 1012*l.* 10*s.*; rice, provisions, and lumber 1, value of cargo 1261*l.* Nassau, with rice and corn 1, value of cargo 253*l.* 16*s.*; flour and corn 1, value of cargo 145*l.* 18*s.* 3*d.*; rice, corn, and flour 1, value of cargo 140*l.*; rice and provisions 1, value of cargo 1162*l.* 3*s.* 2*d.*; lumber, provisions, and live stock 1, value of cargo 268*l.* 8*s.* 6*d.*; rice, lumber, and corn 1, value of cargo 585*l.*; cotton 1, value of cargo 821*l.* 9*s.* 6*d.*; rice, corn, and peas 2, value of cargo 680*l.* Quebec, with timber and wine 1, value of cargo 46*l.* 16*s.* St. John's, New Brunswick, with lumber 1, value of cargo 67*l.* 10*s.* Stettin, Prussia, with rice and coffee 1, value of cargo 3863*l.* 14*s.* Jamaica, with rice and boards 1, value of cargo 1026*l.* Harbour Islands, with lumber, rice, and corn 1, value of cargo 159*l.* St. Jago de Cuba, with timber 1, value of cargo 222*l.* 15*s.*; with provisions 1, value of cargo 548*l.* Maranham, in ballast 1. Mobile, in ballast 1. Total number of vessels 99. Total value of cargoes 732,009*l.* 11*s.* 3*d.*

Port of Wilmington.—Of the 30 British vessels which arrived in 1844, there were, from Great Britain, with ballast and specie 1, value of cargo 583*l.* 6*s.* 8*d.*; Barbadoes, with salt and specie 1, value of cargo 312*l.* 15*s.*; Demerara, with ballast and specie 3, value of cargo 895*l.* 16*s.* 8*d.*; Nevis, with ballast and specie 2, value of cargo 270*l.* 16*s.* 8*d.*; Antigua, with ballast and specie 6, value of cargo 1186*l.* 12*s.*; Trinidad, with ballast and specie 3, value of cargo 625*l.*; Jamaica, ballast and specie 2, value of cargo 979*l.* 3*s.* 4*d.*;

* One vessel arrived in distress, and departed with cotton. No value given.

Nassau, ballast and specie 4, value of cargo 750*l.*; Halifax, with potatoes 1, value of cargo 62*l.* 10*s.*; New York, in ballast 1; Turk's Island, with salt 1, value of cargo 86*l.* 6*s.* 8*d.*; salt and specie 1, value of cargo 250*l.*; St. Kitt's, in ballast and with specie 3, value of cargo 750*l.*; St. Vincent, in ballast and specie 1, value of cargo 208*l.* 6*s.* 8*d.* Total number of vessels, 30. Total value of cargoes, 6960*l.* 13*s.* 8*d.*

Of the 30 British vessels departed, there were for Great Britain, with turpentine and tar 2, value of cargo 1895*l.* 16*s.* 8*d.*; with lumber and tar 1, value of cargo 162*l.* 1*s.* 4*d.* Grenada, with lumber, rice, and tobacco 1, value of cargo 500*l.* Barbadoes, lumber, rice, and staves 1, value of cargo 250*l.*; lumber and shingles 1, value of cargo 76*l.* 0*s.* 10*d.* Antigua, lumber and staves 5, value of cargo 1153*l.* 2*s.* 6*d.*; lumber and shingles 1, value of cargo 250*l.* Montserrat, resin, tar, and rice 1, value of cargo 145*l.* 16*s.* 8*d.* Nevis, lumber and staves 2, value of cargo 343*l.* 15*s.*; staves and shingles 1, value of cargo 104*l.* 3*s.* 4*d.* Trinidad, lumber and corn 1, value of cargo 166*l.* 13*s.* 4*d.*; lumber and staves 1, value of cargo 142*l.* 10*s.*; lumber and rice 1, value of cargo 375*l.* Nassau, lumber and shingles 4, value of cargo 658*l.* 6*s.* 8*d.* Halifax, rice and tar 1, value of cargo 264*l.* 11*s.* 8*d.*; rice and naval stores 1, value of cargo 625*l.* Jamaica, lumber and shingles 1, value of cargo 187*l.* 10*s.*; lumber and rice 1, value of cargo 250*l.* St. Kitt's, lumber and staves 3, value of cargo 771*l.* 1*s.* 8*d.* Total number of vessels, 30. Total value of cargoes, 8361*l.* 9*s.* 8*d.*

Commerce and Navigation of Baltimore, 1844.—The following is a list of the foreign and coastwise arrivals at the port of Baltimore, during the year 1844, made up from the monthly tables published in the *Baltimore American*:—

Total Foreign—ships, 60; barques, 48; brigs, 198; schooners, 127. Total coastwise—ships, 17; barques, 55; brigs, 182; schooners, 929.

The whole number of arrivals, during the year 1844, was 1620. Of this number there were, American, 1508; British, 65; Bremen, 34; Hanoverian, four; Swedish, two; Spanish, two; Oldenburg, one; Sardinian, one; Holland, one; Hamburg, one; and Danish, one.

Commercial Navigation of Boston, in 1844.—The following tables embrace the arrivals and clearances at the port of Boston, during the year 1844, commencing on the 1st of January, and ending on the 30th of December:—

Arrivals.—Foreign—ships, 156; barques, 214; brigs, 598; schooners, 1237. Coastwise—ships, 121; barques, 191; brigs, 785; schooners, 4008; sloops, 152. Total number of arrivals for the year 1844, ships, 277; barques, 405; brigs, 1383; schooners, 5245; sloops, 152.

Of the above, there were, British, 15 barques, 131 brigs, and 1009 schooners; Sicilian, two barques and five brigs; Swedish, one barque and four brigs; Bremen, two ships and one brig; Prussian, one barque and two brigs; German, one brig; Hamburgian, four brigs; Dutch, one brig; Norwegian, one barque; Sardinian, one brig; Austrian, one barque; and the remainder, American.

Clearances.—Foreign—ships, 93; barques, 202; brigs, 515; schooners, 1166. Coastwise—ships, 205; barques, 211; brigs, 627; schooners, 1627; sloops, 104. Total number of clearances for the year 1844, ships, 298; barques, 413; brigs, 1142; schooners, 2973; sloops, 104.

Of the above, there were British, 15 barques, 130 brigs, and 1025 schooners; Sicilian, three barques and five brigs; Swedish, one barque and three brigs; Bremen, two ships and one brig; Prussian, one barque and two brigs; German, one brig; Hamburgian, four brigs; Dutch, one brig; Norwegian, one barque; Sardinian, one brig; and the remainder American.

A large number of wood coasters have also arrived, which are not included in the above estimate. The disparity between the arrivals and clearances is owing to the fact that a great number of the vessels which are reported as arrived, do not clear at the custom-house before sailing, being under licence.

During the year, the royal mail steamship *Britannia*, running between this port and Liverpool, has entered and cleared at the custom-house four times. The *Hibernia* has entered five, and cleared six times. The *Caledonia* has entered and cleared five times. The *Acadia* has entered five, and cleared four times.

Tobacco Inspections of Virginia, and Stocks for 1840 and 1841.

DATE.	Inspections.	Stocks.
	hogsheads.	hogsheads.
September 30th, 1840	58,034	13,829
September 30th, 1841	51,994	8,719

Foreign Clearances for the year ending the 30th of September, 1841.

PLACES.	TOBACCO.					COTTON.	FLOUR.
	Hogsheads.	Stems.	Tierces.	Bales.	Scraps.	Bales.	Barrels.
	number.	number.	number.	number.	number.	number.	number.
Leith	660	..	115				
London	8,469	..	2274	..	..	1400	
Bremen	1,504	3843	..	..	18		
Amsterdam	347	551					
Antwerp	2,026	218	..	148	..	57	
Cowes, &c.	2,785½	..	..	..	..	1213	
Marseilles	1,748	..	..	..	..	74	
Bordeaux	1,137						
Pernambuco	..	..	..	..	..	..	7,815
Liverpool	5,602	..	395	..	..	2127	619
Havre	3,948	..	..	..	..	438	600
Jamaica	..	..	..	..	..	..	1,150
Havanna	..	..	..	..	..	..	561
Kingston	..	..	..	..	..	..	1,200
Rotterdam	2,150	1462	3				
Gibraltar	722	..	336	..	..	58	171
Glasgow	924	..	212	..	..	918	
Bolivia	..	..	..	..	..	..	2,445
Genoa	950						
Barbadoes	..	..	..	..	..	..	1,200
Bristol	468	..	65				
Leghorn	440						
Rio	..	..	..	12	..	..	25,600
Trieste	562	..	3				
Bahia	..	..	..	..	..	..	1,764
Total	34,442¼	6074	3403	160	18	6345	43,125

Estimated Value of Foreign and Coastwise Exports from the Ports of Richmond and City Point, Virginia.

	dollars	cents.
34,442¼ hogsheads of tobacco, valued at 125 dollars per hogshead	4,305,312	50
6,074 do. stem do., valued at 20 dollars per hogshead	121,480	00
3,403 tierces of tobacco, valued at 50 dollars per tierce	170,150	00
160 bales of tobacco, valued at 30 dollars per bale	4,800	00
18 hogsheads of scrap do., valued at 20 dollars per hogshead	360	00
6,345 bales of cotton, valued at 40 dollars per bale	253.800	00
43,125 barrels of flour, valued at 5 dollars 50 cents per barrel	237,187	00
Estimated value of foreign exports	5,093,089	50
Estimated value of coastwise shipments	4,250,000	00
September 30th.—Total value of exports for 1841	9,343,089	50
For year ending the 30th of September, 1840, the estimated value of foreign and coastwise exports	8,068,895	50
Excess in 1841	1,274,194	00

N.B.—Under the class of tierces of tobacco, strips in half hogsheads, and manufactured tobacco for foreign shipment are embraced.

Gross Return of British and Foreign Trade within the Port of New Orleans, during the Year ending the 31st of December, 1844.

NATIONS.	ARRIVED.				DEPARTED.				REMARKS.
	Vessels.	Tonnage.	Crews.	Value of Cargoes.	Vessels.	Tonnage.	Crews.	Value of Cargoes.	
	number.	tons.	number.	dollars.	number.	tons.	number.	dollars.	IMPORTS.
British	154	70,448	2,590	267,509	163	76,238	2,761	6,845,591	7,637,685 dollars equal at par of exchange to 1,718,479*l.*
American	637	193,244	7,762	6,515,279	842	266,532	9,610	22,443,550	
French	20	7,680	319	343,516	22	8,473	347	746,362	
Spanish	29	5,515	343	98,482	27	5,135	319	260,123	
Hanseatic	17	6,549	247	43,780	21	7,096	322	245,873	EXPORTS.
All other nations	54	7,864	454	369,059	62	9,028	519	672,959	31,214,458 dollars equal at par of exchange to 7,023,252*l.*
Total	911	291,305	11,742	7,637,685	1137	372,502	13,878	31,214,458	

EXPORTS of Cotton and Tobacco from New Orleans, for the Year commencing the 1st of September, 1844, and ending the 31st of August, 1845.

WHITHER EXPORTED.	1844—45	WHITHER EXPORTED.	1844—45	WHITHER EXPORTED.	1844—45
Liverpool	529,675	Brought forward	712,161	Brought forward	834,143
London	2,025	Rotterdam and Ghent	2,355	Other foreign ports	2,267
Glasgow and Greenock	36,213	Bremen	9,211	New York	52,880
Cowes, Falmouth, &c.	17,975	Antwerp, &c.	7,196	Boston	75,357
Cork, Belfast, &c.	..	Hamburg	9,132	Providence, Rhode Island	78
Havre	112,995	Gottenburgh	1,630	Philadelphia	6,784
Bordeaux	2,314	Spain and Gibraltar	821	Baltimore	3,640
Marseilles	7,857	West Indies	62,083	Portsmouth	1,053
Nantz, Cette, and Rouen	1,854	Genoa, Trieste, &c.	27,201	Other coastwise ports	2,423
Amsterdam	1,253	China	2,353	Western states	6,000
Carried forward	712,161	Carried forward	834,143	Total	984,625

RECAPITULATION.

Great Britain	585,888	Brought forward	743,943
France	125,020	South of Europe and China	92,458
North of Europe	33,035	Coastwise	148,215
Carried forward	743,943	Total	984,616

IMPORTS of Coffee into New Orleans from all Foreign Ports, from January, 1834, to January, 1845, compiled from the Records of the Custom-house.

YEARS.	Quantity.	Bags.*	Value.	YEARS.	Quantity.	Bags.*	Value.
	lbs.	number.	dollars.		lbs.	number.	dollars.
1834	15,240,610	95,253	1,941,196	Br. forward	121,872,356	761,649	13,016,568
1835	22,962,044	143,510	2,615,095	1840	21,188,963	132,430	2,055,308
1836	15,994,273	99,926	1,900,288	1841	34,235,155	213,969	3,290,738
1837	17,077,461	106,732	1,745,945	1842	21,155,854	132,224	1,628,425
1838	21,708,144	135,668	2.082,220	1843	30,162,941	188,518	2,140,723
1839	28,889,824	180,560	2,731,824	1844	27,757,886	167,237	1,773,139
Carr. forward	121,872,356	761,649	13,016,568	Total	256,373,155	1,596,027	23,904,901

* Each bag of coffee is averaged at 160 lbs.

A TABLE showing the Receipts at New Orleans of the Principal Articles from the Interior, during the Year ending the 31st of August, 1845, with their Estimated Average and Total Value.

ARTICLES.	Amount.	Average.		Value.	ARTICLES.	Amount.	Average.		Value.
	number.	dlrs.	cts.	dollars.		number.	dlrs.	cts.	dollars.
Bacon assorted...hhds. & casks	12,892	40	00	514,160	Lard ...barrels	60,078	16	00	961,248
—— ditto ...boxes	38	25	00	950	—— ...kegs	245,414	3	25	797,613
—— hams....hhds. and tierces	8,358	45	00	376,110	Lead...pigs	732,125	2	20	1,618,455
—— in bulk...lbs.	350,000	0	4½	15,750	Molasses (estimated crop).gall.	9,000,000	0	14	1,260,000
Bagging...pieces	111,324	10	00	1,113,240	Oats...barrels	144,262	0	70	100,983
Bale rope...coils	67,600	5	00	338,000	Oil, lard...do.	2,413	24	00	57,912
Butter...kegs and firkins	30,319	4	00	121,276	Potatoes...do.	53,779	1	50	80,669
—— ...barrels	396	15	00	5,940	Pork...barrels	216,960	10	00	2,169,600
Beef ...barrels	29,113	7	00	203,791	—— ...hogsheads	6,741	40	00	269,640
—— ...tierces	3,561	13	00	46,293	—— in bulk...lbs.	4,709,600	0	4½	211,932
—— dried.... ...lbs.	58,200	0	6	3,492	Sugar (estimated crop)...hhds.	200,000	45	00	9,000,000
Cotton...bales	979,738	24	00	23,501,712	Tallow...barrels	7,823	17	00	133,926
Corn meal...barrels	7,917	2	50	19,792	Tobacco, leaf...hogsheads	64,093	45	00	2,884,185
—— in ear...do.	139,686	0	45	62,859	—— strips...do.	7,400	100	00	740,000
—— shelled...sacks	390,964	0	87½	342,094	—— (ch'g).....kegs and boxes	9,309	12	00	63,708
Cheese...boxes	39,091	2	00	78,182	—— ...bales	3,799	2	50	9,497
Coal, western...barrels	281,000	0	37½	105,375	Whiskey...barrels	97,651	8	00	781,208
Dried apples and peaches..do.	2,232	2	00	4,464	Wheat.....barrels and sacks	64,759	2	00	129,518
Flour...do.	533,312	4	00	2,134,248	Lard ...hogsheads	167	50	00	8,350
Hay...bundles	37,296	2	25	86,165					

Total value of the entire receipts for the year 1844-45 ..... 57,199,122 dollars.
" " " " " 1843-44 ..... 60,094,716 "
" " " " " 1842-43 ..... 53,728,054 "
" " " " " 1841-42 ..... 45,716,045 "

STATEMENT of Sugar made in Louisiana, in 1844.

PARISHES.	Sugar establishments in each parish.	By steam power.	By horse power.	Actual hogsheads by each one.	1000 lbs. by each one.	PARISHES.	Sugar establishments in each parish.	By steam power.	By horse power.	Actual hogsheads by each one.	1000 lbs. by each one.
	No.	No.	No.	No.	No.		No.	No.	No.	No.	No.
Pointe Coupee	5	5	..	888	882	Brought forward...	463	310	153	197,831	148,298
West Baton Rouge..	19	14	5	4,247	4,811	Lafourche Interior, Bayou Lafourche..	49	23	26	14,205	14,878
East Baton Rouge..	18	14	4	4,474	5,026	Terrebonne, ditto...	42	32	10	12,661	13,801
Iberville.....	69	47	22	76,463	17,979	St. Mary, Attakapas	147	31	116	18,795	21,261
Ascension	48	31	17	19,223	20,296	St. Martin, ditto....	36	9	27	4,419	5,031
St. James.....	67	44	23	21,519	22,699	Lafayette, ditto.....	4	..	4	372	408
St. John the Baptist	55	26	29	13,575	13,820	Vermilion, ditto	13	..	13	862	934
St. Charles	37	32	5	12,532	12,878	St. Landry, Opelousas	8	3	5	1,179	1,301
Jefferson.....	24	23	1	11,218	11,757	Divers small parcels made in different sugar houses.....	..	..	..	1,000	1,000
St. Bernard.....	23	18	5	6,941	7,149						
Plaquemines	36	32	4	14,761	16,123						
Assumption, Bayou Lafourche	62	24	38	11,990	12,878						
Carried forward..	463	310	153	197,831	148,298	Total hogsheads.	762	408	354	251,324	205,912

Sugar.—In Louisiana alone in the United States is it produced in any quantity from the cane, and the quantity so produced is never sufficient for consumption of the United States, and in foreign markets it is only of importance as it supplies or fails to supply our home demand. The following table will show how varied and uncertain is the yield. An unfavourable time for planting or an early frost will reduce the probable yield one-half, and we are never actually sure of our crop until it be actually rolled.

YEARS.	Hogsheads.	YEARS.	Hogsheads.
	number.		number.
Crop of 1844.....	200,000	Crop of 1838.....	70,000
„ 1843.....	100,000	„ 1837.....	65,000
„ 1842.....	140,000	„ 1836.....	70,000
„ 1841.....	96,000	„ 1835.....	30,000
„ 1840.....	87,000	„ 1834.....	100,000
„ 1839.....	115,000		

NEW ORLEANS COTTON PRESS CHARGES.

Charges to Factors and Receivers.—Drayage, storage, and labour, piling up, and turning out for weighing, twenty-seven cents and a half per bale for the first sixty days, and ten cents per bale per month afterwards. All extra labour will be charged.

Charges to Shippers of Compressed Cotton.—Labour, in all cases, five cents per bale. If not ordered within fifteen days from the time it is received, ten cents per bale per month storage will be charged additional. All necessary repairs will be charged. Drayage on ship-board, within the first and second municipalities, twelve cents and a half per bale; within the limits of the third municipality, fifteen cents per bale.

Charges on Uncompressed Cotton.—All cotton remaining over night only, or longer, will be charged ten cents per bale per month, and all labour incurred.

All cotton changing ownership, or transferred from one party to another, will be charged new storage, and any labour which may be incurred.

All cotton hauled to the presses for compressing, will be charged the drayage to the press, in addition to that on ship-board.

All the foregoing charges will be considered payable in cash, and collected at least once per month.

COTTON CROP OF THE UNITED STATES.

STATEMENT and Total Amount for the Year, ending the 31st of August, 1845.

COUNTRIES.	Bales.	Bales.	TOTAL.	1844
NEW ORLEANS.	No.	No.	No.	No.
Export—				
To Foreign ports	836,401			
Coastwise	148,215			
Stock on hand, 1st of September, 1845	7,550			
		992,172		
Deduct—				
Stock on hand, 1st of September, 1844	12,934			
Received from Mobile	12,123			
Received from Florida	12,830			
Received from Texas	25,159			
		63,046		
			929,126	832,172
MOBILE.				
Export—				
To Foreign ports	390,714			
Coastwise	131,282			
Stock, 1st of September, 1845	609			
		522,605		
Deduct—				
Stock, 1st of September, 1844	4,175			
Received from Florida	485			
Received from Texas	718			
Received from New Orleans	31			
		5,409		
			517,196	467,990
FLORIDA.				
Export—				
To Foreign ports	64,853			
Coastwise	124,040			
Stock on hand, 1st of September, 1845	100			
		188,993		
Deduct—				
Stock on hand, 1st of September, 1844	..	300		
			188,693	145,562
GEORGIA.				
Export from Savannah—				
To Foreign ports—Uplands	175,965			
Ditto, Sea Islands	6,108			
Coastwise—Uplands	120,570			
Ditto, Sea Islands	1,900			
	304,544			
Burnt in Savannah	1,901			
Stock in Savannah, 1st of September, 1845	2,736			
Stock in Augusta and Hambro', 1st of September, 1845	5,919			
		315,099		

COUNTRIES.	Bales.	Bales.	TOTAL.	1844
GEORGIA (*continued*).	No.	No.	No.	No.
Deduct—	..	315,099		
Stock in Savannah and Augusta, 1st of September, 1844	..	19,659		
			295,440	255,597
SOUTH CAROLINA.				
Export from Charleston—				
To Foreign ports—Uplands	288,870			
Ditto, Sea Islands	20,905			
Coastwise—Uplands	111,698			
Ditto, Sea Islands	423			
	421,896			
Export from Georgetown—				
To New York	15,395			
Burnt in Charleston	3,481			
Stock in Charleston, 1st of September, 1845	10,879			
		451,651		
Deduct—				
Stock in Charleston, 1st of September, 1844	13,536			
Received from Savannah	10,911			
Received from Florida, Key West, &c	843			
		25,290		
			426,361	304,-70
NORTH CAROLINA.				
Export—				
Coastwise	12,587			
Stock on hand, 1st of September, 1845	100			
		12,687		
Deduct—				
Stock on hand, 1st September, 1844	..	200		
			12,487	8,618
VIRGINIA.				
Export—				
To Foreign ports	3,823			
Coastwise	6,609			
Manufactured	14,500			
Stock on hand, 1st of September, 1845	2,418			
		27,350		
Deduct—				
Stock on hand, 1st of September, 1844	..	2,150		
			25,200	14,500
Received at Philadelphia and Baltimore, overland	..	..	..	1,100
Total crop of the United States	..	..	2,394,503	2,030,409

	bales.
Total crop of 1845, as above	2,394,503
Crop of last year	2,030,409
Increase	364,094

FROM	To Great Britain.	To France.	To North of Europe.	Other Foreign Ports.	TOTAL.
	bales.	bales.	bales.	bales.	bales.
New Orleans	585,888	125,020	33,035	92,458	836,401
Mobile	268,849	68,929	24,843	28,093	390,714
Florida	49,460	7,660	..	7,733	64,853
Georgia (Savannah and Darien)	164,085	14,071	1,214	2,703	182,073
South Carolina	218,618	72,221	15,877	3,059	309,775
North Carolina					
Virginia	1,158	423	2,242	..	3,823
Baltimore	246	..	375	..	621
Philadelphia	2,237	183	..	641	3,061
New York	145,614	69,062	49,795	14,173	279,544
Boston	3,151	888	7,120	1,732	12,891
Grand Total	1,439,306	359,357	134,501	150,592	2,083,756
Total last year	1,202,498	282,685	69,053	75,254	1,629,490
Increase	236,808	76,672	65,448	75,338	454,266

Note.—The shipments from Mississippi are included in the export from New Orleans.

Growth.

YEARS.	Quantity.	YEARS.	Quantity.
	bales.		bales.
Total crop of 1825–26	710,000	Total crop of 1835–36	1,360,725
" 1826–27	937,000	" 1836–37	1,422,930
" 1827–28	712,000	" 1837–38	1,801,497
" 1828–29	857,744	" 1838–39	1,360,532
" 1829–30	976,845	" 1839–40	2,177,835
" 1830–31	1,038,848	" 1840–41	1,634,945
" 1831–32	987,477	" 1841–42	1,683,574
" 1832–33	1,070,438	" 1842–43	2,378,875
" 1833–34	1,205,394	" 1843–44	2,030,409
" 1834–35	1,254,328	" 1844–45	2,394,503

Consumption.

TOTAL CROPS.	Quantity.	Quantity.	Quantity.
	bales.	bales.	bales.
Total crop of the United States as above stated	..	..	2,394,503
Add :—			
Stocks on hand at the commencement of the year, 1st of September, 1844 :			
In the southern ports	..	52,954	
In the northern ports	..	106,818	
			159,772
Makes a supply of	..	..	2,554,275
Deduct therefrom :—			
The export to foreign ports	2,083,756		
Less Texas and other foreign	29,194		
		2,054,562	
Stocks on hand at the close of the year, 1st of September, 1845 :			
In the southern ports	30,317		
In the northern ports	63,809		
		94,126	
Burnt at Savannah	1,900		
Burnt at Charleston	3,481		
Burnt at New York	11,200		
		16,581	
			2,165,269
Taken for home use	..	..	389,006

Quantity consumed by and in the Hands of Manufacturers.

	bales.		bales.
1844–45	389,006	1835–36	236,733
1843–44	346,744	1834–35	216,888
1842–43	325,129	1833–34	196,413
1841–42	267,850	1832–33	194,412
1840–41	297,288	1831–32	173,800
1839–40	295,193	1830–31	182,142
1838–39	276,018	1829–30	126,512
1837–38	246,063	1828–29	118,853
1836–37	222,540	1827–28	120,593

It will be seen, that we have deducted from the New Orleans and Mobile statements, the quantity received at those ports from Texas—Texas being a foreign country. Our next annual statement will probably include Texas in the crop of the United States.

Our estimate of the quantity taken for consumption, does not include any cotton manufactured in the states south and west of Virginia, nor any in that state, except in the vicinity of Petersburg and Richmond.

The quantity of new cotton received at the shipping ports amounted to about 7500 bales, same as last year.

In regard to the crop now gathering, we have loud complaints of injury from drought in certain sections, while in others the yield is represented as good. It is too early yet to form any reliable conclusion as to the quantity that may reach the market.

In the New Orleans statement, we notice an allowance of 6000 bales for cotton sent up the river to the western states. As it is probable some of this cotton reaches Philadelphia and Baltimore "overland," we omit the overland item in our statement of the crop for this year.

ICE TRADE OF THE UNITED STATES.

The principal locality for cutting ice to be exported to foreign countries, is the Wenham Lake, near Boston. Boston and the suburb, or town of Charlestown, near the lake, are the principal places of export.

There are in Boston sixteen companies engaged in transporting ice to the East and West Indies, New Orleans, South America, and Europe, and to other warm climates. In 1830, the quantity of ice shipped from Charlestown to distant ports amounted to 30,000 tons. No less than 50,000 tons were exported from Boston. The expense to the shippers was 12,340 dollars, or about a quarter of a dollar a ton. The average receipts were 3,570,000 dollars; a single firm in Boston freighted 101 vessels, and a cargo was sent to the East Indies and exchanged pound for pound for cotton, which was sold at a profit in England. Sawdust, for packing, is worth three dollars per cord. Formerly, ice sold in New Orleans for six cents (*threepence*) per lb., and now sells for one cent (*one halfpenny*) per lb.; but more money is made from the increased consumption at one cent than was made at six cents. The ice is sawed into blocks by a machine, and is packed on board the vessel with straw and hay, in thin deal boxes, air-tight. One company expended 7000 dollars for hay alone. The annual crop of Wenham Lake ice is considered good at 200,000 tons, and can be cut and housed in about three weeks.

In September, 1833, the first cargo of ice from Boston was discharged at Calcutta.

Since 1833, the trade has increased greatly; and, from the small beginning at Boston, has extended from other northern ports; and a considerable quantity is now annually shipped at New York. Great improvements have been made in packing, so that the wasteage is much reduced. Large quantities are shipped to New Orleans, and other southern ports; and the home consumption of ice has augmented largely. Salmon, from the state of Maine, and cod and other fish, from Boston, are packed in ice, and sent by the various railroads to the interior of western New England, and as far north as Buffalo.

The export of ice from Boston, for the month ending August 31, 1844, is as follows:—

Foreign Ports.	Tons.	Coastwise Ports.	Tons.
Bombay and Calcutta	442	New Orleans	2380
Liverpool	759	Charlestown	300
Rio Janeiro	268		
Barbadoes	230½	Total for August	2680
Trinidad	127	Total since June 1st	3901
		Total, both foreign and coastwise	6294½
Total for August	1626½		
Total since June 1st	2393½		

The Wenham Lake is in an elevated position, and embosomed within hills. The lake has no inlet whatever; but is fed solely by springs which issue from

the rocks at its bottom, a depth of 200 feet from its surface. This depth explains the great solidity of the ice formed upon the lake.

The ice-houses are built of wood, with double walls; the space between which is filled with sawdust; thus interposing a medium, that is nearly a non-conductor of heat, between the ice and the external air; the consequence of which is, that the ice is not affected by the temperature of the external atmosphere.

The machinery employed for cutting the ice, was invented for that purpose. It is worked by men and horses.

"From the time when the ice first forms, it is carefully kept free from snow until it is thick enough to be cut; that process commences when the ice is a foot thick. A surface of some two acres is then selected, which at that thickness will furnish about 2000 tons; and a straight line is then drawn through its centre from side to side each way. A small hand-plough is pushed along one of these lines, until the groove is about three inches deep and a quarter of an inch in width, when the 'marker' is introduced. This implement is drawn by two horses, and makes two new grooves parallel with the first, twenty-one inches apart, the gauge remaining in the original groove. The marker is then shifted to the outside groove, and makes two more. Having drawn these lines over the whole surface in one direction, the same process is repeated in a transverse direction, marking all the ice out into squares of twenty-one inches. In the meantime, the 'plough' drawn by a single horse, is following in these grooves, cutting the ice to a depth of six inches.

"One entire range of blocks is then sawn out, and the remainder are split off toward the opening thus made, with an iron bar. This bar is shaped like a spade, and of a wedge-like form. When it is dropped into the groove, the block splits off; a very slight blow being sufficient to produce that effect, especially in very cold weather. The labour of 'splitting' is light or otherwise, according to the temperature of the atmosphere. 'Platforms,' or low tables of frame-work, are placed near the opening made in the ice, with iron slides extending into the water, and a man stands on each side of this slide, armed with an ice-hook. With this hook the ice is caught, and, by a sudden jerk, thrown up the 'slide' on to the 'platform.' In a cold day every thing is speedily covered with ice by the freezing of the water on the platforms, slides, &c., and the enormous blocks of ice, weighing, some of them, more than two cwt., are hurled along these slippery surfaces, as if they were without weight.

"Forty men and twelve horses will cut and stow away 400 tons a day; in favourable weather 100 men are sometimes employed at once. When a thaw or a fall of rain occurs, it entirely unfits the ice for market, by rendering it opaque and porous, and occasionally snow is immediately followed by rain, and that again by frost, forming snow-ice, which is valueless, and must be removed by the 'plane.' The operation of planing is similar to that of cutting.

"In addition to filling their ice-houses at the lake and in the large towns, the company fill a large number of private ice-houses during the winter—all the ice for these purposes being transported by railway. It will easily be believed, that the expense of providing tools, building houses, furnishing labour, and constructing and keeping up the railway, is very great; but the traffic is so extensive, and the management of the trade so good, that the ice can be furnished, even in England, at a very trifling cost.

"Extensive ice-houses, in London and at Liverpool, have been constructed of stone, &c. Though transported in the heat of summer, it is not much reduced in bulk. The masses of ice are so large, that a small surface only is exposed to atmospheric action in proportion to their weight, and therefore do not suffer from their exposure to it, as the smaller and thinner fragments do, which are obtained in our own or other warmer climates. It appears, also, that ice frozen upon very deep water, is more hard and solid than ice of the same thickness obtained from shallow water."

THE Export of Ice from Boston for the Month of February, 1845, has been as follows:

PLACES.	Tons.	PLACES.	Tons.
	number.		number.
Havanna	394	Brought forward	1,432
St. Jago	240	New Orleans	2,103
Matanzas	260	Norfolk	80
Oporto	100	Savannah	200
Barbadoes	178		
Galveston	180	Total for February	3,815
St. John's	80	Previous for eight months	21,852½
Carried forward	1432	Total for nine months	25,667½

Production of Hemp in Missouri.—A report made to the Missouri legislature, on the subject of hemp growing in that state, contains the following statistics :—" The chamber of commerce in St. Louis, in 1842, stated the crop of 1840, which was brought into market in 1841, at 1460 tons. A memorial of the citizens of St. Louis, to the Congress of the United States, made in 1841, states the hemp crop of 1841 at near 10,000 tons, and the crop of 1842 at near 17,000 tons. The crop of 1843, owing to the unfavourable weather, did not exceed that of 1842. These estimates are borne by other facts. The St. Louis *Price Current*, in summing up the imports and exports of the city for the year 1844, states that 6275 bales of hemp were exported from the city of St. Louis, during the year 1844. In addition to this, there were exported 5007 pieces of bagging, and 15,490 coils of rope. It is believed, says the *Louisville Journal*, that the exports registered are considerably below the actual amount."

In *Hunt's Magazine* it is stated—

" *The Egg Trade in Cincinnati.*—Every day develops some new illustration of the enterprise of our people. The ice trade of the east has grown up, in a few years, to importance ; employing a considerable amount of tonnage. In the west, the egg trade bids fair to rival it. The business in that fragile commodity, as we gather from the *Cincinnati Gazette*, is quite an item in the sum of her productive industry. One firm alone, in Cincinnati (Townsend and Co.), during the first six months of 1845, shipped to New York 234 barrels of eggs ; to Baltimore, seventy barrels ; and to New Orleans, 3976 barrels! Each barrel contains ninety dozen, which makes the aggregate shipment 4,624,400 eggs! During the year ending as above, the egg trade of this firm amounted to 36,144 dollars 60 cents. There are five other houses in Cincinnati engaged in the business. The foreign egg trade of Cincinnati, the past year, has amounted to 10,700 barrels, which is 963,000 dozen, or 11,556,000 eggs! The aggregate value of this trade, for the year, according to the data here given, is 90,361 dollars 50 cents. The business is a very hazardous one, owing to the great fluctuations in the New Orleans market. In the course of the past year, for example, western eggs have sold there as high as twenty-two dollars per barrel, and as low as three dollars. In addition to this export trade, these establishments do also a heavy home trade. That of Townsend and Co. supplies regularly five steamboats, with thirty-six barrels a trip ; which, at twelve trips a year, is 432 barrels. It also furnishes constantly the consumption of several of the largest hotels, which use at least 260 barrels per year, and does a retail business, amounting to not less than thirty-three barrels per year. These several amounts make 725 barrels to add to the 4280 barrels shipped ; which gives an aggregate of 5005 barrels, or 450,450 dozen, as the annual trade of this one house. Besides this, the annual city consumption is estimated at 1,213,333 dozen. A further recapitulation shows the following result as to value :—

	dollars	cts.
Value of 10,700 barrels of eggs shipped from this port, at eight dollars forty-four cents and a half per barrel	90,361	50
Value of 1,213,333 dozen eggs consumed in this city, at eight cents per dozen	97,066	64
Total annual value of the egg trade of Cincinnati	187,428	14

PROGRESS OF THE NEW ENGLAND WHALE FISHERY.

The annual statement of this important branch of commerce, including the imports and exports of oil and whalebone, average prices, progress of the fishery, &c., as published in the *Whaleman's Shipping List*, contains matter of much interest to those engaged in the whale fishery. The imports of sperm oil and whalebone into the United States, from January 1, 1844, to January 1, 1845, in 199 ships and barques, twenty-three brigs, and sixteen schooners and sloops, were 139,594 barrels of sperm, 262,047 barrels of whale oil, and 2,532,445 pounds of bone.—See *Whale Fishery of the United States.*

IMPORTS of Sperm and Whale Oil, from 1838 to 1844, inclusive.

YEARS.	Sperm.	Whale.	YEARS.	Sperm.	Whale.
	barrels.	barrels.		barrels.	barrels.
1838	132,356	226,552	1842	166,637	164,041
1839	142,336	229,783	1843	161,985	206,727
1840	157,791	207,908	1844	130,524	262,047
1841	159,304	207,348			

The average price of oil, during the year 1844, has been ninety cents and a half to ninety cents and three-quarters per gallon for sperm, and thirty-six cents and a half to thirty-six cents and two-thirds per gallon for whale oil. Average price of bone, forty cents. January 1, 1845, prices:—Sperm, eighty-eight cents; whale, thirty-one cents to thirty-four cents; whalebone, thirty-eight cents to forty cents. The quantity of crude sperm oil in the country, out of the hands of manufacturers, on the 1st of January, 1845, is estimated at 32,992 barrels; and the amount of crude whale oil at 32,950 barrels. The number of vessels employed in the whale fishery, on the 1st of January, 1845, was 643 ships and barques, thirty-five brigs, seventeen schooners and sloops—in all, 218,655 tons. In January 1, 1844, the number engaged in the New England whale fishery, were 595 ships and barques, forty-one brigs, nine schooners and sloops—tonnage, 200,147 tons.

Mr. Grinnell, of New Bedford, Massachusetts, a member of Congress, stated in a speech,—

"I have prepared, with great care, a table from authentic sources, to show the consumption of domestic and foreign articles by our whaling fleet, now consisting of 645 ships, barques, brigs, and schooners, tonnaging 200,000 tons; cost, at the time of sailing, 20,000,000 dollars; manned by 17,500 officers and seamen, one-half of whom are green hands when the vessels sail. By this table it will be seen, that the annual consumption by this fleet is 3,845,500 dollars; only 400,000 dollars is of foreign articles. The value of the annual import of oil and whalebone in a crude state is 7,000,000 dollars; when manufactured, it probably is increased in value to 8,000,000 dollars, or 9,000,000 dollars. The whole amount of exports of oil, whalebone, and sperm candles, is only 2,000,000 dollars, leaving 6,000,000 dollars, or 7,000,000 dollars, to be consumed in this country.

"This fleet of whaling ships is larger than ever pursued the business before. Commercial history furnishes no account of any parallel; our ships now outnumber those of all other nations combined, and the proceeds of its enterprise are in proportion and diffused to every part of our country. The voyages of those engaged in the sperm fishery average three years and a half; they search every sea, and often cruise three and four months with a man at each mast-head on the look-out, without the cheering sight of a whale."

NEW SOUTH WALES AND VAN DIEMAN'S LAND WHALE FISHERY.

In 1836 and 1837, sixty-eight ships were employed in the whale fishery belonging to these colonies; in 1844, the number is said to be reduced to thirty ships.

The Bay of Islands, New Zealand, has long been the favourite resort of ships engaged in the sperm or deep sea fishery; and it is considered to be the most convenient port which they could touch at in the whole of the South Pacific.

The natives in that neighbourhood, who have revolted against the government, are expert whale fishers; and might, it is said, be advantageously employed. They are good seamen, and one of them is, or was, acting as a mate on board a whaling ship belonging to Mr. Enderby.

NEW POST-OFFICE LAW.

A law was passed by Congress, 3rd of March, 1845, which, though ill-digested, and far from sound in all its provisions, constitutes a great reform of the previous law. It diminishes the rate of postage about one-half, and stipulates,

That from and after the first day of July next, members of Congress and delegates from territories, may receive letters not exceeding two ounces in weight, free of postage, during the recess of Congress, any thing to the contrary in this act notwithstanding: and the same franking privilege which is granted by this act to the members of the two Houses of Congress, is hereby extended to the vice-president of the United States; and in lieu of the rates of postage now established by law, there shall be charged the following rates, viz.: For every single letter in manuscript, or paper of any kind by or upon which information shall be asked for or communicated in writing, or by marks and signs, conveyed in the mail for any distance under 300 miles, five cents; and for any distance over 300 miles, ten cents; and for a double letter there shall be charged double these rates; and for a treble letter treble these rates; and for a quadruple letter quadruple these rates; and every letter or parcel not exceeding half an ounce in weight shall be deemed a single letter, and every additional weight of half an ounce, or additional weight of less than half an ounce, shall be charged with an additional single postage. And all drop letters, or letters placed in any post-office, not for transmission by mail, but for delivery only, shall be charged with postage at the rate of two cents each. And all letters which shall hereafter be advertised as remaining over in any post-office, shall, when delivered out, be charged with the costs of advertising the same in addition to the regular postage, both to be accounted for as other postages now are.

2. That all newspapers of no greater size or superfices than 1900 square inches may be transmitted through the mail, by the editors or publishers thereof, to all subscribers or other persons within thirty miles of the city, town, or other place in which the paper is or may be printed, free of any charge for postage whatever; and all newspapers of and under the size aforesaid, which shall be conveyed in the mail any distance beyond thirty miles from the place at which the same may be printed, shall be subject to the rates of postage chargeable upon the same under the thirtieth section of the act of Congress, approved the 3rd of March, 1825, entitled "An Act to reduce into one the several Acts for establishing and regulating the Post-Office Department," and upon all newspapers of greater size or superficial extent than 1900 square inches, there shall be charged and collected the same rates of postage as are prescribed by this act to be charged on magazines and pamphlets.

3. That all printed or lithographed circulars and handbills or advertisements, printed or lithographed on quarto, post, or single-cap paper, or paper not larger than single-cap, folded, directed, and unsealed, shall be charged with postage at the rate of two cents for each sheet, and no more, whatever be the distance the same may be sent; and all pamphlets, magazines, periodicals, and every other kind and description of printed or other matter (except newspapers), which shall be unconnected with any manuscript communication whatever, and which is or may be lawful to transmit by the mail of the United States, shall be charged with postage at the rate of two cents and a half for each copy sent, of no greater weight than one ounce, and one cent additional shall be charged for each additional ounce of the weight of every such pamphlet, magazine, matter, or thing, which may be transmitted through the mail, whatever be the distance the same may be transported; and any fractional excess of not less than one-half of an ounce, in the weight of any such matter or thing, above one or more ounces, shall be charged for as if said excess amounted to a full ounce.

4. That the postmaster-general be, and he is hereby authorised, upon all mail routes over or upon which the amount of matter usually transported, or which may be offered or deposited in the post-office or post-offices for transportation, is or may become so great as to threaten materially to retard the progress, or endanger the security of the letter mail, or to cause any considerable augmentation of the cost of transporting the whole mail at the present rate of speed, to provide for the separate and more secure conveyance of the letter mail, at a speed at least equal to that at which the mail is now transported over such route, taking care to allow in no case of any greater delay in the transportation of the other matters and things to be transported in the mail on any such route, than may appear absolutely necessary, regard being had to the cost of expediting its transportation, and the means at his disposal, or under his control for effecting the same.

7. That the Act of Congress, entitled "An Act authorising the governors of the several states to transmit by mail certain books and documents," approved June the thirtieth, one thousand eight hundred and thirty-four, shall remain and continue in full force, any thing hereinbefore to the contrary notwithstanding: and the members of Congress, the delegates from territories, the secretary of the Senate, and the clerk of the House of Representatives, shall be, and they are

hereby authorised to transmit, free of postage, to any post-office within the United States, or the territories thereof, any documents which have been or may be printed by order of either house of Congress, any thing in this law to the contrary notwithstanding.

8. That each member of the Senate, each member of the House of Representatives, and each delegate from a territory of the United States, the secretary of the Senate, and the clerk of the House of Representatives may, during each session of Congress, and for a period of thirty days before the commencement, and thirty days after the end of each and every session of Congress, receive through the mail, free of postage, any letter, newspaper, or packet, not exceeding two ounces in weight; and all postage charged upon any letters, packages, petitions, memorials, or other matters or things received during any session of Congress, by any senator, member, or delegate of the House of Representatives, touching his official or legislative duties, by reason of any excess of weight above two ounces, of the matter or thing so received, shall be paid out of the contingent fund of the house of which the person receiving the same may be a member. And they shall have the right to frank written letters from themselves during the whole year, as now authorised by law.

9. That it shall not be lawful for any person or persons to establish any private express or expresses, for the conveyance, nor in any manner cause to be conveyed, or provide for the conveyance or transportation, by regular trips, or at stated periods or intervals, from one city, town, or other place, to any other city, town, or place in the United States, between, and from, and to which cities, towns, or other places, the United States mail is regularly transported, under the authority of the post-office department, of any letters, packets, or packages of letters, or other matter properly transmittable in the United States mail, except newspapers, pamphlets, magazines, and periodicals; and each and every person offending against this provision, or aiding or assisting therein, or acting as such private express, shall, for each time any letter or letters, packet or packages, or other matter properly transmittable by mail, except newspapers, pamphlets, magazines, and periodicals, shall, or may be, by him, her, or them, or through his, her, or their means or instrumentality, in whole or in part, conveyed or transported, contrary to the true intent, spirit, and meaning of this section, forfeit and pay the sum of one hundred and fifty dollars.

NEW YORK POST-OFFICE.

The North Mail, *viâ* Albany, Canandaigua, Rochester, and Buffalo, will be closed daily at.....6 a. m. and 3½ p. m. This Mail includes the Province of Canada.
The Mail on the West side of the Hudson, *viâ* Hackensack, Ramapo Works, Esopus, New Baltimore, and the Counties of Tompkins, Chemung, Tioga, Steuben, &c., closes daily at.....6 a. m.
The Mail for offices bordering on the West side of the Hudson river, closes daily at.....6 a. m. and 3½ p. m.
The Mail for Yonkers, Sing Sing, Fishkill, and all the offices on the East side of the river closes daily at 6 a.m. and 3½ p.m.
The Eastern steamboat Mail for New Haven, Hartford, &c., closes daily, except Sundays, at.....5½ a. m.
The Mail for Boston, *viâ* Long Island Railroad, closes daily, except Sundays, at.....6 a. m.
The steamboat Mail for Boston, *viâ* Stonington and Providence, closes daily at.....4 p. m.
The steamboat Mail, for Boston, *viâ* Norwich and Worcester, closes daily at.....3 p. m.
The Eastern land Mail, *viâ* Westchester, Norwalk, &c., to New Haven, closes daily (except Sunday, for which day it is closed at 9 p. m. Saturday, and leaves this city at 10 a. m. Sunday) at.....6 a. m.
The Mail, *viâ* White Plains, Bedford, and Ridgefield, to Danbury, Conn., closes daily, except Sundays, at.7 a. m.
The great Southern Mail, including the Mail for the Western States, closes daily at.....7½ a. m.
Southern way Mail, which supplies the offices in New Jersey, including Philadelphia, Baltimore, and Washington City, closes at.....7½ a. m. and 3½ p. m.
Mails for Brooklyn, close daily at.....7 a. m. and 2 p. m.
Mails for Jamaica, Oyster Bay, Hempstead, &c., on Long Island, close daily at.....6 a. m.
The Mails for other places on Long Island, close on Tuesday, Thursday, and Saturday, at.....6 a. m.
The Mail for Flushing, *viâ* Williamsburg, closes daily, except Sunday, at.....9 a. m.
The Mail for Staten Island closes daily, except Sunday, at.....9 a. m.
The Mail, *viâ* Bridgeport and Housatonic Railroad, is closed daily, except Sundays, at.....1 p. m.

CHAPTER XXX.

TRANSATLANTIC NAVIGATION.

We were among the first who advocated the establishing a communication by steam power across the Atlantic. We urged the attempt on great public grounds.* But not only the prejudices of the public were against the probability of navigating the Atlantic by steam power—but the project was haughtily scorned by some legislators who then did, and now do, consider themselves no mean statesmen.

When we consider the progress of navigation from the period when the Dutch

* See Macgregor's British America, vol. xi., chap. ii., on Transatlantic Navigation.

possessed New York,—when we reflect upon the wonderfully increased intercourse between the United Kingdom and the United States,—and when we estimate the comparatively speaking limitation of the distance, by calculating the time required now, with that occupied formerly, in passing to and fro between both countries,—it would be rash and hazardous to give an absolute opinion on the future elements, rapidity and extension of navigable power. It was but late in the world's history, when a Dutch ship performed the voyage, by leaving Rotterdam or Amsterdam in the spring of one year—sailing only during the day, and furling her sails and laying-to during the night,—and on reaching New York, then called New Amsterdam, this ship was discharged, unrigged, and laid up for the winter. On the following spring, this ship was rigged, her condition examined and repaired, then laden with wood, fish, or furs, and then made her homeward voyage during the summer, as slowly as her outward voyage was performed the preceding year.

The voyage was afterwards performed out and home during the same year. English ships then made two voyages during the year; and growing bolder, three voyages to and from America were made annually by the same ship. Those splendid vessels, the Liverpool and New York line of sailing-packets, were then established, and the intercourse between Europe and America astonished the world. Steam-ships are now seemingly about supplanting those sailing-ships, at least in the carriage of passengers.

The space between the Old and New World ceases to be calculated by miles and leagues; days and hours measure the distance. Liverpool and Halifax are brought within ten days, and Liverpool and Boston within twelve days of each other.

It is by means of this powerful agency,—of this rapid, mighty, and certain intercourse, that all possible good may be extended from, or all possible evil inflicted by, one country to, or upon, the other. The era of the successful establishment of steam navigation has been the most important to trade, intercourse, and consequently of extending knowledge and civilisation, that has occurred since the discovery of America, and, since the first voyage was accomplished by sea from Europe to India.* Knowledge and civilisation have advanced, or retrograded, according to the extent to which the intercourse between individuals and nations has been rendered either easy, quick, and frequent,—or difficult, tardy, and of rare occurrence. That means, which shall bring nations, and kindred,

* In a work long out of print published about ten years ago, and containing sketches relative to men and things, chiefly on the continent of Europe, we find the following passage:

"FIRE! WATER! STEAM! what can *philosophy* have to do with *these*, or *these* with *philosophy?* Undoubtedly, Yes. Steam in the first place diminishes one of the heaviest pains and penalties inflicted on the race of original sinning Adam,—'*By the sweat of thy brow shalt thou eat thy bread;*' for while it lessens the toils, it multiplies the productions that are useful to mankind. By its gain upon time, over distance, it reduces the space which separates countries, and by the same rule it lengthens life, by calculating its duration according to the number of acts that mark our existence, and not by the days which compose our physical sojourn.

"By rendering the intercourse of nations easy, cheap, frequent, and certain,—by its multiplying and diffusing the productions of the press,—by its interchanging readily the ideas of mankind, and the commodities of the earth, it forms the most effectual means of diffusing knowledge, dispelling fanaticism, subverting despotism, and repressing anarchy."—*My Note Book.* By J. MACGREGOR. London, 1835.

and people into the nearest social intercourse, will be the sure and irresistible power destined to civilise the universe: by the facility with which intelligence, and consequently instruction, will be conveyed, by sea and by land, over every part of the world, and by the rapidity and ease with which individuals of one nation may be made acquainted with those of all others.

Steam-vessels now ply along the coasts of Africa, in the Chinese seas, and along the shores and rivers of New Holland.

The steam-ships now employed between London and Scotland are of enormous power and magnitude. So are those which run between the Mersey and Clyde, and between the two latter rivers and the several ports of Ireland.

The fleet of the General Steam Navigation Company maintains a constant intercourse with the ports of France, Holland, and Germany, as well as in the coasting trade of the British channel.

The states of continental Europe are also advancing in the acquisition of steam power. France, Austria, and Russia, are the foremost, in the number of their steam-ships. Austria excels all the states of the continent in merchant steam-ships. France and Russia in steam-ships of war. The Italian states, especially Naples and Tuscany, possess several well built and well navigated steam-ships. Prussia and Holland, on the Rhine, contribute greatly to the facility of intercourse. Belgium has made attempts, at great expense, to establish a transatlantic line of steam-packets. The attempt has failed. The Hanse Towns, Denmark, and Sweden, also possess steam-ships, but only on a comparatively small scale. Greece and Turkey are far behind other countries in the possession of steam-vessels. The Greeks, were their country and commerce in a flourishing condition, would, no doubt, manage steam-ships as ably as they certainly have their sailing vessels. The Turks have been clumsy mariners, and their few steam-vessels are wretchedly managed. Of all orientalists, the ruler of Egypt has made an extraordinary advance in the acquisition of powerful steam-ships.

In 1814, there was but one steamboat belonging to the British empire. During thirty years the number has increased to about 1000 British steam-boats which are now navigating all parts of the world.

In 1845, the British government employs a magnificent fleet of steam-ships, managed by, and belonging to, a private association, which sail, *semi-monthly* for eight, and *monthly* for four, months in the year, between Liverpool, Halifax, and Boston. From Boston, the great means of intercourse, by steamboats and railroads, diverges to all parts of North America—extending to the furthermost of the great lakes, and up and down the navigable rivers, flowing from the Rocky Mountains. Iron is made to swim, in the form of a ship (the Great Britain) exceeding 3600 tons, burden, impelled forward from Liverpool to New York, against the currents, raging storms, and seas of the Atlantic, by an invisible power, moved by the resistless force of fire causing the expansion of water.

Another splendid fleet of steam-ships, belonging also to a private company,

are employed by the government to maintain a monthly intercourse between the United Kingdom, by Southampton, and all the islands of the West Indies and the states of Mexico and South America.

A third and mighty fleet, belonging to a great company, and employed by the government, sails monthly from Southampton to the European Peninsula, and by way of Gibraltar to Malta and Alexandria, with a branch to the Levant and Constantinople. The same company conveys the government mails, and passengers, by three of the most powerful steam-ships in the world, from Suez, down the Red Sea to Ceylon, Madras, and Calcutta; and that company has contracted to extend the established chain between Southampton and India, to Singapore and the Chinese empire, by the employment of several powerful steam-ships, nearly all constructed. This steam line between England and China is now complete, by which we have received an English newspaper printed at Hong Kong only fifty-six days before our having read it in London.

A British company has for some years established a line of steamers along the western coasts of South America; and the Hudson Bay Company have a steam-ship on the western coast of North America. The East India Company employs one steam-ship in conveying mails between Suez and Bombay; and several steam-vessels are employed in India, and others in the eastern or Chinese seas, by the British government, as vessels of war.

France has projected four great lines of Transatlantic steam-ships—when they will, or whether they will, be established, we have neither the power, nor the temerity to decide.* We cannot discover any natural obstacle in regard to France and America, to prevent French Transatlantic ships competing with those of England; but, according to our mere instinctive judgment, we are inclined to the belief that the great connecting line of intercourse, between Europe and America, will continue to be maintained direct, between ports in the United Kingdom, and ports

* The following appeared as the programme of the projected line of French steam-ships.

First great line—from Havre to New York. Four steam-ships are to be placed on this line; the departures are to take place once a fortnight. Fifteen days are allowed for each passage, and ten days at New York—in all, forty days. Twenty days are to be allowed to each vessel at Cherbourg, between every voyage, to rest the crew, and repair the vessel and engines.

Second great line—from Bordeaux to Martinique. Three steamers are to be placed on this line; the departures are to take place once a month. Two days are allowed for the passage from Bordeaux to Corunna, and ten hours' stay there; five days twelve hours for the passage from Corunna to the Azores, and one day's stay there; twelve days sixteen hours for the passage from the Azores to Martinique, the steamers to remain ten days at Martinique. Twenty days are allowed for the return passage from Martinique to Bordeaux—in all, forty days' sailing, and eleven days and a half stoppages. Thirty-seven days are allowed between every voyage, at Rochefort or Bordeaux, for repairs and stoppages.

Third great line—from Marseilles to Martinique. Three steamers are to be placed on this line; the departures are to take place once a month. From Marseilles to Barcelona, one day, and four hours' stay; from Barcelona to Cadiz, three days, and twenty-four hours' stay; from Cadiz to Madeira, three days, and twenty-four hours' stay; from Madeira to Martinique, fourteen days. The steamer is to remain ten days at Martinique. Twenty-one days are allowed for the return voyage from Martinique to Marseilles—in all, forty-two days' sailing, and fourteen and a half days' stoppages. Thirty-three days are to be allowed at Toulon or Marseilles, between every voyage, for repairs and repose.

Fourth great line—from St. Nazaire to Rio Janeiro. Four steamers are to be placed on this line; the departures are to take place once a month. From St. Nazaire to Lisbon, three days and a half, twenty-four hours' stay; from Lisbon to Gorce, eight days.

in America; and that such intercourse will be conducted either by British subjects, or by American citizens, or, as is most likely, by both, jointly or separately.

The progress and great extension of steam navigation along the coasts and rivers of the United States, and of the river St. Lawrence, and the great lakes of North America, we have described under a previous head.

The sailing ships belonging to the United States, which sail regularly from New York, Boston, Philadelphia, and several other ports, to the ports of the United Kingdom, to Havre, Bordeaux, to ports in the Mediterranean—and to the ports of Holland and the north of Europe, are equipped in a style of extraordinary perfection and beauty, and navigated with the utmost nautical skill. Those which sail between New York and Liverpool, and New York and London, are truly magnificent, and their accommodations, though gorgeous, combine for passengers all the luxuries and comforts of splendid hotels.

The following were among the principal large Transatlantic vessels belonging to Philadelphia in 1841. This table will prove valuable for future reference.

Vessels.	tons.	Vessels.	tons.	Vessels.	tons.	Vessels.	tons.
Algonquin	483	Monongahela	510	Tuscany	299	J. W. Cater	217
Allegheny	413	Manchester	379	United States	448	Joshua Emlen	250
Adelaide	373	Montezuma	424	Venice	558	Lydia Ann	215
Burlington	550	North Star	399	Washington	369	Levant	147
Commerce	439	Octarora	544	Walter	474	Louisa	241
Chandler Price	441	Osage	467	Anna Reynolds	197	La Plata	263
Colossus	399	Ohio	351	Amelia	244	Madeline	293
Champlain	624	Plato	300	B. Mezick	360	Madonna	262
Eliza and Susan	316	Robert Fulton	561	Backus	200	Navarre	242
Edward	346	Roanoke	318	Coosa	258	Osceola	265
Globe	474	Renown	295	Clarion	226	Ohio	237
Henry Pratt	593	Shenandoah	740	Cora	166	Ronaldson	324
Hopewell	413	Susquehanna	583	California	185	Sarah Hand	320
Helen Mar	307	Stephen Baldwin	650	Globe	260	Valparaiso	402
John N. Gossler	504	Swatara	748	Georgian	278	Waverly	233
Lehigh	565	St. Louis	344	Hercules	382		
Levant	486	Thomas P. Cope	730	Josephine	323		

Of brigs and brigantines, 75; or a total of square-rigged vessels, 141.

Cargoes of American produce, which these ships convey to England, and of British manufactures, are of enormous value. The carrying trade of both (with the exception of cotton wool and naval stores), is, however, comparatively limited, by the pernicious, and fallacious, protective duties of England and America.

The following are the lengths of several voyages of the principal sailing ships of the packet lines between New York and Liverpool.

DRAMATIC LINE.

SHIPS.	OUTWARD PASSAGES.			SHIPS.	HOMEWARD PASSAGES.		
	Sailed.	Arrived.	Days.		Sailed.	Arrived.	Days.
Sheridan	Jan. 27	Feb. 13	17	Roscius	Jan. 17	Feb. 17	31
Garrick	Feb. 25	Mar. 17	20	Siddons	Feb. 18	Mar. 25	35
Roscius	Mar. 26	April 19	22	Sheridan	Mar. 18	April 25	38
Siddons	April 25	May 18	23	Garrick	April 14	May 14	30
Sheridan	May 25	June 19	25	Roscius	May 14	June 6	23
Garrick	June 25	July 16	21	Siddons	June 14	July 12	28
Roscius	July 25	Aug. 19	25	Sheridan	July 15	Aug. 17	33
Siddons	Aug. 26	Sept. 13	18	Garrick	Aug. 13	Sept. 15	33
Sheridan	Sept. 26	Oct. 13	17	Roscius	Sept. 13	Oct. 12	29
Garrick	Oct. 25	Nov. 15	21	Siddons	Oct. 13	Nov. 13	30
Roscius	Nov. 25	Dec. 14	19	Sheridan	Nov. 14	Dec. 10	26
Siddons	Dec. 28			Garrick	Dec. 14	Jan. 16	33

The outward passages averaged twenty days and a half each. The eleven passages were made in 228 days. The shortest was made in seventeen days, and the longest in twenty-five.

OLD, OR BLACK BALL LINE.

SHIPS.	NEW YORK TO LIVERPOOL			SHIPS.	LIVERPOOL TO NEW YORK		
	Sailed.	Arrived.	Days.		Sailed.	Arrived.	Days.
North America	Jan. 5	Jan. 25	20	Cambridge	Jan. 10	Feb. 12	38
Europe	„ 19	Feb. 8	20	Orpheus	„ 22	„ 20	29
Columbus	Feb. 2	„ 21	19	North America	Feb. 7	Mar. 18	39
South America	„ 19	Mar. 15	24	Europe	„ 19	„ 30	39
England	Mar. 1	„ 19	18	Oxford	Mar. 29	May 3	35
Orpheus	„ 22	April 13	22	South America	April 8	„ 5	27
Cambridge	April 1	„ 29	28	Columbus	„ 10	„ 11	31
North America	„ 19	May 18	29	England	„ 24	„ 23	29
Europe	May 2	June 7	36	Orpheus	May 8	„ 30	22
Oxford	„ 20	„ 9	19	Cambridge	„ 21	June 23	38
Columbus	June 1	„ 22	21	North America	June 8	July 11	33
South America	„ 19	July 9	20	Europe	„ 20	Aug. 4	45
England	July 1	„ 20	19	Oxford	July 9	„ 26	38
Cambridge	„ 19	Aug. 7	19	Columbus	„ 20	Sept. 2	44
Orpheus	Aug. 1	„ 27	26	South America	Aug. 9	„ 14	36
North America	„ 21	Sept. 10	20	England	„ 22	Oct. 1	40
Europe	Sept. 2	„ 24	22	Cambridge	Sept. 10	„ 11	31
Oxford	„ 19	Oct. 9	20	Orpheus	„ 21	„ 28	37
Columbus	Oct. 1	„ 21	20	North America	Oct. 8	Nov. 26	48
South America	„ 20	Nov. 13	24	Oxford	„ 21	„ 13	23
England	Nov. 1.	„ 20	19	Columbus	Nov. 8	Dec. 8	31
New York	„ 19	Dec. 14	25	South America	„ 22	„ 20	28
Cambridge	Dec. 5	Jan. 3	28	England	Dec. 8	Jan. 4	25
Oxford	„ 20						

The longest outward passage was made by the Europe, she having been thirty-six days; and the shortest by the England, in eighteen days. All the outward passages average twenty-two days and a half. The homeward passages average thirty-three days and seventeen hours.

The Orpheus made a homeward passage in twenty-two days, the Oxford in twenty-three, and the England in twenty-five, making the three shortest. The longest was made by the North America, in forty-eight days.

The different Lines of New York Sailing Vessels during the following Months of 1845 were, according to these respective Programmes, as under.

The Proprietors of the several Lines of Packets between New York and Liverpool have arranged for their sailing from each port, to succeed each other in the following order, viz.:—

SHIPS.	CAPTAINS.	Tons.	Days of Sailing from New York.			Days of Sailing from Liverpool.		
		No.						
Independence	Allen	750	July 6	Nov. 6	Mar. 6	Aug. 21	Dec. 21	April 21
„	„	„	„ 11	„ 11	„ 11	„ 26	„ 26	„ 26
Montezuma	Lowber	924	„ 16	„ 16	„ 16	Sept. 1	Jan. 1	May 1
Hottinguer	Bursley	993	„ 21	„ 21	„ 21	„ 6	„ 6	„ 6
Roscius	Eldridge	1031	„ 26	„ 26	„ 26	„ 11	„ 11	„ 11
Europe	Furber	630	Aug. 1	Dec. 1	April 1	„ 16	„ 16	„ 16
Ashburton	Huttleston	1000	„ 6	„ 6	„ 6	„ 21	„ 21	„ 21
Waterloo	Allen	1000	„ 11	„ 11	„ 11	„ 26	„ 26	„ 26
New York	Cropper	880	„ 16	„ 16	„ 16	Oct. 1	Feb. 1	June 1
Liverpool	Eldridge	1077	„ 21	„ 21	„ 21	„ 6	„ 6	„ 6
Siddons	Cobb	895	„ 26	„ 26	„ 26	„ 11	„ 11	„ 11
Columbus	Cole	670	Sept. 1	Jan. 1	May 1	„ 16	„ 16	„ 16
Henry Clay	Nye	1300	„ 6	„ 6	„ 6	„ 21	„ 21	„ 21
Stephen Whitney	Thompson	880	„ 11	„ 11	„ 11	„ 26	„ 26	„ 26
Yorkshire	Bailey	997	„ 16	„ 16	„ 16	Nov. 1	March 1	July 1
Queen of the West	Woodhouse	1163	„ 21	„ 21	„ 21	„ 6	„ 6	„ 6
Sheridan	De Peyster	895	„ 26	„ 26	„ 26	„ 11	„ 11	„ 11
Cambridge	Barstow	799	Oct. 1	Feb. 1	June 1	„ 16	„ 16	„ 16
Patrick Henry	Delano	891	„ 6	„ 6	„ 6	„ 21	„ 21	„ 21
Virginian	Hiern	700	„ 11	„ 11	„ 11	„ 26	„ 26	„ 26
Oxford	Rathbone	760	„ 16	„ 16	„ 16	Dec. 1	April 1	Aug. 1
Rochester	Britton	715	„ 21	„ 21	„ 21	„ 6	„ 6	„ 6
Garrick	Trask	895	„ 26	„ 26	„ 26	„ 11	„ 11	„ 11
Fidelia	Hackstaff	1000	Nov. 1	Mar. 1	July 1	„ 16	„ 16	„ 16

These ships are all of the largest class, and are commanded by men of character and experience. Their cabin accommodations are all that can be desired in point of splendour, comfort, and convenience, and they are furnished with every description of stores of the best kind. Punctuality in the days of sailing will be strictly adhered to.

Rate of passage to Liverpool, 100 dollars. From Liverpool to New York, 25*l.*

NEW LINE OF PACKETS.—LIVERPOOL TO NEW YORK.

SHIPS.	Captains.	Register.	Burden.
		tons.	tons.
Sea	W. Edwards	807	1400
Liberty	P. P. Norton	692	1300
Cornelia	F. M. French	1040	1750
Memphis	C. H. Coffin	798	1400
Ohio	H. Lyon	768	1370
Tarolinta	J. G. Smith	604	1160
Republic	J. C. Luce	676	1275
Gen. Parkhill	A. M'Kown	574	1150

These ships are all of the first class, upwards of 1000 tons burden, built in the city of New York, with such improvements as combine great speed with unusual comfort for passengers. Every care has been taken in the arrangement of their accommodations. The price of passage hence is 100 dollars, for which ample stores will be provided. These ships are commanded by experienced masters, who will make every exertion to give general satisfaction.

Neither captains nor owners of these ships will be responsible for any letters, parcels, or packages sent by them, unless regular bills of lading are signed therefore.

Letters by the packets will be charged 12½ cents per single sheet, 50 cents per ounce, and newspapers one cent each.—April 27.

PASSAGES made by the Star Line.

SHIPS.	OUTWARD PASSAGES.			SHIPS.	HOMEWARD PASSAGES.		
	Sailed.	Arrived.	Days.		Sailed.	Arrived.	Days.
Sheffield	Jan. 16	Feb. 6	21	Virginian	Feb. 1	Mar. 18	45
United States	Feb. 16	Mar. 15	27	Sheffield	Mar. 2	„ 29	27
Westchester	Mar. 14	April 10	27	United States	April 2	May 5	33
Virginian	April 16	May 9	23	Westchester	May 17	June 25	39
Sheffield	May 14	June 9	25	Virginian	June 2	July 10	38
United States	June 14	July 8	24	Sheffield	July 3	Aug. 15	43
Westchester	July 13	Aug. 4	22	United States	Aug. 2	Sept. 14	43
Virginian	Aug. 13	Sept. 4	22	Westchester	Sept. 2	Oct. 11	39
Sheffield	Sept. 14	Oct. 8	24	Virginian	Oct. 4	Nov. 5	31
United States	Oct. 16	Nov. 13	28	Sheffield	Nov. 1	Dec. 1	30
Virginian	Nov. 15	Dec. 8	23	United States	Dec. 4	Jan. 4	30

The eleven outward passages were made in 266 days, and they averaged a fraction over twenty-four days each. The shortest was made in twenty-one days, and the longest in twenty-eight.

The longest homeward passage was made in forty-five days, and the shortest in twenty-seven. The eleven were made in 398 days.

PASSAGES made by the Swallow Tail Line.

SHIPS.	OUTWARD PASSAGES.			SHIPS.	HOMEWARD PASSAGES.		
	Sailed.	Arrived.	Days.		Sailed.	Arrived.	Days.
Roscoe	Jan. 8	Jan. 28	20	Independence	Jan. 27	Mar. 11	42
George Washington	Feb. 7	Mar. 5	26	Roscoe	Feb. 28	„ 28	28
Shakspeare	Mar. 7	April 7	31	George Washington	Mar. 29	April 29	31
Independence	April 8	„ 29	21	Shakspeare	April 26	May 24	28
Roscoe	May 9	June 7	28	Independence	May 26	June 29	34
George Washington	June 7	„ 24	17	Roscoe	June 26	Aug. 5	40
Shakspeare	July 8	July 28	20	George Washington	July 25	Sept. 1	38
Independence	Aug. 7	Aug. 28	21	Shakspeare	Aug. 28	Oct. 5	38
Roscoe	Sept. 9	Sept. 30	21	Independence	Sept. 29	„ 30	31
George Washington	Oct. 7	Nov. 1	25	Roscoe	Oct. 26	Dec. 10	45
Patrick Henry	Nov. 7	Nov. 25	18	George Washington	Nov. 27	„ 27	30
Independence	Dec. 10			Patrick Henry	Dec. 26	Jan. 31	36

The eleven outward passages were made in 248 days, and averaged twenty-two days and twelve hours each. The longest was made in thirty-one days, and the shortest in seventeen.

The homeward passages averaged thirty-five days and a fraction each. None made less than twenty-eight days, and none over forty-five. The twelve were performed in 421 days.

A TABLE of all the Passages of the Steam Ship *Great Western*, between Bristol and New York, from April, 1838, to July, 1839, showing the Time of her Departure from, and Arrival at, each Port, &c.

FROM BRISTOL TO NEW YORK.			FROM NEW YORK TO BRISTOL.		
Sailed.	Arrived.	Number of Days.	Sailed.	Arrived.	Number of Days.
April 8	April 23	14½	May 7	May 22	14⅛
June 2	June 17	14	June 25	July 8	13
July 21	August 5	14	August 16	August 30	13½
September 8	September 24	15½	October 4	October 16	12
October 27	November 15	18	November 23	December 7	13½
January 28	February 16	18½	February 25	March 12	15
March 23	April 14	21½	April 22	May 7	14½
May 18	May 31	13	June 13	June 26	13
July 6	July 22	15¾			

The average of passages from New York to Bristol, thirteen days and three-quarters. The shortest passage was twelve days and a quarter; the longest fifteen days.

The average of passages from Bristol to New York was sixteen days and one-eighth, the shortest having been thirteen days, the longest twenty-one days and a half.

The average of all the passages, out and home, was fifteen days. The whole time employed in the first fifteen passages, excluding fifty-two days, during which the ship lay up refitting, was twelve months and one day. The whole time spent at sea, in the fifteen passages, was 225 days. In these 225 days the ship must have sailed, in all, about 51,000 miles, giving an average progress of 227 miles per day, and about nine and a half miles per hour, out and home, summer and winter.

By one of the passages from New York to Bristol, despatches by the ship were received in Liverpool and London on the thirteenth day after leaving New York, say on the evening of the 17th of October, having left New York on the afternoon of the 4th of that month. By the same, and by one other passage, passengers and despatches reached Paris, by way of England, on the fifteenth day.

STEAM BETWEEN NEW YORK AND LIVERPOOL.

The Great Western Steam-ship Company's steam ship, the Great Western, 1700 tons, 450 horse power, B. R. Matthews, Esq., commander; the Great Britain, 3600 tons, 1000 horse power, Lieutenant James Hoskins, R. N. commander, are intended to sail as follows:

GREAT WESTERN.

From Liverpool.		From New York.	
Saturday.....	May 17	Thursday.....	June 12
Saturday.....	July 5	Thursday.....	July 31
Saturday.....	Aug. 23	Thursday.....	Sept. 18
Saturday.....	Oct. 11	Thursday.....	Nov. 6

GREAT BRITAIN.

From Liverpool.		From New York.	
Saturday.....	July 26	Saturday.....	Aug 30
Saturday.....	Sept. 27	Saturday.....	Oct. 25
Saturday.....	Nov. 22	Saturday.....	Dec. 20

Fare per Great Western, 100 dollars, and five dollars stewards' fees. Fare per Great Britain will be announced in a future advertisement.

For freight or passage, apply to Richard Irvin.

A TABLE of all the Passages of the Transatlantic Steam Ships Company's Ships, Royal William and Liverpool, between Liverpool and New York, from July, 1838, to June, 1839, showing the time of their departure from, and arrival at, each port.

NAMES.	FROM LIVERPOOL.			NAMES.	FROM NEW YORK.		
	Sailed.	Arrived.	Days.		Sailed.	Arrived.	Days.
	date.	date.	No.		date.	date.	No.
Royal William.....	July 5	July 24	18⅓	Royal William.....	Aug. 4	Aug. 19	14½
"	Sept. 20	Oct. 10	20	"	Oct. 20	Nov. 5	15½
Liverpool	Nov. 6	Nov. 23	16½	Liverpool	Dec. 6	Dec. 20	14½
Royal William.....	Dec. 15	Jan. 6	21½	Royal William	Jan. 16	Feb. 3	17½
Liverpool	Feb. 6	Feb. 25	18½	Liverpool	Mar. 9	Mar. 25	16
"	April 20	May 7	16½	"	May 18	June 1	14½
"	June 13	June 30	16¾				
Average Royal William and Liverpool from England, 18 days.				Average Royal William and Liverpool to England, 15 days.			

These passages are calculated from *dock* to *dock*, and, it will be observed, the Liverpool's passages are mostly made in the winter months, not the best calculated for making short voyages. Her four trips to the westward have been made within forty-two hours of the same time. She has, with but one exception, made the southern passage; thereby lengthening her voyage, but avoiding the risk of running upon ice, and obtaining for her passengers mild and fine weather.

The *Great Western* will have performed about eighty voyages to and from Bristol or Liverpool and New York from the 8th of April, 1838, to December, 1845. Average voyages, fifteen days twelve hours, outward. The passages from Bristol being somewhat longer. The average of the homeward voyages was thirteen days nine hours. One voyage from Bristol, touching at Madeira, was performed to New York in twenty-nine days one hour, including one day four hours' stoppage at Madeira.

The following statement of the time occupied in making the passage between Liverpool and Halifax, is a most important document in steam-navigation, as not only showing the certainty of a quick communication across the Atlantic at all times of the year, but at the average rate at which it may be made. The passage out, gives 7.86 miles per hour; while that home (influenced by prevailing winds and currents), gives 9.3 miles. The mean between these may be taken as the average speed obtained at sea, or what may be called the *sea-rate*. In this case, the sea-rate is 8.58 miles per hour.

PASSAGES, to and from Liverpool and Halifax, of the British and North American Royal Mail Steamships, from July 4, 1840, to June 4, 1842.

NAMES.	Voyages.	Sailed from Liverpool.	PASSAGE. Out.		PASSAGE. Home.		NAMES.	Voyages.	Sailed from Liverpool.	PASSAGE. Out.		PASSAGE. Home.	
	number.	date.	d.	h.	d.	h.		number.	date.	d.	h.	d.	h.
Britannia.....	1	July 4, 1840.	12	10	10	0	Acadia	6	July 20, 1841.	10	22	9	21
Acadia.....	1	Aug. 4, —	11	4	11	0	Columbia.....	4	Aug. 4, —	12	23	11	1
Britannia.....	2	Sept. 4, —	11	1	11	3	Britannia	7	„ 19, —	11	20	11	23
Caledonia	1	„ 19, —	12	9	10	22	Caledonia.....	6	Sept. 4, —	11	19	10	21
Acadia	2	Oct. 4, —	11	5	12	4	Acadia.....	7	„ 19, —	13	11	11	3
Britannia	3	„ 20, —	11	23	11	7	Columbia.....	5	Oct. 5, —	13	19	10	26
Caledonia.....	2	Nov. 4, —	11	23	11	21	Britannia	8	„ 21, —	14	4	12	6
Acadia	3	Dec. 4. —	14	17	10	16	Caledonia	7	Nov. 4, —	11	20	11	23
Columbia.....	1	Jan. 5, 1841.	13	3	12	0	Acadia.....	8	„ 19, —	15	15	11	8
Britannia	4	Feb. 4, —	15	9	12	0	Columbia.....	6	Dec. 4, —	14	17	11	17
Caledonia.....	3	Mar. 4, —	14	0	10	18	Britannia.....	9	Jan. 4, 1842.	14	12	11	3
Acadia.....	4	„ 20, —	16	13	12	18	Caledonia.....	8	Feb. 4, —	p.	bk.		
Columbia.....	2	April 4, —	13	3	11	15	Acadia	9	„ 19, —	18	8	12	8
Britannia.....	5	„ 20, —	13	17	11	1	Columbia.....	7	Mar. 4, —	20	17	15	12
Caledonia.....	4	May 4, —	12	6	10	18	Britannia.....	10	April 5, —	12	22	10	14
Acadia	5	„ 19, —	11	23	10	15	Caledonia	8	„ 19 —	13	20	10	18
Columbia.....	3	June 4, —	10	19	10	7	Acadia.....	10	May 4, —	14	18	10	8
Britannia.....	6	„ 19, —	12	5	10	2	Columbia.....	8	„ 19, —	11	22	9	17
Caledonia	5	July 4, —	11	5	10	11	Britannia	11	June 4, —	11	17	10	10

Average passage by chronometer:—Out, 13 days 6 hours; Home, 11 days 3 hours.

MARSEILLES LINE OF PACKETS.

The undermentioned ships will be regularly despatched from hence on the 1st, and from Marseilles on the 10th of each month during the year, as follows:—

SHIPS.	CAPTAINS.	From New York.	From Marseilles.
Gaston	Stephen Coulter..	April 1	June 10
Missouri.....	John Silvester....	May 1	July 10
Prince de Joinville (new)....	Wm. W. Lawrence	June 1	Aug. 10
Marcella (new), 550 tons.....	G. Hagar.....	July 1	Sept. 10
Nebraska, do. do.	Hellespont	Aug. 1	Oct. 10

They are all fast-sailing, coppered, and copper-fastened vessels, and commanded, or to be commanded, by men of experience. Their accommodations for passengers are all that need be desired in point of comfort and convenience, having excellent state-room accommodations.

Punctuality in the days of sailing from both ports may be relied on.

Goods addressed to the agents, will be forwarded free of other charges than those actually paid.

NEW YORK AND HAMBURG PACKETS.

The following ships sail from New York to Hamburg on stated days:—

Barque Newton, Captain Weinholtz.
Ship Howard, Captain Paulsen.
Barque Miles, Captain Ehlers.
Barque Franklin, Captain Sleeboom.
Barque Washington, Captain Kruger.
Ship Stephani, Captain Roluffs.
Ship Brarens, Captain Flor.

These ships are all coppered and copper-fastened, and commanded by men of experience in the trade. Having good accommodations for cabin and steerage passengers, persons wishing to have their friends from Germany can secure their passage. Other ships are also engaged in the trade with Hamburg, Bremen, &c.

LOUISIANA AND NEW-YORK LINE OF PACKETS.

For the better accommodation of shippers, a ship is despatched from New York on the 1st, 5th, 10th, 15th, 20th, and 25th, of each month, commencing the 10th of October, and continuing until May, when regular days are appointed for the remainder of the year, whereby great delays and disappointments will be prevented during the summer months. The following ships are employed in this arrangement:—

Ship St. Mary, Capt. Forster.
Ship Mississippi, Capt. Hilliard.
Ship Shakspeare, Capt. Chester.
Ship Yazoo, Capt. Wibray.
Barque Genesee, Capt. Minot.
Ship Oswego, Capt. Wood.
Ship Martha Washington, Capt. Stevens.
Ship Sartelle, Captain Taylor.

These ships were all built in the city of New York, expressly for packets, are of a light draft of water, have recently been newly coppered, and put in splendid order, with accommodations for passengers unequalled for comfort. They are commanded by experienced masters, who will make every exertion to give general satisfaction. They will at all times be towed up and down the Mississippi by steamboats.

HOLMES'S LINE.

To sail every ten days during the season:—

Ship Orleans, S. Sears, master.
Ship Arkansas, Bunker, master.
Ship Alabama, D. M. Bunker, master.
Ship Saratoga, W. H. Russell, master.
Ship Louisa, Leavitt, master.
Ship Rienzi, Clark, master.
Ship Sultana, Dennis, master.
Ship Vicksburg, Berry, master.

These are all fast-sailing, coppered and copper-fastened vessels, built expressly for this trade; commanded by men of great experience, and will insure at the lowest rates.

They will at all times be towed up and down the Mississippi by steamboats, and will sail punctually as advertised.

Great care will be taken of all goods shipped by this old and well-known line; and every exertion made to accommodate both shippers and passengers.

SHIPPING in the Trade of France and the United States, as advertised in the Havre List for the following Months in 1845.

HAVRE. Arrived

Sarah Arsilia, Butman, July 15.....Mobile
Kentucky, Rogers, July 17.....New Orleans
John Dunlap, Choate, July 17.....Mobile
Leila, Higgins, July 20.....New York
Havre, Ainsworth, August 23.....do.
Deucalion, Allen, August 23.....New Orleans
Sea Lion, Cross, August 24.....do.
Josephine, Racaud, August 25.....New York
Grand Conde, Aubert, August 26.....Mobile
Goodwin, Davis, August 30.....do.
Delia Walker, Condry, August 30.....Richmond
Leopard, Longcope, August 30.....Baltimore
Pontiac, Parker, August 30.....Richmond
Viola, Jameson, August 30.....New Orleans
Baltimore, Funck, Sept. 14.....New York
Isabella, Briggs, Oct. 4.....Baltimore

Sailed

Louis Philippe, Castoff, July 15.....New York
Albers, Marwick, July 15.....do.
Versailles, Hunt, July 16.....Boston
Ellen Brooks, Howes, July 16.....United States
St. Nicholas, Pell, July 18.....New York
Probus, Devries, July 20.....do.
Victoria, Hartshorne, July 21.....United States
Emerald, Howe, August 24.....New York
Havre, Ainsworth, Sept. 9.....do.
Argo, Anthony, Oct. 1.....New York
Pontiac, Parker, Oct. 1.....New Orleans
Goodwin, Davis, Oct. 1.....New York
Leopard, Longcope, Oct. 2.....New Orleans
Sully, Edgar, Oct. 3.....New York
Vesta, Soubry, Oct. 6.....New Orleans

MARSEILLES. Arrived

Rollo, Giberson, August 19.....New Orleans
Agnes, Witherell, Sept. 2.....New York
Cairo, Childs, Sept. 3.....New Orleans
Whiton, Curtis, Sept. 5.....New York

Sailed

Missouri, Silvestre, July 15.....New York
Napoleon, Rollo, Sept. 3.....New Orleans

BORDEAUX. Arrived

Tamanend, Child, July 10.....New Orleans
Susan, Wishart, Sept. 6.....New York

Sailed

Sea, Allen, Sept. 25.....New York

LA ROCHELLE. Sailed

Mathilda Luther, Crowell, Sept. 23.....New York

DUNKIRK. Arrived

Paulina, Stevens, Oct. 1.....New York

THE Havre Trade Lists advertised for Sales during the following Months.

HAVRE. For

Duchess d'Orleans, Richardson, July 24.....New York
Burgundy, Wotton, August 1.....do.
Tarquin, Moody, July 24.....do.
Sarah Arsilia, Butman, August 1.....do.
Norman, Spavin, July 25.....New Orleans
Rajah, Edwidge, August 5.....do.
Taglioni, Rogers, Sept. 10.....do.
Zurich, Johnson, Sept. 1.....New York
Havre, Ainsworth, Sept. 8.....do.
Apollo, Falch, soon.....do.
Taglioni, Rogers, Sept. 10.....New Orleans
Chateaubriand, Laborde, Sept, 10.....do.
Rubicon, Thompson, soon.....do.
Magnolia, Gray, Sept. 20.....do.
Narragansett, Destebecho, Oct. 1.....do.
Sea Lion, Cross, Oct. 15.....do.
Vesta Soubry, Sept. 20.....do.
Andelle, Guignot, Sept. 20.....do.
Argo, Anthony, Sept. 24.....New York
Baltimore, Funck, soon.....New York
Goodwin, Davis, Sept. 18.....do.
Taglioni, Rogers, Sept. 15.....New Orleans
Chateaubriand, Laborde, Sept. 15.....do.
Magnolia, Gray, Sept. 20.....do.
Narragansett, Destebecho, Oct. 1.....do.
Sea Lion, Cross, Oct. 15.....do.
Vesta, Soubry, Sept. 20.....do.
Andelle, Guignot, Sept. 20.....do.
Deucalion, Allen, Oct. 20.....do.
Sylvie-de-Grasse, Thompson, Oct. 8.....New York
Utica, Hewitt, Oct. 10.....do.
Albany, Crawford, Oct. 24.....do.
Venice, Salter, Oct. 12.....do.
Narragansett, Destebecho, soon.....New Orleans
Sea Lion, Cross, Oct. 15.....do.
Andelle, Guignot, Oct. 15.....do.
Deucalion, Allen, Oct. 20.....do.
Jupiter, Carter, soon.....Charleston
Oceanus, Smith, soon.....Texas

The daily New York shipping lists, always exhibit advertisements of the ships being then ready to take on board merchandise and passengers: chiefly for the following:—

FOR FOREIGN PORTS.—Aguadilla, P. R.; Amsterdam; Antigua; Antwerp; Acanzas; Aux Cayes; Baltic ports; Barbadoes; Bay Texas; Belize, Honduras; Bermuda; Bourdeaux; Bremen; Buenos Ayres; Canton; Cape de Verds; Cape of Good Hope; Cardonas; Galveston, Texas; Glasgow; Gottenburg; Guayaquil; Halifax, N. S.; Hamburg; Havanna; Havre; Hull; Kingston, Jamaica; Laguayra; Lisbon; Liverpool; London; Madeira; Malaga; Malta; Manilla; Marseilles; Matansas; Montevideo; Nantes; Naples; Nassau, N. P.; Nuevitas; Palermo; Panama; Port-au-Prince; Porto Cabello; Porto Rico; Rio Janeiro; Rotterdam; Sandwich Islands; Savonilla; Smyrna; Stettin; St. John's, N. F.; St. John's, N. B.; St. Kitt's; Stockholm; St. Petersburg, R.; St. Pierre, Martinique; St. Thomas; St. Vincent; Trieste; Turk's Island; Valparaiso; Vera Cruz.

The following are the principal distant ports in the United States, for which large ships are advertised.

Apalachicola; Charleston; Georgetown; Franklin; Key West; Mobile; New Orleans; Newport; Pensacola; Savanna; St. Augustine; St. Mark's; St. Mary's; Tampa Bay.

The range to which the New York steam-packets and other packets employed in the carrying of passengers and goods in the river and coasting trade extend, will appear from the following list, published in July, 1845.

The Regular Packets and Steamboats in the Coasting Trade, lie at or near the following places. All lie in the East River, except those marked N. R.

Albany steamboats, morning line....Barclay-street, N. R.
—— ditto, evening line.....Cortlandt-street, N. R.
—— towboats.....Broad and Cortlandt-streets.
Alexandria packets.....Pier, No. 14.
Amboy ditto.....Whitehall.
Apalachicola ditto.....Burling-slip and Pine-street.
Baltimore ditto....Old-slip, Pier No. 14, and Wall-street.
Boston ditto....Coenties-slip, Maiden-lane, and Old-slip.
Bridgeport ditto.....James-slip.
—— steamboat.....Catharine-street.
Catskill packets.....Cedar-street, N. R.
Charleston ditto.....Burling-slip and Pine-street.
Darien ditto.....Beekman-street.
East Haddam ditto.....James-slip.
Eastport ditto.....Pier, No. 2.
Fall River ditto.....Maiden-lane and Coenties-slip.
Fishkill towboats.....Liberty-street, N. R.
Georgetown (D. C.) packets.....Pier, No. 14.
—— (S. C.) ditto.....East side, Coenties-slip.
Hartford ditto.....James and Coenties-slips.
—— steamboats.....Peck-slip.
Hudson towboats.....Liberty-street, N. R.
Key West packets.....Pier, No. 20.
Middletown (Con.) packets.....James-slip.
Mobile ditto.....Burling-slip and Wall-street.
Nantucket ditto.....Stevens'-wharf.
Newark (N. J.) ditto.....Whitehall.
—— (N. J.) steamboats.....Barclay-street, N. R.
New Bedford packets.....Peck-slip.
New Brunswick (N. J.) steamboats..Barclay-street, N. R.
—— (N. J.) packets.....Broad-street.
Newburg ditto.....Warren-street, N. R.
New-Haven packets.....Peck-slip.
—— steamboats.....Peck-slip.
New-London packets.....Burling-slip.
—— steamboats.....Pier, No. 1, N. R.
New-Orleans packets.....Wall-street.
Newport (R. I.) ditto.....Maiden-lane.
New-Rochelle steamboats.....Fulton-street.
Norfolk packets.....Pier, No. 14.
Norwalk ditto.....James-slip.
—— steamboats.....Catharine-street.
Norwich packets.....Burling-slip.
—— steamboats.....Pier, No. 1, N. R.
Petersburg packets.....Wall-street.
Philadelphia ditto.....Old-slip and Coenties-slip.
—— steamboats.....Pier, No. 2, N. R.
—— towboats.....Old-slip and Pier No. 2, N. R.
Portland packets.....Coenties-slip.
Portsmouth (N. H.) ditto.....Coenties-slip.
Poughkeepsie towboats.....Liberty-street, N. R.
Providence (R. I.) packets.....Maiden-lane.
—— (R. I.) steamboats.....Pier, No. 1, N. R.
Richmond packets.....Wall-street.
Sag Harbour ditto.....Peck-slip.
Salem (Massachusetts) ditto.....Coenties-slip.
Savanna ditto.....Maiden-lane,
Saybrook ditto.....Coenties-slip.
Shrewsbury (N. J.) ditto.....Coenties-slip.
Stamford (Con.) ditto.....James-slip.
—— (Con.) steamboats.....Catharine-street.
St. Mark's packets.....Pier, No. 20.
Stonington (Con.) ditto.....James-slip.
—— (Con.) steamboats.....Pier, No. 1, N. R.
Troy towboats.....Broad-street.
Washington City packets.....Pier, No. 14.
Wilmington (N. C.) ditto.....West side Peck-slip.

AVERAGE Freights during the Summer of 1845.

ARTICLES.	Value—Sterling.						ARTICLES.	Value.					
	s.	d.		s.	d.			dlrs.	cts.		dlrs.	cts.	
To LIVERPOOL:—							To HAVRE:—						
Cotton, square & round bales...lb.	0	0½	to	0	0 3-16		Cotton, square and round.....lb.	0	0½	to	0	0¾	
Seeds.....tierce							Ashes.....ton	8	0	„	10	0	
Beef (304 lbs.).....	3	0					Rice.....do.				10	0	
Beef and pork.....barrel	1	9	„	2	0		Measurement goods.....do.	10	0				
Turpentine.....	1	3	„	1	9		Quercitron bark.....do.	10	0				
Leather.....2000 lbs.	40	0					Whalebone.....lb.	0	0½				
Tobacco.....hogshead	22	6	„	25	0		Lard and tallow.....do.	0	0⅝				
Heavy goods.....ton	20	0	„	22	6								
To LONDON:—							SEAMEN'S WAGES, in 1845. WITH SMALL STORES ALLOWED.						
Tobacco.....hogshead	30	0					To Liverpool and Havre, per month				15	0	
Flour.....barrel							North of Europe.....do.				13	0	
Naval stores.....	2	0	„	2	6		Mediterranean.....do.	12	0	„	13	0	
Measurement goods..... ....ton	30	0					West Indies.....do.				15	0	
Heavy goods.....do.	25	0	„	30	0		Coasting.....do.				15	0	
Oil.....do.				27	6		East Indies.....do.				11	0	
Seeds.....tierce							South America.....do.	12	0	„	13	0	
Beef (304 to 336 lbs.).....	4	6	„	5	0								
Beef.....barrel	3	0											

Letter-bags are kept for the reception of ship-letters, at Gilpin's Reading Room, Merchants' Exchange; and Hale's Ship Letter Office, No. 58, Wall-street, for New York; Amsterdam; Barbadoes; Carthagena; Constantinople; Curaçao; Galveston; Guayaquil; Hamburg; Havanna; Havre; Kingston, Jamaica; Liverpool; London; Madeira; Manilla; Naples; New Orleans; Palermo; Panama; Port-au-Prince; Rio Janeiro; Rotterdam; Sandwich Islands; Smyrna; Stettin; St. John's, N. F.; St. Pierre, Martinique; St. Vincent; Turk's Island; Valparaiso; Vera Cruz.—(See *Post Office of the United States, generally; New Post Office Law; Miscellaneous Statements.*)

The following statement includes the names and tonnage of the principal British and American vessels which arrived at the port of London from the United States, during the first six months of the year 1845, though not comprehending

half the number actually engaged in trade between those ports and the United States.

From New York.—BRITISH: Clutha, 498 tons. AMERICAN: Prince Albert, 980 tons; Washington, 300 tons; Westminster, 608 tons; St. James, 617 tons; Northumberland, 990 tons; Gladiator, 674 tons; Mediator, 647 tons; Switzerland, 590 tons; Quebec, 655 tons; Robert Fulton, 550 tons; Wellington, 703 tons; Hendrick Hudson, 821 tons; Talisman, 350 tons; Jessore, 500 tons; Arethusa, 336 tons; Toronto, 609 tons.

From Boston.—BRITISH: none. AMERICAN: Talisman, 350 tons; Vespasian, 400 tons; Ellen, 400 tons.

From Charleston.—BRITISH: Marion, 427 tons. AMERICAN: Ark, 400 tons; Abagin, 350 tons; Brontes, 400 tons.

From Baltimore.—BRITISH: none. AMERICAN: Laura, 300 tons.

Names and tonnage of principal British and American vessels which arrived at Liverpool, during the same period.

From New York.—BRITISH: Brothers, 537 tons. AMERICAN: Europe, 613 tons; Aderon Dark, 608 tons; Samuel Hicks, 818 tons; New York, 972 tons; Toronto, 609 tons; St. Patrick, 896 tons; Liverpool, 1129 tons; Siddons, 900 tons; Columbus, 664 tons; Sea, 800 tons; Ashburton, 1077 tons; Ann, 218 tons; Stephen Whitney, 995 tons; Yorkshire, 1058 tons; Cambridge, 877 tons; Patrick Henry, 982 tons; St. Lawrence, 425 tons; Paul Jones, 650 tons; Oxford, 707 tons; Rochester, 845 tons; Indiana, 607 tons; Garrick, 900 tons; George Washington, 609 tons; Ohio, 757 tons; St. George, 845 tons; Montezuma, 982 tons; Virginian, 650 tons; Montecello, 390 tons; Hottinguer, 1000 tons; Kalamazoo, 798 tons; Lancashire, 600 tons; Roscius, 1067 tons; John R. Skiddy, 908 tons; Adirondack, 761 tons; Sheffield, 564 tons; Independence, 800 tons; Isabella, 745 tons; Waterloo, 900 tons; Henry, 434 tons; Southernon, 700 tons; Pacific, 600 tons; Henry Clay, 1300 tons; Shenandoak, 750 tons; Queen of the West, 1334 tons; Sheridan, 1000 tons; Tarolinta, 570 tons; Caledonia, 545 tons; Haidee, 647 tons; Empire, 1000 tons; London, 700 tons.

From Boston.—BRITISH: none. AMERICAN: Iberias, 329 tons; Concordia, 641 tons; Ashburton, 553 tons; Barnstable, 873.

From Philadelphia.—BRITISH: none. AMERICAN: Savannah, 816 tons; Monongahela, 500 tons; Thomas P. Cope, 845; Saranak, 816 tons; Susquehanna, 560 tons.

From Charleston.—BRITISH: Mandane, 360 tons; Safeguard, 290 tons; Conrad, 367 tons; Creole, 455 tons; Sarah Stewart, 365 tons; Borneo, 458 tons; John Renwick, 402 tons; Promise, 446 tons; Macao, 482 tons; Selina, 258 tons; Sarah, 517 tons; Jessie, 679 tons; Chieftain, 325 tons; Burrel, 402 tons; Lavinia, 374 tons; Corsair, 476 tons; Sir Henry Pottinger, 426 tons; Lady Bagot, 455 tons; Robert Ker, 357 tons; Ann Kenny, 486 tons; Lady Sale, 736 tons; Cremona, 506 tons; Wilson, 281 tons; Lady Fitzherbert, 386 tons; Lord Ashburton, 1009 tons; Cambridge, 494 tons; Ross, 645 tons; Consbrook, 423 tons; Conqueror, 657 tons; Thetis, 584 tons; Constitution, 558 tons; Janet, 320 tons; Portland, 541 tons; Leonard Dobbin, 611 tons; Morgiana, 354 tons; Kingston, 431 tons; Johnstone, 436 tons; Evergreen, 574 tons; Kilty, 388 tons. AMERICAN: Lochinvar, 635 tons; Swanton, 709 tons; Augusta, 708 tons; Thomas Bennett, 505 tons; Shenandoah, 700 tons; John Baring, 430 tons; Arabella, 696 tons; Harriett and Jessie, 453 tons; Victor, 394 tons; Columbia, 344 tons; Xaylon, 420 tons; Elsinore, 597 tons; John Fehrman, 428 tons; Delia Walker, 494 tons; Tartar, 573; Susquehanna, 560 tons; B. Aylmar, 437 tons; Marengo, 426 tons; Richmond, 475 tons; Treton, 428 tons; Ambassador, 452 tons; Virginia, 612 tons; Peter Hattrick, 355 tons; St. Mark, 545 tons; Roger Sharman, 496 tons; Persia, 438 tons; Thames, 372 tons; Southport, 499 tons; John Baring, 550 tons; Swatra, 747 tons; Republic, 644 tons.

From Savannah.—BRITISH: Oronocto, 609 tons; Ben Nevis, 955 tons; Douglas, 650 tons; Kingston, 431 tons; Coronation, 739 tons; Ocean Queen, 568 tons; Myrene, 244 tons; Envoy, 481 tons; Devonport, 767 tons; Primrose, 553 tons; Syria, 580 tons; Leander, 813 tons; Ottawa, 562 tons; Fanny, 367 tons; Robert, 665 tons; Acadia, 800

tons; Alexander Grant, 689 tons; Britannia, 609 tons; Severn, 573 tons; Sesostris, 606 tons; Glasgow, 611 tons; James and Mary Sinnot, 533 tons; Nelson Cottage, 384 tons; Thomas, 765 tons; Stadacona, 619 tons; Lady Falkland, 672 tons; Ayrshire, 543 tons; Carleton, 404 tons; Sherbrooke, 505 tons; Lord Canterbury, 599 tons; Rockshire, 565 Queen Victoria, 588 tons; Parmelia, 811 tons; Leshmago, 741 tons; Charles, 579 tons; Leander, 733 tons; Robert A. Parke, 389 tons; Socrates, 457 tons; Espinola, 880 tons. AMERICAN: Robert Shaw, 402 tons; Powhattan, 640 tons; Nicholas Biddle, 790 tons; Lancaster, 798 tons; Susannah Cumming, 540 tons; Tamerlane, 346; Clyde, 415 tons; Pacific, 595 tons; Harward, 340 tons; Stirling, 493 tons; Charles Joseph, 310 tons; Clyde, 413 tons; Eli Whitney, 528 tons; Howard, 387 tons; Glendower, 518 tons; Elizabeth, 531 tons, Edwin, 339 tons; Denmark, 554 tons.

From Mobile.—BRITISH: Civion, 292 tons; Superb, 519 tons; Dumfries-shire, 873 tons; Lady Milton, 636 tons; John Munn, 637 tons; John and Robert, 501 tons; Sisters, 851 tons; Washington, 800 tons; Charles Humberstone, 640 tons; Java, 372 tons; Samuel, 558 tons; John Bell, 501 tons; James Moran, 600 tons; Harmony, 852 tons; Maranham, 451 tons; Rankin, 1120 tons; Lanark, 648 tons; Satellite, 824 tons; Agenora, 731 tons; Herculean, 317 tons; John Bentley, 783 tons; Alexander Edmond, 716 tons; Lochlibo, 1006 tons; Rasalama, 780 tons; Jane, 781 tons; W. Pirie, 552 tons; Helen, 860 tons; Malabar, 686 tons; Mary, 342 tons; Duncan, 644 tons; Agnes Gilmour, 915 tons; Wallace, 864 tons; Asia, 647 tons; Symmetry, 1009 tons; Henry Gardiner, 701 tons; Margaret Polloc, 917 tons; Ottawa, 1147 tons; Duncan Ritchie, 610 tons; Birkenhead, 935 tons; John Campbell, 624 tons; Llantarnum Abbey, 431 tons; Oceana, 799 tons; Tay, 512 tons; Queen, 650 tons; Aurora, 709 tons. AMERICAN: Elizabeth, 549 tons; Bytown, 346 tons; Lucy, 396 tons; Suffolk, 518 tons; Waverley, 529 tons; Burlington, 534 tons; Palestine, 469 tons; Pactolus, 500 tons; Winipiac, 339 tons; Clara, 525 tons; Elizabeth Denison, 806 tons; Isaac Newton, 599 tons; Susan Howell, 766 tons; Oxnard, 688 tons; Dublin, 650 tons; Shannon, 843 tons; Rob Roy, 525 tons; North Sea, 379 tons; Agnes, 429 tons; Superior, 570 tons; Sarah Ann, 431 tons; Memphis, 800 tons; Carthage, 426 tons; Virginian, 700 tons; Asia, 474 tons; Joshua Bates, 620 tons; Epaminondas, 500 tons; William Goddard, 514 tons; Bombay, 550 tons; Hudson, 713 tons; Powhattan, 590 tons; Carrol, 695 tons; Cornelia, 1065 tons; Great Britain, 694 tons; Bowditch, 578 tons; Lancaster, 798 tons; Alhambra, 713 tons; Rockingham, 400 tons; Robert Parker, 599 tons; T. B. Wales, 600 tons; St. Leon, 505 tons; Hector, 560 tons; Java, 538 tons; Brewster, 696; Ondiaka, 749 tons; Portsmouth, 520 tons.

From New Orleans.—BRITISH: Gossypium, 745 tons; Tamerlane, 495 tons; Sir Colin Campbell, 651 tons; Zanoni, 590 tons; Magnificent, 731 tons; The Duke, 682 tons; Bonadea, 625 tons; Favourite, 661 tons; Victory, 590 tons; Lord Maidstone, 683 tons; Margaret, 795 tons; North Pole, 312 tons; Pursuit, 731 tons; Provincialist, 880 tons; Lord Sandon, 678 tons; Mayfield, 824 tons; Lanarkshire, 689 tons; Elizabeth, 691 tons; Columbine, 607 tons; British King, 637 tons; Coromandel, 662 tons; Octavius, 634 tons; Amoy, 648 tons; Grampian, 774 tons; Glentanner, 610 tons; Yorkshire, 808 tons; Eleanor, 679 tons; Gertrude, 703 tons; W. Abrams, 706 tons; Rothschild, 645 tons; Broom, 889 tons; Susan, 537 tons; Huron, 498 tons; Venelia, 581 tons; Aberdeen, 560 tons; Seraphine, 643 tons; Marchioness of Abercorn, 875 tons; Warren Hastings, 698 tons; Miltiades, 675 tons; Glenlyon, 908 tons; Lamport, 743 tons; Emerald, 721 tons; Springfield, 547 tons; Lord Seaton, 730 tons; Themis, 1004 tons; Henry Duncan, 562 tons; Good Intent, 592 tons; Importer, 734 tons; Swan, 859 tons; Royal Adelaide, 453 tons; Victoria, 716 tons; Lady Constable, 613 tons; Laurel, 808 tons; Glenleven, 646 tons; Sapphire, 714 tons; Caledonia, 789; Falcon, 382 tons; Envoy, 740 tons; Belmont, 937 tons; Enchantress, 832 tons; Independence, 693 tons; Pallas, 520 tons; Georgiana, 513 tons; England, 893 tons; Lord Wellington, 732 tons; Arabian, 581 tons; Standard, 531 tons; Chieftain, 795 tons; Ellerslie, 734 tons; Ann Armstrong, 899 tons; Evening Star, 642 tons; China, 645 tons; Hebe, 450 tons; Ann Jeffie, 941 tons; Mountaineer, 869 tons; Henrietta Mary, 844 tons; Jane, 658 tons; Imogen, 330 tons; Corea, 734 tons; Hero of Sidon, 615 tons; Goliah, 988 tons; Sir Charles Napier, 638 tons; Argyle, 634 tons; Henry Bliss, 729 tons; Ocean Queen, 802 tons; Liverpool, 514

tons. AMERICAN: Onea, 750 tons; Europe, 598 tons; George Stephens, 498 tons; St. Cloud, 475 tons; T. B. Wales, 599 tons; Sheffield, 590 tons; J. Shepherd, 730 tons; Caledonia, 545 tons; Charlemagne, 741 tons; Diana, 600 tons; Maryland, 401 tons; Russell Glover, 795 tons; Fanny, 615 tons; Elizabeth Bruce, 606 tons; Cairo, 593 tons; Washington, 494 tons; Meteor, 709 tons; Alhambra, 695 tons; Essex; 774 tons; Laura, 763 tons; Brewster, 696 tons; Walpole, 703 tons; Goodwin, 724 tons; Swatra, 862 tons; Empire, 1049 tons; St. Lawrence, 460 tons; Persian, 492 tons; Dibdin, 570 tons; Abbot Lord, 500 tons; Commerce, 502 tons; London, 637 tons; Oregon, 688 tons; Mayflower, 500 tons; Soldan, 765 tons; Scotland, 517 tons; Franconia, 532 tons; Kilby, 597 tons; Columbiana, 600 tons; Hampden, 704 tons; Thomas Parkins, 670 tons; Republic, 900 tons; Malabar, 600 tons; Tyrian, 544 tons; Emblen, 644 tons; Mississippi, 717 tons; Champlain, 728 tons; Luconia, 576 tons; Cygnet, 498 tons; Logan, 613 tons; Leopard, 580 tons; General Veazie, 443 tons; Adams, 600 tons; Desdemona, 710 tons; Ontario, 640 tons; Sweden, 680 tons; Neptune, 569 tons; Genessee, 459 tons; Lehigh, 541 tons; Liverpool, 642 tons; Constantine, 841 tons; Suffolk, 651 tons; Pharsalia, 653 tons; Stephen Baldwin, 680 tons.

BRITISH NAVIGATION WITH THE NORTH AMERICAN COLONIES.

The Transatlantic ships employed in trade between the United Kingdom and the British North American colonies, are adapted in size to the cargoes which they carry, and the depth of water in the colonial or British ports, in which they lade and discharge.

The ships which carry timber from the ports of the St. Lawrence, Chaleur bay, Miramichi, and the Bay of Fundy, range from 150 tons to above 1000 tons. The principal ships laden with timber, &c., from the North American colonies, which discharged their cargoes at the ports of London and Liverpool, during the first six months of the year 1845, were the following, viz.:—

PORT OF LONDON.—The *Themis*, of St. John's, New Brunswick, from St. John's, 1004 tons, 30 men. The *Schoodiac*, of St. Andrew's, New Brunswick, from St. Stephen's, 1005 tons, 31 men. *Princess Royal*, of St. John's, New Brunswick, from St. John's, 1096 tons, 29 men. *Indus*, of Glasgow, 822 tons, 26 men. *Manchester*, of Quebec, 825 tons, 25 men. The greater number of the other ships in this trade, and those which discharge at the port of London, the Clyde, Leith, Bristol, Cork, &c., range from 300 tons to 700 tons. Those which are laden at the shallow ports of the North American colonies, with timber and deals, and discharge at the shallow ports of the United Kingdom, range as low as from 300 tons to about 120 tons.

Vessels employed in the trade between the United Kingdom and Newfoundland, are seldom above 200 tons, and frequently of much less burden. Those trading with Nova Scotia, Cape Breton, and Prince Edward Island (some of the timber ships excepted), are usually of moderate burden.

WEST INDIES.—The ships engaged in the West India trade would formerly be considered of very large burden; but compared with those engaged in the North American trade, they are not usually half the capacity.

SOUTH AMERICAN TRADE.—Generally, the trade carried on with South America, is in small ships and brigs.

EAST INDIES AND CHINA.—The most splendid ships belonging to the British empire are those employed in the trade with India and China. This was at all times the case. These magnificent ships are built chiefly in the river Thames, the Tyne, the Mersey, and the Clyde. The following vessels are among the principal ships which arrived during the first six months of the year 1845, from India, &c., in the port of London, viz.:—

From CALCUTTA, the *Wellesley*, of London, 1013 tons, 60 men. *Monarch*, of London, 1282 tons, 84 men. *Prince of Wales*, of London, 1241 tons, 84 men. The

Queen, of London, 1244 tons, 82 men. *Gloriana*, of Newcastle, 105[illegible]ns, 62 men, *Ellenborough*, of Newcastle, 1031 tons, 62 men. *Owen Glendower*, of London, 989 tons, 67 men. *Bucephalus*, of Newcastle, 985 tons, 64 men. *Southampton*, of London, 971 tons, 68 men. *Maidstone*, of London, 938 tons, 52 men. *Seringapatam*, of London, 870 tons, 65 men. *Somes*, of London, 785 tons, 29 men. *Union*, of London, 750 tons, 27 men. *Westminster*, of London, 610 tons, 26 men. *China*, 658 tons, 28 men. Besides a great many other ships of from 400 tons to 600 tons.

From MADRAS, the *Equestrian*, of London, 800 tons, 37 men. The *Neptune*, of London, 645 tons, 30 men. The *Larkins*, 700 tons, 25 men. Besides other ships of from 300 tons to 600 tons.

From BOMBAY, the *Universe*, of Dundee, 719 tons, 26 men. The *Nelson*, of Glasgow, 603 tons, 24 men. The *Carnatic*, of London, 632 tons, 32 men. Besides others of less burden.

From CANTON, the *Hindostan*, of London, 708 tons, 37 men. The *Castle Eden*, of London, 930 tons, 52 men. The *Royal Albert*, of Greenock, 507 tons, 17 men. The *L'Arne*, of Liverpool, 577 tons, 21 men. Besides other ships from 400 tons to 500 tons.

In the trade with Singapore, New South Wales, and other eastern places, the ships vary in size from 250 tons to 600.

The ships employed in the trade between the ports of Liverpool, the Clyde, and the Mersey, and ports in the East Indies, China, and other eastern places, vary in their size from 300 tons to 700 registered tons.

The following summary of the cargoes discharged by some of the principal ships arriving from the *United States*, and from other parts of the world, in the ports of London and Liverpool, will be found curious and instructive.

The cargo discharged in February, 1845, at the St. Katherine's Dock, London, by the American ship *Victoria*, of 938 tons, 30 men, from New York, exhibits the variety of exports: viz., 4164 barrels of turpentine, 2300 barrels of oil cake, 17 casks of oil, 66 tierces, 19 half-tierces, and 1 hogshead of tobacco, 2629 bushels of Indian corn, 174 tierces of beef, 70 barrels, 48 half-barrels of pork, 161 cases, 64 casks of cheese, 26 barrels of tallow, 161 cases, 64 casks of general merchandise, 20 barrels of sarsaparilla, 75 cases of cloths, 25 boxes of black weights, 1 case, 1 cask of specie, 30 boxes of broom corn, 30 boxes and 17 casks of broom handles, and 6 dozen brooms and whips.

The *Prince Albert*, of New York, 980 tons, 37 men, from New York, discharged a month previously in the port of London, 44 casks, 23 cases, 12 bales of general merchandise, 25,440 staves, 122 logs of cedar, 1050 casks of oil-cake, 303 casks of oil, 20 barrels of lard oil, 16 casks of spermaceti, 1492 barrels of turpentine, 30 barrels of spirits of turpentine, 79 pigs of lead, 1 case of worsted, 7 hogsheads of furs, 11 casks and 50 kegs of tobacco, 235 bales of hemp, 4901 bushels and four casks of Indian corn, 110 barrels of pork, 125 tierces of beef, 1054 cases, and 296 casks of cheese, 1 tierce of hams, 2 hogsheads of tallow, 10 kits of salmon, 1 cask of tongues, 5 hides, 3 boxes, and 1 barrel of bread.

The *Northumberland*, of New York, 990 tons, 32 men; discharged a cargo of nearly similar articles, with the addition of 197 bundles of whalebone.

The *Wellington*, the *Hendrick Hudson*, the *Westminster*, the *St. James*, the *Quebec*, the *Mediator*, the *Switzerland*, the *Gladiator*, the *Robert Fuller*, &c., discharged similar cargoes, and all these will comprehend a view of the imports from America into the port of London, if we add tobacco, and an occasional vessel from Boston, Charleston, and Baltimore. The outward cargoes consist chiefly of British manufactures.

Talisman, of Boston, discharged in London, 60,000 lbs. of oil-cake, 2 tons of horn tips, 3 cases of merchandise, 1 case of hoops, 39 bales of hemp, 6 barrels of isinglass, 23½ tuns of oil, and 500 tons of ice.

The *Louisa*, of the United States, from Baltimore, 300 tons, 11 men, discharged 577 tierces of beef, 584 barrels and 164 tierces of pork, 9 casks of grease, 100 kegs of tongues, 51 casks of tallow, 1 barrel and 50 half barrels of suet, 227 tierces of beef, 100 barrels of pork, 21 hogsheads of quercitron bark, 3 tierces of bones, 14 tierces of

clover-seed, 13 tierces and 6 tons of sassafras root, 1 case of merchandise, 10 hogsheads of tobacco, 1 tierce of bees'-wax, and 30 kegs of butter.

Cargoes of timber from British America.—The *John and Mary*, of Quebec, from Quebec, 12 men, 286 tons; discharged 20 pieces of white, and 450 pieces of red pine, 400 deals, and 3922 staves.

The *Clyde*, of St. John's, from St. John's, New Brunswick, 20 men, 711 tons; discharged 288 pieces of pine and 139 pieces of birch timber, 13,737 deals, 5650 palings, 2600 pieces of lathwood, 3840 staves, 43 boards, and 4 fathoms firewood.

The *Junior*, of Quebec, from Quebec, 19 men, 677 tons; discharged 20 pieces of oak timber, 50 pieces of elm, 58 pieces of pine, 12,474 deals, and 8610 staves.

The *Liverpool*, of Halifax, from St. John's, New Brunswick, 20 men, 536 tons; discharged 335 pieces of pine timber, 11,959 deals and ends, 7719 head staves, 3 cords of lathwood, and 3 barrels of furs and skins.

The following are a few of the cargoes which were discharged in London, from ships, which arrived from India, China, &c.

The *Queen*, of London, from Calcutta, 42 men, 1244 tons; discharged 1385 chests of indigo, 246 bales of raw silk, 122 chests and 4029 bags of sugar, 991 bags of saltpetre, 102 hogsheads of oil seed, 4600 packets of linseed, 2500 bundles of rattans, 53 cases of silk piece goods, 38 cases of silk corahs, 545 bags of rice, 2 butts and 1 pipe of returned wine, 22 tubs and 243 boxes of camphor, 5 cases of cheroots, 10 barrels of pepper, 10 cases of lac dye, and 6 cases of arrowroot.

The *Prince of Wales*, of London, from Calcutta, and the Cape of Good Hope, 84 men, 1244 tons; discharged 3762 bags of sugar, 101 bales of raw silk, 810 chests and 2 boxes of indigo, 110 cases of castor oil, 1378 bags of rice, 3300 bundles of rattans, 705 bundles of cherelta, 6 barrels of senna, 100 barrels of jute, 1250 packets of oil-seed, 1 box of cowries, 36 cases of piece goods, 100 puncheons of rum, 1778 bags of saltpetre, 1400 packets of cowries, 12 cases of sundries, 6 chests of tea, 25 butts and 20 pipes of wine, shipped in London for the voyage round the Cape of Good Hope, and 1 box of ostrich feathers.

The *Walmer Castle*, of London, from Canton, Hong-Kong, and Manilla, 48 men, 656 tons; discharged 3622 chests and 598 half chests of tea, 13,425 bags of sugar, and 26 tons of sapan wood.

The *Monarch*, of London, from Calcutta and St. Helena, 84 men, 1282 tons; discharged 3094 bags of sugar, 394 chests of indigo, 3020 bags of saltpetre, 635 bags of horn tips, 431 bales of raw silk, 1758 packets of linseed, 23 chests of lac dye, 19 cases of piece goods, 2 trusses of silk, 50 puncheons of rum, 100 bales of jute, and 90 bags of rice.

The *Great Britain*, of London, from Montreal, 20 men, 492 tons; discharged 3439 barrels of flour, 2179 staves, 75 pair of oars, 252 deals, 108 handspikes, 550 barrels of ashes, and 1 case of books.

The *Peruvian*, of St. John's, from St. John's, New Brunswick, 16 men, 373 tons; discharged 2200 barrels of whale and 350 barrels of sperm oil, 10 tons of whale-fins, 4 logs of mahogany, and 2052 deals and battens.

The *Thetis*, of Goole, from St. Petersburg, 9 men, 324 tons; discharged 1499 chetwerts and 55 bags of linseed, 50 bundles and 43 half bundles of hemp, 2 bales of horse tails, 3 bales of hair and 1 bale of horse and ox hair, 1 bale of bristle waste, 23 bales of feathers, 19 bales of wool, 30 bales of calf skins, 1 box of merchandise, 133 bales of horse manes, 59 casks and 68 half casks of bristles, 2 cases of isinglass, 1 fathom of firewood, and 1900 pieces of lathwood.

The *Universe*, of Dundee, from Bombay, 26 men, 719 tons; discharged 564 bags of coffee, 173 bundles and 432 bags of turmeric, 50 bales of coir yarn, 185 bags of senna leaves, 24 boxes of arrowroot, 14 boxes of gum dammar, 1 box of poppy, 3 boxes of shellac, 306 bags of pepper, 63 cases of olibanum, 147 cases of gum arabic, 148 elephants teeth, 1 case of gum benjamin, 10 bags of croton seed, 90 cases of China indigo, 835 cases of camphor, 51 cases of raw camphor, 4 cases of shawls, 291 cases of 1 case shells, 22 cases of myrrh, 200 cases of animi, 6 cases of kino, 16 cases of cardamoms, 116 cases of

cowries, 3 boxes of sea-horse teeth, 4 bags or coculus indicus, 3655 bags of oil-seed, 421 cases of cassia, 814 bales of cotton, 36 kegs of aloes, 24 bags of safflower, 8 bags of linseed, 4 cases of nutmegs, 40 bags of gall nuts, 300 bags of pepper, 2 chests of corriots, 33 cases of China root, 41 bags of senna leaves, 3950 buffalo horns, 468 bags of cowries, 21 bundles of mats, 1 bundle of hides, 139 pieces of elephants' teeth, 2 cases of shells, 960 frazils and 16 half frazils of coffee, 4 cases of 1 half case of cinnamon oil, 572 bags of linseed, 21 cases of merchandise, 2 cases of sundries, 7 cases of mother of-pearl shells, 10 cases of silks, 85 baskets of China root, 356 pieces of hollow ivory, 177 pieces and 509 cases of ivory, 13 pieces of ball ivory, 45 pieces, 14 bundles, and 799 elephants' teeth, 5 cases of retail goods, 3 cases of books, &c., and 50 robins of castor seed.

The *Equestrian*, of London, from Madras, 29 men, 800 tons; discharged 2152 bales of cotton, 86 trunks of handkerchiefs, 683 bags of turmeric, 14 bales of blue cloth, 245 bags of linseed, 10,766 pieces of redwood, 9 casks of cocoa-nut oil, 8 half chests of castor oil, 309 chests of indigo, 20 trunks of handkerchiefs, 221 bags of coffee, and 5560 bags of sugar.

The *Coromandel*, of Greenock, from Canton, 21 men, 765 tons; discharged 1 case of silks, 1 case of china ware, 31 bales of raw silk, and 16,501 packages of tea.

The *Nelson*, of Glasgow, from Bombay, 24 men, 603 tons; discharged 40 cases of myrrh, 54 cases of gum arabic, 3 casks of tallow, 50 cases of olibanum, 10 cases of animi, 1068 coils of coir rope, 1175 bags of turmeric, 1060 bags, 718 frazils, and 50 nungs of coffee, 502 pieces of ivory, 547 bags of pepper, 9 cases of myrrh, 45 bundles of coir yarn, 5295 pieces of buffalo horns, 3132 pieces of sapan wool, 18 cases of silk, 179 cases of cassia, 200 bundles of 100 duppatas of galangal, 33 cases of olibanum, 1 case of cowries, 152 crates of terra japan, 23 cases of rhubarb, 50 chests of tea, 31 kegs of aloes, 150 cases of cassia lignea, 19 cases of benjamin, 698 bales of cotton, 3 cases of shawls, 18 chests of coral shells, 150 chests of cassia lignea, 25 chests of camphor, and several bundles of coir yarn.

The *Neptune*, of London, from Madras, 50 men, 645 tons; discharged 1620 bales of cotton, 826 chests of indigo, 3374 bags of rice, 768 bags of sugar, 507 bags of turmeric, 50 bags of soap nuts, 37 bales of hides, 8 trunks of piece goods, 26 trunks of handkerchiefs, 5 boxes of camphor, 5106 pieces of redwood, 50 bales of cotton, 37 bags of cardamoms, 18 bags of coffee, 2 bags of cloves, 1 box of cinnamon, and 10 bales of piece goods.

The *Surge*, of London, from Canton, Hong Kong, and Cape of Good Hope, 22 men, 543 tons; discharged 4090 chests, 3862 half chests, 686 catty boxes' packages, 34 double chests, 2 cases, 2 packages, 685 half double chests, and 8 quarter chests of tea, 1 case of merchandise, 1 case of silks, 20 bundles of canes, 500 piculs of China root. At Hong Kong—3 pipes 1 cask of wine, 15 packages of sundries, 2 cases of silks, 1 case of merchandise, and 1 butt and 2 hogsheads of wine.

The *Jeremiah Garnet*, of Liverpool, from Hong Kong, 25 men, 447 tons; discharged 4486 chests, 1926 half chests, 2972 boxes, and 34 half boxes of tea, 6 chests of merchandise, 530 chests of tea, 4 jars of lichens, 9 cases of China ware, 18 bundles of matting, and 1 box of merchandise.

The *Castle Eden*, of London, from Canton and Hong Kong, 52 men, 930 tons; discharged 9964 chests, 3338 half chests, and 1003 boxes of tea, 400 boxes of dried ginger, 30 hogsheads of soy, 124 bales of silks, 12 cases of China ware, 1 case of silks, 110 bundles of 30,000 partridge canes, 7000 bamboo canes, 3 pipes of Madeira wine returned, and 54 cases of wine.

The *Lady Flora*, of London, from Cuddalore, Pondicherry, and Madras, 60 men, 756 tons, from Cuddalore; discharged 4731 bags of sugar, 75 casks of molasses, 43 casks of rum, 25 hogsheads of lamp oil, 4060 pieces of redwood, 39 kegs of rum, 60 bales of blue cloth, 1631 buffalo horns, 297 bags of saltpetre; from Pondicherry, 49 bales and 5 half bales of ox and cow hides; from Madras, 396 chests of indigo, 19 boxes of bees'-wax, 6 boxes of cinnamon, 284 bales of cotton, 10 trunks of Madras, and 5 and trunks of Ventapolam handkerchiefs, 1 box of cubebs, 100 bags of turmeric.

The *Claudine*, of London, from Calcutta, Madras, and Moonsoorcottah, 25 men, 452 tons; discharged 60 bags of sugar, 52 butts, and 96 hogsheads of molasses, 1722 bags

of sugar, 200 casks of tamarinds, 1000 bundles of rattans, 1998 buffalo horns, 975 bags of saltpetre, 16 bales of hides, 180 bags and 399 packets of turmeric, 995 bags of rice, 270 bales of jute, 200 bales of hemp, 23 hogsheads of tallow, 953 bags of mustard seed, 25 bags of cubebs, 36 bundles of cow hides, 4 butts of wine. From Madras, 200 chests of indigo, 12 bags of magnesia cement, 2 packets of mats, 14 trunks of handkerchiefs, and 5 bales of blue sallampores.

The *Jim Crow*, of London, from Algoa Bay, 9 men, 180 tons; discharged 554 bales of wool, 1 bundle, 7 tusks, 1 ball of ivory, 2 cases of ostrich feathers, 4 boxes of merchandise, 793 bundles of wet hides, 1298 bundles of dry hides, 69 bags of gum, 5 cases of aloes, 15 cases of gum, 2500 horns, 2 cases, 1 cask, and 10 bundles of old copper, 1 cask, 5 skins, and 9 bundles of skins.

The *Sir Robert Peel*, of London, from Sydney, 36 men, 723 tons; discharged 2398 bales of wool, 125 casks of tallow, 3 casks of soap, 23 bundles of whalebone, 48 tons of manganese, 4200 treenails, and 267 hides.

The *Midlothian*, of Leith, from Sydney, 21 men, 414 tons; discharged 1755 bales of wool, 21 casks, and 1 bale of sheepskins, 97 casks of tallow, 52 tons of copper ore, 4 casks of marrow, 2 hogsheads of hair, 3 casks of lard, and 3100 treenails.

The *Childe Harold*, of London, from Bombay, Cochin, and Calicut, 35 men, 463 tons; discharged 100 bags of sugar, 1095 bales and 1 half bale of cotton, 23 bales and 1 half bale of wool, 72 bales and 1 half bale of hemp, 48 pieces of elephants' teeth, 12 bundles of bulbs, 6 boxes of treasure, 4 cases of shawls, 29 pieces of ivory, 88 cases of olibanum, 2 cases of animi gum, 32 cases of cowries, 18 cases of asafœtida, 5220 buffalo horns, 259 bags of pepper, 2 boxes of gamboge, 727 coils of coir rope, 2 boxes of shells, 300 bags of myrabolanes, 705 bags of linseed, 302 bags of castor seed, 1 box of cheroots, 435 bags of cowries, a quantity of sapan wood; from Cochin, 110 boxes and 305 bags of ginger, 1 box of croton oil, 4 bundles of merchandise; from Calicut, 5 boxes of croton, 1 box of lemon grass oil, and 708 bags of ginger.

The *Queen Victoria*, of London, from Singapore and the Cape of Good Hope, 23 men, 634 tons; discharged 130 bundles, 1444 slabs, and 113 boxes of tin, 436 bags of sugar, 2419 baskets of gambier, 3175 bundles of canes, 45 cakes of gum, 1682 hides, 268 bags of pepper, 3 cases of mace, 3 cases of nutmegs, 88 boxes and 15 cases of tortoiseshell, 5 packages of tea, 6980 bundles of rattans, 27 cases of shells, 17 cases of gum copal, 1 case of birds of paradise, a quantity of sapan wood, 176 slabs of tin, 2876 bundles of rattans, 632 boxes of camphor, 12 cases of merchandise, 9 cases of gamboge, 2 cases of musk, 13 cases of spices, 399 bundles of canes, 4 trunks of sundries, 214 bags of pepper, 18 boxes of indigo; from the Cape of Good Hope, 55 pipes and 9 half pipes ½ aum wine, 5 casks of tallow, and 101 bales of wool.

The *Symmetry*, of Kirkaldy, from Port Adelaide, 20 men, 407 tons; discharged 1217 bales of wool, 116 bundles of whalebone, 7 casks of oil, 23 tons of lead, 87 tons of copper ore, 289 bags and 40 casks of wheat, 13 tons of bark, 1196 horns, 1 cask of nut galls, 10 casks of tallow, and 2 cases and 9 casks of gum.

The *Dona Carmelda*, of Mauritius, from Mauritius, 17 men, 286 tons; discharged 3885 bags and 17 cases of sugar.

The *Margaret Paynter*, of Glasgow, from Manilla, 17 men, 305 tons; discharged 112 tons of sapan wood, 3017 bags of sugar, 183 baskets of mother-of-pearl shells, 419 bales of hemp, 12 boxes of cigars, 15 cases of bread, 13 baskets of rosin, and 1 case of tortoiseshell.

The *Fortescue*, of London, from Manilla, 20 men, 305 tons; discharged 40 cases of pitch, 420 bales of hemp, 546 cases, 76 pipes, 4 barrels, and 72 bags of sugar, 11 casks of sperm oil, 10 bags of coffee, 58 cases of camphor, and a quantity of sapan wood.

The *Thomas Lowry*, of Liverpool, from Sydney, 21 men, 409 tons; discharged 1521 bales of wool, 32 cases of arrowroot, 598 casks of tallow, 5210 ox and 1 cow hides, 50 tanned hides, 46 casks of whale oil, 2 bundles of pelts, 2 casks of head matter, 40 tons of manganese, 2 cases of essential oils, 167 bundles of whalebone, 4418 ox horns, 40,200 ox hoofs, and 21,000 bones.

The *Ganga*, of Whitehaven, from Siam and Singapore, 13 men, 277 tons; discharged a quantity of buffalo and deer horns, 278 bales of hides, 2324 buffalo hides,

53 cases of benjamin, 9 cases of gamboge, 160 bags of sticklac, 351 slabs of tin, 134 bags of sugar, 95 cases of tallow, and a quantity of sapan wood. From Singapore—805 bags of sago flour.

The *Jessie*, of Banff, from the Cape of Good Hope and Ceylon, 11 men, 301 tons; discharged 1 box of gold specie, 33 pipes, 30 hogsheads, and 38 butts of oil, 8 butts, 7 pipes, and 30 hogsheads of oil, 89 bags of coffee, 405 bales, 19 cases, and 7 parcels of cinnamon, 354 lbs. of pepper, 2980 bags of coffee, 264 boxes of plumbago, 9510 deer horns, 3000 pieces of junk, 1 case of croton oil, 461 pieces of sapan wood, 3000 cokernuts, and 1 log of ebony.

The *Helwellyn*, of Whitehaven, from Batavia and Singapore, 14 men, 240 tons; discharged 73 baskets of hide cuttings, 762 baskets of sugar, 131 bags of rice, and 650 bundles of rattans. From Singapore—611 slabs of tin, 49 boxes of sago flour, 318 bundles of rattans, 922 baskets of gambier, 161 boxes of tea, and 9 bundles of Malacca canes.

The *Bella Marina*, of Liverpool, from Wellington, New Zealand, 15 men, 564 tons; discharged 460 bundles of whalebone, 1 trunk of merchandise, 620 casks of whale oil, 17 bales of flax, a quantity of bark, 3 bales of wool, 2 casks of tallow, 1 package of rope, 19 logs of timber, 104 staves, 1500 tree-nails, 2 casks of seal skins, 18 cases of merchandise, 2 logs of timber, 6 cases of furniture, 1 case of cheese, 37 casks of whale oil, 4 bales of flax, and 126 pieces of timber.

The *Prince Albert*, of London, from Jamaica, 20 men, 476 tons; discharged 526 hogsheads, 35 tierces, and 17 barrels of sugar, 141 puncheons of rum, and 39 tons of logwood.

The *Catherine Greene*, of London, from St. Kitt's, 16 men, 378 tons; discharged 432 hogsheads, 26 tierces, and 174 barrels of sugar, 2 hogsheads and 94 puncheons of rum, 49 puncheons and 10 tanks of molasses, 9 barrels of toils le mois, 1400 horns, and 21 hides.

The *Marys*, of London, from Berbice, 10 men, 209 tons; discharged 261 hogsheads, 13 tierces, and 76 barrels of sugar, 25 puncheons of rum, 30 bales of cotton, and 1 barrel of fish glue.

The *William and Alfred*, of London, from Antigua, 16 men, 337 tons; discharged 378 hogsheads, 22 tierces, and 89 barrels of sugar, 5 hogsheads of rum, 294 puncheons of molasses, and 11 pieces of rosewood.

The *Medora*, of London, from Grenada, 13 men, 235 tons; discharged 306 hogsheads, 63 tierces, and 64 barrels of sugar, 36 puncheons and 1 quarter cask of rum, and 11 bags of cocoa.

The *James*, of Liverpool, from Trinidad, 13 men, 216 tons; discharged 230 hogsheads and 23 tierces of sugar, 50 puncheons and 4 barrels of molasses, 48 bags of cocoa, 41 hides, and 654 horns.

The *Charles*, of London, from Tobago, 17 men, 334 tons; discharged 386 hogsheads, 16½ tierces, and 19 barrels of sugar, and 121 puncheons and 2 hogsheads of rum.

The *Arabian*, of London, from Demerara, 18 men, 391 tons; discharged 451 hogsheads of sugar, 96 puncheons and 41 hogsheads of rum, and 12 tierces of coffee.

The *Peter Senn*, of London, from Iquique and Arica, 11 men, 194 tons; discharged 2967 bags of saltpetre, 200 bales of wool, 20 serons of bark, 10 tons of Nicaragua wood, and 12 hides.

The *Nerio*, of Sunderland, from Buenos Ayres, 13 men, 388 tons; discharged 5326 salted hides, 656 salted calf skins, 353 boxes, 80 serons, and 383 casks of tallow, 77 bales of horse hair, 6 bales of horse hides, a quantity of bones, 1 bale of sheep skins, 19,914 ox and cow horns, 34 bags of wool, and 2 casks of pumpings.

The *Saint George*, of London, from St. Vincent's, 19 men, 388 tons; discharged 9 barrels of cocoa, 547 hogsheads of sugar, 157 puncheons of molasses, 45 puncheons of rum, 175 barrels, 88 tins, and 30 boxes of arrowroot, and 1 barrel of sugar.

Arrivals at Bristol.—Timber laden ships and vessels from various parts of the world still continue to arrive at this port. The following among the number:—

The *Elizabeth*, of Bristol, from Jamaica, 22 men, 445 tons; discharged 520 hogsheads, 55 tierces, and 10 barrels of sugar, 188 puncheons and 2 hogsheads of rum, 60 bags

of pimento, 1 barrel of coffee, 12 tons of logwood, 250 lancewood spars, 1 barrel and 80 hogsheads of ginger, and 2 tons of fustic.

The *Woodpecker*, of Bristol, from Cuba, 10 men, 216 tons; discharged 108 logs of mahogany, 1931 lancewood spars, 86 logs of cedar, 3 serons of wax, 25½ tons of fustic, 5¼ tons of espino wood, 2916 coker-nuts, 2 cases of cigars, and 260 barrels of palm leaf.

The *Eagle*, of London, from Canton, 17 men, 388 tons; discharged 7959 packages of tea, and 3 cases of lacquered ware.

The *Lord Seaton*, of Belfast, Ireland, from New Orleans, 25 men, 730 tons; discharged 18 hogsheads and 52 barrels of tallow, 75 tierces of beef, 1198 pieces of fustic, 500 bundles of hides, 100 boxes of cheese, 69 tierces of pork, and 2115 bales of cotton.

The *Independence*, of Belfast, Ireland, from New Orleans, 22 men, 693 tons; discharged 1942 bales of cotton.

The *Envoy*, of Greenock, from New Orleans, 22 men, 746 tons; discharged 2223 bales of cotton.

The *Britannia*, of St. Andrew's, New Brunswick, from Savannah, 16 men, 609 tons; discharged 1562 bales of cotton.

The *Sesostris*, of Glasgow, from Savannah, 19 men, 606 tons; discharged 2642 bales of cotton, and 9000 cane reeds.

The *Acadia*, of Liverpool, from Savannah, 801 tons; discharged 2232 bales of cotton.

The *Harmony*, of St. John's, New Brunswick, from Mobile, 27 men, 832 tons; discharged 2570 bales of cotton.

The *Memphis*, of New York, from Mobile, 23 men, 800 tons; discharged 2200 bales of cotton.

The *Rosalind*, of Liverpool, from Mobile, 20 men, 780 tons; discharged 2309 bales of cotton.

The *Denera*, of New York, from St. Mark's, 14 men, 359 tons; discharged 1045 bales of cotton.

The following are among the cargoes from British North America which have been discharged at Liverpool:—

The *Themis*, of St. John's, New Brunswick, from St. John's, New Brunswick, 30 men, 1004 tons; discharged 126 pieces of birch, 660 pieces of pine, 42 pieces of spruce timber, 3400 staves, 20 casks of palm oil; 35 tons of camwood, 4218 deals, 100 rickers, 2 boxes and 1 case of furs, 6 pair of moose horns, and 2 pair of cariboo horns.

The *Schoodiac*, of St. Andrew's, New Brunswick, from St. Stephen's, New Brunswick, 30 men, 1004 tons; discharged 16,123 pieces of deals, 131 pieces of deal ends, 718 pieces of plank, 275 pieces of boards, 860 pieces of scantling, 67 pieces of timber, 20 cords of lathwood, 1780 pickets, and 5 pieces of cedar.

The *Mary*, of Yarmouth, Nova Scotia, from St. Andrew's, New Brunswick, 13 men, 416 tons; discharged 370 pieces of deals, 103 pieces of fustic, and 9139 pieces of deals, ends, and battens.

The *Asia*, of Liverpool, from Richibucto, 11 men, 303 tons; discharged 331 pieces of pine, 359 pieces of birch timber, and 17 cords of lathwood.

The *Mary Lyall*, of Prince Edward's Island, from Prince Edward's Island, 9 men, 255 tons; discharged 429 pieces of hardwood, 2260 pieces of deals and deal ends, 77 pieces of hardwood plank, and 8 fathoms of lathwood.

The *Kingaloch*, of St. John's, Newfoundland, from St. John's, Newfoundland, 9 men, 143 tons; discharged 216 casks of seal oil and 20 casks of cod oil, 98 casks of blubber, 2764 seal skins, 50 barrels of herrings, 50 boxes of cod-fish, 1 case of wine, and 66 cases of old junk.

The *D'Auvergne*, of Jersey, from Honduras, 21 men, 440 tons; discharged 280 logs of mahogany, 109½ tons of logwood, and 11,800 cocoa nuts.

The *Ben Nevis*, of Liverpool, from Quebec, 30 men, 955 tons; discharged 873 pieces of timber, 857 pieces of deals, 6000 pieces of staves, and 38 cords of lathwood.

The *Pekin*, of Glasgow, from Quebec, 27 men, 668 tons; discharged 11 cords of staves, 49 cords of deals, battens, and deal ends, and 682 pieces of timber.

The *Bridgetown*, of Cork, from Quebec, 18 men, 667 tons; discharged 124 pieces of red and 501 pieces of white pine, 12 pieces of ash and 57 pieces of elm timber, 4885 pieces of standard and 4947 pieces of West India white old staves, and 1735 pieces of deals.

The *Safeguard*, of Liverpool, from Montreal, 13 men, 290 tons; discharged 250 barrels of pearl and 300 barrels of pot ashes, 1466 barrels of flour, 300 pieces of deals, 2840 staves, and 3050 minots of peas.

The *Aqua-Marine*, of Liverpool, from Montreal and Quebec, 24 men, 513 tons; discharged 487 barrels of pot and 120 barrels of pearl ashes, 1000 barrels of flour, 47 kegs of butter, 296 pieces of plank, 2400 pieces of staves, 98 barrels of flour, and 568 pieces of walnut timber; from Quebec, 2594 barrels of flour, 9 barrels of pot and 14 barrels of pearl ashes, and 1200 pieces of staves.

The *Glance*, of Leith, from Montreal, 7 men, 114 tons; discharged 1151 barrels of flour, and 1265 staves.

The *Rainbow*, of Southampton, from Quebec, Rocheforte, and Charente, 18 men, 547 tons; discharged 111 puncheons, 1286 hogsheads, 492 small casks, and 1275 cases of brandy, and 21 cases of paper; from Quebec, 21 cords of lathwood, 1300 deals, and 1314 standard staves.

CARGOES FROM BRITISH NORTH AMERICA.

The *Rocksburg*, of Liverpool, from Quebec, 563 tons; discharged at Liverpool 371 barrels of pot ashes, 79 barrels of pearl ashes, 6074 bushels of peas, 132 barrels of beef, 22 barrels of pork, 98 kegs of butter, 12 kegs of lard, 11,620 deals, and 8950 staves.

The *Palmerston*, of Liverpool, from Madrid, 251 tons; discharged 331 barrels of pot ashes, 187 barrels of pearl ashes, 523 kegs of butter, 30 barrels of pork, 6 hogsheads of potters' clay, 454 barrels of flour, 240 handspikes, 2500 staves, and 9 barrels of apples.

The *Indus*, of Glasgow, from Quebec, 27 men, 822 tons; discharged 819 pieces of timber, 7071 pieces of staves, 700 pieces of deals and deal ends, and 6 fathoms of lathwood.

The *Scotland*, of Quebec, from Quebec, 28 men, 1079 tons; discharged 753 pieces of timber, 1139 deals, and 15,639 staves.

The *Defence*, of Liverpool, from Quebec, 22 men, 608 tons; discharged 608 pieces of timber, 2000 staves, 18 cords of lathwood, and 150 barrels of flour.

The *Lady Milton*, of Liverpool, from Quebec, 25 men, 636 tons; discharged 503 pieces of timber, 1225 pieces of deals, 6800 pieces of staves, and 12 cords of lathwood.

From the *British West Indies* there arrived, among many other vessels with cargoes, at Liverpool:—

The *Sandwich*, of Liverpool, from Demerara, 435 tons, 27 men; discharged 298 hogsheads, 3 tierces, and 51 barrels of sugar, 324 puncheons, 159 hogsheads, and 144 barrels of rum, 11,000 coker-nuts, 45 casks of molasses, 4 hogsheads and 8 quarter casks of wine, and 122 hides.

The *Glen Huntley*, of Greenock, from Jamaica, 21 men, 505 tons; discharged 467 hogsheads and 84 tons of sugar, 92 puncheons of rum, 168 barrels, 15 casks, and 3 bags of ginger, 35 tons of logwood, 24 tons of fustic, 6 tons of ebony, and 5 half-barrels of coffee.

The *Salopian*, of Liverpool, 289 tons, 15 men; discharged 477 tierces, 35 barrels, and 196 bags of coffee, 10 barrels and 144 tins of arrowroot, 2 barrels of ginger, 5 barrels and 4 boxes of wax, 7 packages of sausages, 83 bales of cotton, 59 tons of logwood, 2 barrels of sugar, and 7 serons of Indigo.

The *Lydia*, of Liverpool, from Antigua, 23 men, 447 tons; discharged 483 hogsheads, 6 tierces, and 1 barrel of sugar, 22 puncheons of rum, and 235 puncheons of molasses.

The *John Peat*, of Liverpool, from Manzanilla de Cuba, 10 men, 207 tons; discharged 5 barrels and 2 casks of sugar, 2042 lancewood spars, 30 tons of granadilla wood, 2 tons of lignum vitæ, 21 pieces of cedar wood, 14 pieces of mahogany, and 600 bales of palm leaf.

The *Rival*, of Liverpool, from Maranham, 15 men, 403 tons; discharged 1863 bags of cotton, 6 casks and 7 cases of isinglass, 5000 ox horns, 190 green hides, 17 cases of isinglass, and 54 barrels of balsam.

The *Lee*, of Workington, from Miragoane, St. Domingo, 12 men, 252 tons; discharged 250 tons of logwood, and 54 bags of coffee.

The *Neptunus*, of Denmark, from Cobija, 11 men, 300 tons; discharged 320 tons of guano.

The *Meteor*, of Liverpool, from Tampico, 7 men, 99 tons; discharged 60 tons of fustic, and 342 pieces and 28 boxes of machinery, returned.

The *Camilla*, of London, from Buenos Ayres, 14 men, 283 tons; discharged 8515 salted ox and cow hides, 120 casks of tallow, 20 bales of hair, 1 barrel of nutria skins, 15 tons of ox horns, 219 bales and 120 bags of wool, and 2 bales of sheep skins.

The *Irlam*, of Liverpool from Madeira and Barbadoes, 15 men, 279 tons; discharged 363 hogsheads of sugar, 250 hides, and 1 hogshead and 1 quarter cask of wine. At Madeira, 10 pipes, 15 hogsheads, and 8 quarter casks of wine.

The *Nautillus*, of Liverpool, from Valparaiso, 12 men, 240 tons; discharged 262 quintals of regulus, 64 quintals of ratalia, 6050 quintals of copper ore, 149 bags of silver ore, 25 bales of wool, and 233 quintals of Brazil wood.

The *Vera*, of Dundee, from Valparaiso, 8 men, 186 tons; discharged 15 bars and 3 boxes of silver, 138 bales of wool, 50 bags of gum, 95 casks of oil, 291 bags of copper ore, 106 bags of copper regulus, 9 tons of Nicaragua wood, 23 tons of copper regulus, 41 casks of oil, and 1340 bags of silver ore.

The *Nightingale*, of Liverpool, from Pernambuco, 14 men, 263 tons; discharged 150 barrels of sugar, 24 bags of wax, 872 bags of cotton, 896 dry salted hides, 2 barrels of isinglass, 50 tons of Brazil wood, 2500 coker nuts, 59 bags of guano, 100 cases of sugar, 12 barrels and 210 bags of wax.

The *Pickwick*, of Liverpool, from Islay, 17 men, 386 tons; discharged 2 bales of wool, 419 bales of alpaca, 43 bales of llama, 39 bales of vicuna, 792 bales of sheep's and 36 bales of vicuna skins, 425 bars of tin, 5986 bags of cubic nitre, 21 dry hides, 100 sheep skins, 4 cases, contents unknown, and 214 bales of bark.

Liverpool Trade with British North America.—Among the arrivals at the port of Liverpool from British North America, during the first six months of the year 1845 (the most unfavourable half year), were the following. The *Themis*, of St. John's, New Brunswick, from St. John's, 1004 tons, 30 men; the *Schoodiac*, 1004 tons, 30 men; the *Queen of the Ocean*, of Liverpool, 1196 tons, 34 men; the *Indus*, of Glasgow, from New Brunswick, 832 tons, 26 men; the *Anne*, of Montreal, from Montreal, 435 tons, 16 men; the *Manchester*, of Quebec, from Quebec, 824 tons, 25 men; the *Calcutta*, of Liverpool, from Quebec, 700 tons, 22 men; the *Cromwell*, of Quebec, 1096 tons, 29 men; the *Princess Royal*, of St. John's, New Brunswick, 1109 tons, 34 men. Vessels, bringing flour, potashes, &c., range from 200 to 400 tons. The few arrivals stated above, are merely illustrative of the tonnage of the vessels employed in the timber trade. Many of them are during winter employed in the cotton trade with the United States. The *Liverpool* and *Glasgow* trade with India and China is carried on by ships of from 300 to 800 tons; with the *West Indies*, in vessels of from 180 to 500 tons; with *South America*, with vessels of from 150 to 300 and 400 tons; the size depending greatly on the depth of water in the ports in South America and the West Indies, to which vessels proceed with and for cargoes. The following cargoes, discharged at different times in the port of Liverpool, will illustrate the varieties of articles, of which cargoes imported from different parts of the world consist, viz. :—

From the United States of America.—The *Shakspeare*, of New York, from New York, 21 men, 749 tons; discharged at Liverpool 1346 bales of cotton, 1443 barrels of turpentine, 100 barrels of beef, 170 barrels of ship bread, 9 casks of sperm oil, 13 casks and 2 boxes of merchandise.

The *Sea*, of New York, from New York, 23 men, 800 tons; discharged 1510 barrels of turpentine, 1203 bales of cotton, 2370 kegs of lard, 100 barrels of pork, 63 tierces of beef, 41 packages of tallow and grease, 517 casks and 957 boxes of cheese, 50 barrels of apples, 78 tierces of clover-seed, and 39 boxes of various merchandise.

The *Oxford*, of New York, from New York, 23 men, 707 tons; discharged 1087 bales of cotton, 24 casks of sperm oil, 28 cases and 13 boxes of clocks, 4 cases and 10 boxes of clock weights, 415 barrels of copper ore, 88 firkins of grease and butter, 275 salted wet hides, 3600 staves, 13 barrels, 1 tierce, and 1 case of bees'-wax, 335 barrels of turpentine, 46 bundles of hoop iron, and 13 packages of various merchandise.

The *Concordia*, of Boston, from Boston, 20 men, 641 tons; discharged 524 bales of cotton, 200 barrels of turpentine, 2 bales of wool, 128 tons of logwood, 50 barrels of apples, 46 hogsheads of tallow, and 90 casks of seed.

The *Corsair*, of Halifax, Nova Scotia, 18 men, 476 tons; discharged 1718 bales of cotton.

The *Granada*, of Boston, from Charleston, 19 men, 592 tons; discharged 2217 bales of cotton, and 2 barrels of cotton seed.

The *Nonantune*, of Boston, 20 men, 735 tons; discharged 2349 bales of cotton, and 100 barrels of beef.

Among the other goods imported by the numerous ships in the carrying trade from New York to Liverpool, we find pitch, rosin, varnish, hides, tobacco, flour, &c.

The *Leonidas*, of Warren, Mississippi, from Natchez, 20 men, 690 tons; discharged 2147 bales of cotton.

The *Chatham*, of Boston, from New Orleans, 14 men, 424 tons; discharged 1674 bales of cotton.

The *Birmingham*, of Bath, United States, 15 men, 551 tons; discharged 1921 bales of cotton.

The *Queen of the Ocean*, of Liverpool, from Mobile, 34 men, 1196 tons; discharged 3748 bales of cotton.

The *Springfield*, of Alloa, from New Orleans, 18 men, 547 tons; discharged 1707 bales of cotton, 3 boxes of sundries, 50 barrels of pork, and 50 barrels of beef.

The *Sapphiras*, of Cork, from New Orleans, 19 men, 714 tons; discharged 2117 bales of cotton.

The *Caledonia*, of Liverpool, from New Orleans, 22 men, 789 tons; discharged 2353 bales of cotton.

The *Coronet*, of St. Andrews, from New Orleans, 24 men, 870 tons; discharged 2576 bales of cotton.

The *Henrietta*, of London, from New Orleans, 22 men, 560 tons; discharged 1510 bales of cotton.

The *Saranak*, of Philadelphia, from Philadelphia, 28 men, 816 tons; discharged 119 bales of cotton, 2112 barrels of turpentine, 1312 barrels of apples, 93 casks, 64 hogsheads, 1 tierce, 97 barrels of tallow, 14 hogsheads of quercitron bark, 420 hides, 21 packages, contents unknown, 43 tots of clover-seed, 29 casks of cheese, 18 barrels of copper ore, and 865 boxes of cheese.

The *Queen of the West*, of New York, from New York, 35 men 1334 tons; discharged the following cargo at Liverpool, in February, 1845: 1557 bales of cotton wool, 2675 barrels of turpentine, 152 tierces of beef, 86 barrels of pork, 100 barrels of bread, 170 barrels of apples, 20 kegs of butter, 30 barrels of lard, 95 tierces, 76 bags, and 31 hogsheads of clover-seed, 311 salted hides, 4 barrels of jewellers' sweeps, 8 tons of lead, 4 cases and 1 barrel of merchandise.

The *Sheridan*, of New York, from New York, 35 men, 980 tons; discharged the same month at Liverpool, 655 bales of cotton, 619 tierces, 9 half tierces, and 47 hogsheads of clover-seed, 12 barrels of grass-seed, 1237 tierces of flax-seed, 21 hogsheads and 25 kegs of tobacco, 9 casks of oil, 25 barrels of pot ashes, 8 casks of chains, 2 boxes and 15 tierces of merchandise, 7900 bushels of Indian corn, 100 tierces of beef, 50 barrels of pork, 27 barrels of flour, and 75 barrels of apples.

The *Parthenon*, of Boston, from New Orleans, 16 men, 582 tons; discharged 1882 bales of cotton, and 14 barrels of tallow.

The *Rochester*, of Bath, United States, from New Orleans, 17 men, 563 tons; discharged 1846 bales of cotton, and 51 bales of hemp.

The *Hope*, of Duxbury, from New Orleans, 22 men, 880 tons; discharged 3038 bales of cotton, and 52 bundles of leather.

The *Joshua Bates*, of Boston, from Boston, 21 men, 593 tons; discharged 614 bales of cotton, 60 barrels of pork, 300 sides and 10 bundles of leather, 145 sticks of cedar, 61½ tons of logwood, 400 boxes of soap, 70 hogsheads of tallow, 25 bundles of chains, 8 casks of horn tips, and 50 hogsheads of tobacco.

The *Thomas P. Cope*, of Philadelphia, from Philadelphia, 25 men, 850 tons; discharged 2281 barrels of rosin, 132 hogsheads of bark, 15 barrels of chrome ore, 93 barrels of seed, 180 hides, 18 hogsheads and 1 tierce of clover-seed, 50 hogsheads of quercitron bark, 333 bags of Indian corn, 15 casks of ore, 200 boxes of glass, 182 bales of cotton, 21 bales of wool, 64 kegs of butter, 18 casks of tobacco, 29 casks of merchandise, 19 bundles of leather, 4 boxes of clocks, 10 boxes of clocks and weights, and 52 barrels of sperm oil.

The *John Mac Vicar*, of Liverpool, from Calcutta, 29 men, 648 tons; discharged 2328 bags of sugar, 2413 bags of rice, 158 chests and 6 boxes of indigo, 300 bags of horn shavings, 498 bags of saltpetre, 164 puncheons of rum, 1461 bags of turmeric, 1068 pieces of sapan wood, 50 boxes and 179 chests of shellac, 4 bales of calf skins, 2 bales of cow hides, 400 bales of jute, 400 sacks of linseed, and 1 hogshead of wine.

The *Thomas Mellor*, of Liverpool, from Calcutta, 14 men, 257 tons; discharged 1646 bags of sugar, 507 bags of saltpetre, 475 bags of cowries, 400 sacks and 5000 pockets of linseed, 7000 buffalo horns, 87 cases of castor oil, 17 chests of gum benjamin, and 325 bales of jute.

The *Mary Hartley*, of Liverpool, from Calcutta, 16 men, 408 tons; discharged 1448 bags of sugar, 893 bags and 1000 pockets of rice, 675 bales of jute, 27 boxes of lac dye, 19 bales of safflower, 1549 bags of saltpetre, 50 chests of shellac, 13 bales of senna leaves, 17 chests of indigo, 4 cases of arrowroot, 193 cases of cowries, and 2 cases of preserves.

The *Harvest Home*, of Liverpool, from Calcutta, 13 men, 458 tons; discharged 449 bags of saltpetre, 226 bags of sugar, 5149 bags of rice, 9 casks of tallow, 45 cases of castor oil, 180 bales of jute, and 5 boxes of arrowroot.

The *Australia*, of London, from Bombay, 38 men, 935 tons; discharged 2784 bales of cotton, 540 bales of wool, 24 cases of gum arabic, 50 frazils of coffee, 2 chests of tea, 130 bales of munject, 6530 pieces of sapan wood, 140 bundles of deer horns, 9 cases of cinnamon oil, 962 bags of pepper, 50 frazils, 21 barrels, and 20 bags of coffee, 22 cases of mother-of-pearl shells, 1350 coils of rope, 10 bundles of hemp, 37 pieces of ordnance, 797 bags of linseed, 109 bags and several barrels of munject, 61 pieces of ivory, 350 pieces of sandal wood, 16 cases of gum arabic, and 19 cases of asafœtida.

The *Camillus*, of Liverpool, from Malabar coast and Ceylon, 21 men, 613 tons; discharged 208 bales of cow, 21 bales of buffalo, and 19½ wet hides, 6 bales of goat skins, 1 cask and 1 case of hides, 900 hogsheads of cocoa nut oil, 13,127 buffalo and 1690 deer horns, 76 cases of ginger, 3125 pieces and 23 tons of sapan wood, 18 elephants' teeth, 8924 pieces of coir junk, 1437 bags of pepper, 4 cases and 2 half cases of arrowroot, 3273 bags of coffee, 20 bales of hides, 109 bales and 1 parcel of cinnamon, and 7 tons of deer horns.

The *Boyne*, of Newcastle, from Alexandria, Egypt, 9 men, 239 tons; discharged 2169 bales of cotton.

The *Mary*, of Liverpool, from Old Calabar, 19 men, 296 tons; discharged 865 casks of palm oil, 18 pieces of ebony, and 4 pieces of ivory.

The *Miracle*, of Liverpool, from Ichaboe, 37 men, 626 tons; discharged 850 tons of guano.

The *Huskisson*, of Liverpool, from Africa, 19 men, 388 tons; discharged 1100 casks of palm oil.

The *Hawkhill*, of Kincardine, from Alexandria, 10 men, 179 tons; discharged 946 bales of flax, and 129 bales of cordilla.

The *Stipula*, of Exeter, from Smyrna, 7 men, 143 tons; discharged 77 sacks of cama-

tina, 40 tons of emery stone, 80 drums of fruit, 134 barrels of madder roots, 35 casks, 87 cases, 150 boxes, and 1180 drums of raisins, 2102 pieces of boxwood, and 25 sacks of yellow berries.

The *Isabella Cooper* of Greenock, from Calcutta, 22 men, 371 tons; discharged 1427 bags of sugar, 4178 bags and 496 pockets of rice, 150 bales of jute, 162 bags of horn tips, 113 bales of raw silk, 13 cases of silk goods, 150 cases of castor oil, 7 bales of sheep's wool, 207 bags of horn shavings, 135 boxes of shellac, 100 puncheons of rum, 500 packets of linseed, and 500 packets of turmeric.

The *John Patchett*, of Liverpool, from Madras, 8 men, 264 tons; discharged 611 bales of cotton, 283 chests of indigo, 1384 pieces of redwood, 1700 bags of rice, 7 chests of bees'-wax, 87 bags of turmeric, 1 bale of sheep skins, 502 bags of sugar, 40 bags of linseed, 25 bags of mustard, and 5000 buffalo horns.

The *Edward Robinson*, of London, from Whampoa, 15 men, 300 tons; discharged 4444 chests and 1202 half chests of tea, 9 catry boxes, and 20 cases of silk piece goods.

The *St. Lawrence*, of Liverpool, from Singapore, 28 men, 816 tons; discharged 1484 bags of black and 44 bags of white pepper, 433 slabs of tin, 34 tons of sapan wood, 227 buffalo hides, 4703 bags and 661 baskets of gambier, 2748 bags of sago flour, 692 boxes of mother-o'-pearl shells, 62 cases and 62 boxes of gum, 967 bags of coffee, 188 bundles of Malacca cane, 26 cases and 5 boxes of tortoise-shell, 56 bags of buffalo horns, 10,396 bundles of rattans, 47 boxes of China camphor, 644 boxes of cassia, 26 bundles of canes, and 46 boxes of damar.

The *Earl of Lonsdale*, of Whitehaven, from Mauritius, 17 men, 350 tons; discharged 7141 bags of sugar, and 4500 tree-nails.

The *Coquette*, of London, from Cape Town, 9 men, 195 tons; discharged 160 pipes, 47 half pipes, 2 casks, and half-aum of wine, 132 bales of wool, and 770 bags of rice.

The *Mazeppa*, of Port Elizabeth, from Algoa Bay, 10 men, 96 tons; discharged 76 bundles of 320 hides, 3 bundles and 1 bag of sheet copper, 18 casks of tallow, 6 bags of copper bolts, 16 pieces of rudder bands, 1599 horns, and 131 bales of wool.

CHAPTER XXXI.

TARIFF AND CUSTOMS' LAW OF THE UNITED STATES, PASSED AT THE SECOND SESSIONS OF THE TWENTY-SEVENTH CONGRESS (1842).

SECTION I.—Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That from and after the passage of this act in lieu of the duties heretofore imposed by law on the articles hereafter mentioned, and on such as may now be exempt from duty, there shall be levied, collected, and paid, the following duties, that is to say:—

1st.—On coarse wool unmanufactured, the value whereof at the last port or place whence exported to the United States, shall be seven cents, or under per pound, there shall be levied a duty of five per centum *ad valorem;* and on all other unmanufactured wool, there shall be levied a duty of three cents per pound, and thirty per centum *ad valorem:* Provided, That when wool of different qualities of the same kind or sort, is imported in the same bale, bag, or package, and the aggregate value of the contents of the bale, bag, or package, shall be appraised by the appraisers, at a rate exceeding seven cents per pound, it shall be charged with a duty in conformity with such appraisal: Provided further, That when wool of different qualities, and different kinds or sorts, is imported in the same bale, bag, or package, the contents of the bale, bag, or package, shall be appraised at the value of the finest or most valuable kind or sort, and a duty charged thereon accordingly: Provided further, That if bales of different qualities are embraced in the same n-voice, at the same price, the value of the whole shall be appraised according to the value of the bale of the best quality: Provided further, That if any wool be imported having in it dirt, or any material or impurities, other than those naturally belonging to the fleece, and thus be reduced in value to seven cents per pound or under, the appraisers shall appraise the said wool at such a price as, in their opinion, it would have cost had it not been mixed with such dirt or impurities, and a duty shall be charged thereon in conformity to such appraisal: Provided also, That wool imported on the skin shall be estimated as to weight and value as other wool.

SECTIONS II., V., VI., VIII., and IX., enumerate the various duties, payable on the several articles in the annexed table.

SECTION III.—And be it further enacted, That, from and after the passage of this act, there shall be levied, collected, and paid on the importation of the articles hereinafter mentioned, the following duties, that is to say:—

1st.—On all manufactures of silk not otherwise specified, except bolting cloths, two dollars and fifty cents per pound of sixteen ounces; on silk bolting cloths, twenty per centum *ad valorem*. Provided, That if any silk manufacture shall be mixed with gold or silver, or other metal, it shall pay a duty of thirty per centum *ad valorem*.

SECTION III., clause 3rd.—On cotton bagging, four cents per square yard or any other manufacture not otherwise specified, suitable for the uses to which cotton bagging is applied, whether composed in whole or in part of hemp or flax, or any other material, or imported under the designation of gunny cloth, or any other appellation, and without regard to the weight or width, a duty of five cents per square yard.

SECTION IV.—And be it further enacted, That, from and after the passage of this act, there shall be levied, collected, and paid, on the importation of the articles hereinafter mentioned, the following duties, that is to say:—

1st.—On iron in bars or bolts, not manufactured in whole or in part by rolling, seventeen dollars per ton; on bar or bolt iron, made wholly or in part by rolling, twenty-five dollars per ton. Provided, That all iron in slabs, blooms, loops, or other form, less finished than iron in bars or bolts, and more advanced than pig iron, except castings, shall be rated as iron in bars or bolt, and pay a duty accordingly. Provided also, That iron, imported prior to the 3rd day of March, 1843, in bars or otherwise, for railways and inclined planes, shall be entitled to the benefits of the provisions of existing laws, exempting it from the payment of duty on proof of its having been actually and permanently laid down for use on any railway or inclined plane prior to the 3rd day of March, 1843, and all such iron imported from and after the date aforesaid, shall be subject to pay the duty on rolled iron.

SECTION VII.—And be it further enacted, That, from and after the day and year aforesaid, there shall be levied, collected, and paid, on the importation of the articles hereinafter mentioned, the following rates of duty, that is to say:—

2nd.—On all books printed in the English language, or of which English forms the text, when bound, thirty cents per pound, when in sheets or boards, twenty cents per pound. Provided, That whenever the importer shall prove, to the satisfaction of the collector, when the goods are entered, that any such book has been printed and published abroad more than one year, and not republished in this country, or has been printed and published abroad more than five years before such importation, then, and in such case, the said books shall be admitted at one-half of the above rate of duties. Provided, That the said terms of one year and five years, shall in no case commence, or be computed at and from a day before the passing of this act; on all books printed in Latin or Greek, or in which either language forms the text, when bound, fifteen cents per pound; when unbound, thirteen cents per pound; on all books printed in Hebrew, or of which that language forms the text, when bound, ten cents per pound, and when unbound, eight cents per pound. Provided, That all books printed in foreign languages, Latin, Greek, and Hebrew excepted, shall pay a duty of five cents per volume, when bound or in boards, and when in sheets or pamphlets, fifteen cents per pound; and editions of works in the Greek, Latin, Hebrew, or English languages, which have been printed forty years prior to the date of importation, shall pay a duty of five cents per volume; and all reports of legislative committees, appointed under foreign governments, shall pay a duty of five cents per volume; on polyglots, lexicons, and dictionaries, five cents per pound; on books of engravings or plates, with or without letterpress, whether bound or unbound, and on maps and charts, twenty per centum *ad valorem*.

SECTION X.—And be it further enacted, That on all articles not herein enumerated or provided for, there shall be levied, collected, and paid a duty of twenty per centum *ad valorem*.

SECTION XI.—And be it further enacted, That an addition of ten per centum shall be made to the several rates of duties by this act imposed, in respect to all goods, wares, and merchandise, on the importation of which, in American or foreign vessels, a specific discrimination between them is not herein made, which, from and after the time when this act shall take effect and go into operation, shall be imported in ships or vessels not of the United States; and that a further addition of ten per centum shall be made to the several rates of duties imposed by this act on all goods, wares, and merchandise, which shall be imported from any port or place east of the Cape of Good Hope, in foreign vessels. Provided, That these additional duties shall not apply to goods, wares, or merchandise, which shall be imported after the day that this act goes into operation, in ships or vessels not of the United States, entitled by treaty or by any act or acts of Congress, to be entered in the ports of the United States, on the payment of the same duties as shall then be paid on goods, wares, or merchandise, imported in ships or vessels of the United States.

SECTION XII.—And be it further enacted, That on and after the day this act goes into operation, the duties on all imported goods, wares, or merchandise, shall be paid in cash: Provided, That in all

cases of failure or neglect to pay the duties, on completion of the entry, the said goods, wares, or merchandise, shall be taken possession of by the collector, and deposited in the public stores, there to be kept with due and reasonable care, at the charge and risk of the owner, importer, consignee, or agent; and if any such goods remain in public store beyond sixty days (except in the case of goods imported from beyond the Cape of Good Hope, remaining for the space of ninety days) without payment of the duties thereon, then said goods, wares, and merchandise, or such quantities thereof as may be deemed necessary to discharge the duties, shall be appraised and sold by the collector, at public auction, on due public notice thereof being first given, in the manner and for the time prescribed by a general regulation of the Treasury department; and at said public sale, distinct printed catalogues, descriptive of said goods, with the appraised value affixed thereto, shall be distributed among the persons at said sale; and a reasonable opportunity shall be given, before such sale, to persons desirous of purchasing, to inspect the quality of such goods; and the proceeds of said sales, after deducting the usual rate of storage at the port in question, together with all other charges and expenses, including interest on the duties from the date of entry at the rate of six per centum per annum, shall be applied to the payment of duties; and any balance of money remaining, over and above the full amount of duties, charges, and expenses and interest aforesaid, as well as such quantities of any goods, wares, or merchandise as may not have been sold for the purposes before-mentioned, shall be delivered, and the money paid over by the collector to the owner, importer, consignee, or agent, and proper receipts taken for the same:—

And provided, That if no claim be made by such owner, importer, consignee, or agent, for the portion of the goods which may remain in the hands of the collector, after such sale, the said goods shall be forthwith returned to the public stores, there to be kept at the risk and expense of the owner, importer, consignee, or agent, until claimed or sold for storage agreeably to law; and the proceeds of the sale for duties remaining unclaimed for the space of ten days after such sale, shall, after payment of duties and all expenses aforesaid, at the expiration of that period, be paid by the collector into the Treasury, in the manner provided for in the case of unclaimed goods in the next succeeding section of this act: And provided further, That when any goods are of a perishable nature, they shall be sold forthwith.

Section XIII.—And be it further enacted, That, previous to the sale of any unclaimed goods, the said collector shall procure an inventory and appraisement thereof to be made, and to be verified on oath or affirmation, by two or more respectable merchants, before the said collector, and to remain with him; and said collector shall afterwards cause said goods to be advertised and sold, in the manner provided for in this act, and, after retaining the duties thereon, agreeably to inventory and appraisement, and interest and charges aforesaid, shall pay the overplus, if any there be, into the Treasury of the United States, there to remain for the use of the owner or owners, who shall upon the due proof of his, her, or their property, be entitled to receive the same; for which purpose the collector shall transmit, with the said overplus, a copy of the inventory, appraisement, and account of sales, specifying the marks, numbers, and descriptions of the packages sold, their contents, the name of the vessel and master in which and of the port or place whence they were imported, and the time when, and the name of the person or persons to whom said goods were consigned in the manifest; and the receipt or certificate of the collector shall exonerate the master or person having the charge or command of any ship or vessel in which said goods, wares, and merchandise were imported, from all claim of the owner or owners thereof: Provided, That so much of the fifty-sixth section of the general collection law of 2nd of March, 1799, which provides for the storage of unclaimed merchandise, as conflicts with the provision of this act, shall be and is hereby repealed: Provided also, That when goods are of a perishable nature, they shall be sold forthwith.

Section XIV.—And be it further enacted, That on and after the day this law goes into effect, there shall be allowed a drawback on foreign sugar refined in the United States, and exported therefrom, equal in amount to the duty paid on foreign sugar from which it shall be manufactured, to be ascertained under such regulations as shall be prescribed by the Secretary of the Treasury, and no more; and on spirits distilled from foreign molasses, a drawback of five cents per gallon, till the 1st day of January, 1843, when it shall be reduced one per cent per gallon; and annually, on the 1st day of January thereafter, the said drawback shall be reduced one cent per gallon, until the same shall be wholly discontinued: Provided, That this act shall not alter or repeal any law now in force regulating the exportation of sugar refined, or spirits distilled from molasses in the United States, except as to the rates of duties and drawbacks.

Section XV.—And be it further enacted, That in the case of all goods, wares, and merchandise, imported on and after the day this act goes into operation, and entitled to debenture under existing laws, no drawback of the duties shall be allowed on the same, unless said goods, wares, or merchandise, shall be exported from the United States within three years from date of importation of the same; nor shall the additional rate of duty levied by this act on goods, wares, and merchandise, imported in foreign vessels, be refunded in case of re-exportation: Provided, That two and one-half per centum on the amount of all drawbacks allowed, except on foreign refined sugars, shall

be retained, for the use of the United States, by the collectors paying such drawbacks respectively; and in the case of foreign refined sugars, ten per centum shall be so retained.

SECTION XVI.—And be it further enacted, That in all cases where there is or shall be imposed any *ad valorem* rate of duty on any goods, wares, or merchandise, imported into the United States, and in all cases where the duty imposed shall by law be regulated by, or directed to be estimated or based upon, the value of the square yard, or of any specified quantity or parcel of such goods, wares, or merchandise, it shall be the duty of the collector, within whose district the same shall be imported or entered, to cause the actual market value or wholesale price thereof, at the time when purchased, in the principal markets of the country from which the same shall have been imported into the United States, or of the yards, parcels, or quantities, as the case may be, to be appraised, estimated, and ascertained, and to such value or price, to be ascertained in the manner provided in this act, shall be added all costs and charges, except insurance, including in every case charges for commission at the usual rates, as the true value at the port where the same may be entered, upon which duties shall be assessed. And it shall, in every such case, be the duty of the appraisers of the United States, and every of them, and every person who shall act as such appraiser, or of the collector and naval officer, as the case may be, by all the reasonable ways and means in his or their power, to ascertain, estimate, and appraise the true and actual market value and wholesale price, any invoice or affidavit to the contrary notwithstanding, of the said goods, wares, and merchandise, at the time purchased, and in the principal markets of the country whence the same shall have been imported into the United States, and the number of such yards, parcels, or quantities, and such actual market value or wholesale price of every of them as the case may require; and all such goods, wares, or merchandise, being manufactured of wool, or whereof wool shall be a component part, which shall be imported into the United States in an unfinished condition, shall, in every such appraisal, be taken, deemed, and estimated to have been, at the time purchased, and place whence the same were imported into the United States, of as great value as if the same had been entirely finished: Provided, That in all cases where goods, wares, and merchandise, subject to *ad valorem* duty, or on which the duties are to be levied upon on the value of the square yard, and in all cases where any specific quantity or parcel of such goods, wares, and merchandise, shall have been imported into the United States from a country in which the same have not been manufactured or produced, the foreign value shall be appraised and estimated according to the current market value or wholesale price of similar articles at the principal markets of the country of production or manufacture, at the period of the exportation of said goods, wares, and merchandise, to the United States.

XVII.—And be it further enacted, That it shall be lawful for the appraisers, or the collector and naval officer, as the case may be, to call before them and examine, upon oath or affirmation, any owner, importer, consignee, or other person touching any matter or thing which they may deem material in ascertaining the true market value or wholesale price of any merchandise imported, and to require the production, on oath or affirmation, to the collector or to any permanent appraiser, of any letters, accounts, or invoices, in his possession, relating to the same, for which purpose they are hereby respectively authorised to administer oaths and affirmations; and if any person so called shall neglect or refuse to attend, or shall decline to answer, or shall, if required, refuse to answer in writing any interrogatories, and subscribe his name to his deposition, or to produce such papers, when so required, he shall forfeit and pay to the United States the sum of 100 dollars; and if such person be the owner, importer, or consignee, the appraisement which the said appraisers, or collector and naval officer, where there are no legal appraisers, may make of the goods, wares, and merchandise, shall be final and conclusive, any act to the contrary notwithstanding; and any person who shall wilfully and corruptly swear or affirm falsely on such examination, shall be deemed guilty of perjury; and if he be the owner, importer, or consignee, the merchandise shall be forfeited: and all testimony in writing or depositions taken by virtue of this section, shall be filed in the collector's office, and preserved for future use of reference, or be transmitted to the secretary of the Treasury, when he shall require the same: Provided, That if the importer, owner, agent, or consignee, of any such goods, shall be dissatisfied with the appraisement, and shall have complied with the foregoing requisitions, he may forthwith give notice to the collector, in writing, of such dissatisfaction; on the receipt of which, the collector shall select two discreet and experienced merchants, citizens of the United States, familiar with the character and value of the goods in question, to examine and appraise the same, agreeably to the foregoing provisions; and if they shall disagree, the collector shall decide between them; and the appraisement thus determined shall be final, and deemed and taken to be the true value of said goods, and the duties shall be levied thereon accordingly, any act of Congress to the contrary notwithstanding: Provided also, That in all cases where the actual value to he appraised, estimated, and ascertained as herein before stated, of any goods, wares, and merchandise, imported into the United States, and subject to any *ad valorem* duty, or whereon the duty is regulated by or directed to be imposed or levied on the value of the square yard, or other parcel or quantity thereof shall exceed by ten per centum or more the invoice value, then, in addition to the duty imposed by law on the same, there shall be

levied and collected on the same goods, wares, and merchandise, fifty per centum of the duty imposed on the same, when fairly invoiced.

XVIII.—And be it further enacted, That the several collectors be, and they are hereby authorised, under such regulations as may be prescribed by the secretary of the Treasury, whenever they shall deem it necessary to protect and secure the revenue of the United States against frauds and under-valuation, and the same is practicable, to take the amount of duties chargeable on any article bearing an *ad valorem* rate of duty, in the article itself, according to the proportion or rate per centum of the duty on said article; and such goods, so taken, the collector shall cause to be sold at public auction, within twenty days from the time of taking the same, in the manner prescribed in this act, and place the proceeds arising from such sale in the Treasury of the United States: Provided, That the collector or appraiser shall not be allowed any fees or commission for taking and disposing of said goods, and paying the proceeds thereof into the Treasury, other than are now allowed by law.

XIX.—And be it further enacted, That if any person shall knowingly and wilfully, with intent to defraud the revenue of the United States, smuggle or clandestinely introduce into the United States, any goods, wares, or merchandise, subject to duty by law, and which should have been invoiced, without paying or accounting for the duty, or shall make out, or pass, or attempt to pass, through the Custom-house, any false, forged, or fraudulent invoice, every such person, his, her, or their aiders and abettors, shall be deemed guilty of a misdemeanour, and on conviction thereof shall be fined in any sum not exceeding 5000 dollars, or imprisoned for any term of time not exceeding two years, or both, at the discretion of the court.

XX.—And be it further enacted, That there shall be levied, collected, and paid, on each and every non-enumerated article which bears a similitude, either in material, quality, texture, or the use to which it may be applied, to any enumerated article chargeable with duty, the same rate of duty which is levied and charged on the enumerated article which it most resembles, in any of the particulars before-mentioned; and if any non-enumerated article equally resembles two or more enumerated articles, on which different rates of duty are chargeable, there shall be levied, collected, and paid, on such non-enumerated article, the same rate of duty as is chargeable on the article which it resembles paying the highest duty; and on all articles manufactured from two or more materials, the duty shall be assessed at the highest rates at which any of its component parts may be chargeable.

XXI.—And be it further enacted, That the collector shall designate on the invoice, at least one package of every invoice, and one package at least of every ten packages of goods, wares, or merchandise, and a greater number should he or either of the appraisers deem it necessary, imported into such port, to be opened, examined, and appraised, and shall order the package or packages so designated to the public stores for examination; and if any package be found by the appraisers to contain any article not specified in the invoice, and they, or a majority of them, shall be of opinion that such article was omitted in the invoice with fraudulent intent on the part of the shipper, owner, or agent, the contents of the entire package in which the article may be shall be forfeited; but if said appraisers shall be of opinion that no such fraudulent intent existed, then the value of such article shall be added to the entry, and the duties thereon paid accordingly, and the same shall be delivered to the importer, agent, or consignee: Provided, That such forfeiture may be remitted by the secretary of the Treasury, on the production of evidence, satisfactory to him, that no fraud was intended: Provided further, That if, on the opening of the package or packages of goods, a deficiency of any article shall be found, on examination of the appraisers, the same shall be certified to the collector on the invoice, and an allowance be made in estimating the duties.

XXII.—And be it further enacted, That where goods, wares, and merchandise, shall be entered at ports where there are no appraisers, the mode hereinbefore prescribed of ascertaining the foreign value thereof shall be carefully observed by the revenue officers, to whom is committed the estimating and collection of duties.

XXIII.—And be it further enacted, That it shall be the duty of the secretary of the Treasury, from time to time, to establish such rules and regulations, not inconsistent with the laws of the United States, to secure a just, faithful, and impartial appraisal of all goods, wares, and merchandise, as aforesaid, imported into the United States, and just and proper entries of such actual market value, or wholesale prices thereof, and of the square yards, parcels, or other quantities, as the case may require, and of such actual market value wholesale price of every of them.

XXIV.—And be it further enacted, That it shall be the duty of all collectors, and other officers of the customs, to execute and carry into effect all instructions of the secretary of the Treasury relative to the execution of the revenue laws; and in case any difficulty shall arise as to the true construction or meaning of any part of such revenue laws; and in case any difficulty shall arise as to the true construction or meaning of any part of such revenue laws, the decision of the secretary of the Treasury shall be conclusive and binding upon all such collectors and other officers of the customs.

XXV.—And be it further enacted, That nothing in this act contained shall apply to goods

shipped in any vessel bound to any port of the United States, actually having left her last port of lading eastward of the Cape of Good Hope or beyond Cape Horn, prior to the 1st day of September, 1842: and all legal provisions and regulations existing immediately before the 30th day of June, 1842, shall be applied to importations which may be made in vessels which have left such last port of lading eastward of the Cape of Good Hope or Cape Horn, prior to said 1st day of September, 1842.

XXVI.—And be it further enacted, That laws existing on the 1st day of June, 1842, shall extend to and be in force for the collection of the duties imposed by this act, on goods, wares, and merchandise, imported into the United States, and for the recovery, collection, distribution, and remission of all fines, penalties, and forfeitures, and for the allowance of the drawbacks by this act authorised, as fully and effectually as if every regulation, restriction, penalty, forfeiture, provision, clause, matter, and thing, in the said laws contained, had been inserted in and re-enacted by this act. And that all provisions of any former law inconsistent with this act, shall be, and the same are hereby repealed.

XXVII.—And be it further enacted, That it shall be the duty of the secretary of the Treasury, annually, to ascertain whether, for the year ending on the 30th of June next preceding, the duty on any articles has exceeded thirty-five per centum *ad valorem* on the average wholesale market value of such articles, in the several ports of the United States for the preceding year; and, if so, he shall report a tabular statement of such articles and excess of duty to Congress at the commencement of the next annual session thereof, with such observations and recommendations as he may deem necessary for the improvement of the revenue.

XXVIII.—And be it further enacted, That the importation of all indecent and obscene prints, paintings, lithographs, engravings, and transparencies, is hereby prohibited; and no invoice of packages whatever, or any part thereof, shall be admitted to entry, in which any such articles are contained; and all invoices and packages, whereof any such article shall compose a part, are hereby declared to be liable to be proceeded against, seized and forfeited, by due course of law, and the said articles shall be forthwith destroyed.

XXIX.—And be it further enacted, That wherever the word "ton" is used in this act, in reference to weight, it shall be deemed and taken to be twenty hundred weight, each hundred weight being 112lbs. avoirdupois.

XXX.—And be it further enacted, That so long as the distribution of the net proceeds of the sales of the public lands, directed to be made among the several states, territories, and district of Columbia, by the act entitled "An Act to appropriate the Proceeds of the Sales of the Public Lands, and to grant pre-emption Rights," shall be and remains suspended by virtue of this act, and of the proviso of the sixth section of the act aforesaid, the ten per centum of the said proceeds directed to be paid by the said act to the several states of Ohio, Indiana, Illinois, Alabama, Missouri, Mississippi, Louisiana, Arkansas, and Michigan, shall also be and remain suspended.

JOHN WHITE, Speaker of the House of Representatives.

WILLIE P. MANGUM, President of the Senate, *pro tempore*.

Approved August 30th, 1842.

JOHN TYLER.

TARIFF;

OR,

RATES OF DUTIES ON ALL GOODS, WARES, AND MERCHANDISE, IMPORTED INTO THE UNITED STATES OF AMERICA.

ARTICLES.	DUTIES.
Absynth	60 cents per gallon.
Acacia, or gum arabic	free.
Accordions	30 per cent.
Acetate of lead, or white lead	4 cents per lb.
—— potasse	20 per cent.
—— quicksilver	....
Acid, boracic	5 per cent.
—— tartaric, in crystals or powder	....
All other acids	1 per cent per lb.
Acorns	20 per cent.
Adhesive felt, for covering ships' bottoms	free.
—— plaster, salve	20 per cent.
Adianthum	ditto.
Adzes	30 per cent.
Agaric	20 per cent.
Agates	7 per cent.
Alabaster and spar ornaments	30 per cent.
Alba, canella	20 per cent.
Alcornoque bark	free.
Ale, in bottles (no duty on bottles)	20 cents per gallon.
—— otherwise than in bottles	15 cents per gallon.
Alkermes	20 per cent.
Almonds	3 cents per lb.
—— oil of	9 cents per lb.
Almond paste	25 per cent.
Aloes	free.
Alum	1½ cent per lb.
Amber	20 per cent.
—— beads	25 per cent.
Ambergris	ditto.
Amethyst	7 per cent.
Ammonia	20 per cent.
Ammunition, viz.:—	
Shot and cannon balls	1 cent per lb.
Gunpowder	8 cents per lb.
Musket balls	4 cents per lb.
Anatomical preparations, if specially imported	free.
Anchovies	100 cents per barrel.
—— in bottles or kegs	20 per cent.
Angora goat's wool, or hair	1 cent per lb.
Animals imported for breed	free.
Annatto	ditto.
Aniseed	20 per cent.
Antimony, crude	free.
Antique oil	25 per cent.
Antiquities, specially imported	free.
—— not specially imported, according to the materials of which they are composed	....
Any goods, wares, or merchandise of the growth, produce, or manufacture of the United States, or of its fisheries, upon which no drawback, bounty, or allowance have been paid	free.
Apothecaries' phials and bottles, six ounces, and under	1dlr. 75cts. per gross.
—— exceeding the capacity of six, and not exceeding the capacity of sixteen ounces each	2 dls.25 cts. per gross.
Apparel, wearing, and other personal baggage in actual use	free.

ARTICLES.	DUTIES.
Apparatus, philosophical, specially imported by order and for the use of any society incorporated for philosophical or literary purposes, or for the encouragement of the fine arts, or by order and for the use of any seminary of learning, school, or college, within the United States of the territories thereof	free.
—— not specially imported, according to the materials of which they are composed	....
Armenian bole and stone	20 per cent.
Argent vivum	ditto.
Argol	free.
Arms, fire, except muskets and rifles	30 per cent.
—— side	ditto.
Arrowroot	20 per cent.
Articles of the growth, produce, or manufacture of the United States, or its territories, and of its fisheries	free.
—— all, composed wholly or chiefly in quantity of gold, silver, pearl, and precious stones, not otherwise specified	30 per cent.
—— all, not free, and not subject to any other rate of duty	20 per cent.
—— manufactured from copper, or of which copper is the material of chief value, not otherwise specified	30 per cent.
—— all, imported for the use of the United States	free.
Artificial feathers and flowers, or parts thereof	25 per cent.
Asafœtida	free.
Asses' skins	25 per cent.
—— imitation of	ditto.
Ava root	free.
Awl hafts	....
Ayr stones	20 per cent.
Bacon	3 cents per lb.
Baggage, personal, in actual use	free.
Bagging, not otherwise specified, suitable for the uses to which cotton bagging is applied	5 cents per sq. yd.
Bags, grass	25 per cent.
—— gunny	ditto.
Baizes	14 cents per sq. yd.
Balls, billiard	....
Balsams, all kinds of cosmetic	25 per cent.
Bamboos, unmanufactured	free.
Bark of cork trees, unmanufactured	ditto.
—— Peruvian	ditto.
—— all not specially mentioned	20 per cent.
Barley	20 cents per bushel.
—— pearl	2 cents. per lb.
Barytes, sulphate of	¼ cent per lb.
Bar, wood	free.
Barilla	ditto.
Baskets, wood or osier	25 per cent.
—— palm leaf	ditto.
—— straw	ditto.
—— grass	ditto.
Bast ropes	4½ cents per lb.

(*continued*)

ARTICLES.	DUTIES.
Battledores	30 per cent.
Bay water or bay rum	25 per cent.
Bay wax or myrtle wax	20 per cent.
Bdellium	ditto.
Beads of precious stones	7 per cent.
—— gold and silver	25 per cent.
—— all other	ditto.
Beans, Tonkay	30 per cent.
—— Vanilla	ditto.
—— all other, not specially mentioned	ditto.
Bed feathers	25 per cent.
Beef	2 cents per lb.
Beer in bottles	20 cents per gallon.
Beer otherwise than in bottles	15 cents per gallon.
Bees'-wax	15 per cent.
Bellows	35 per cent.
Benzotes	20 per cent.
Benzoin	ditto.
Bed-spreads, or covers made of the scraps or waste ends of printed calicoes sewed together, not subject to the regulations on cotton cloths	30 per cent.
Bells, of bell metal, fit only to be remanufactured	free.
Berries used for dyeing, all	ditto.
—— juniper	20 per cent.
Bezoar stones	ditto.
Birds	ditto.
Bitter apple	ditto.
Bitumen	ditto.
Black, ivory	¾ cent per lb.
Black, lamp	20 per cent.
Black lead powder	ditto.
Blacking	ditto.
Bladders	ditto.
Black lead pencils	25 per cent.
Blankets, the value not exceeding seventy-five cents each, and dimensions not exceeding seventy-two by fifty inches, nor less than forty-five by sixty	15 per cent.
—— all other woollen	25 per cent.
—— of mohair or goats' hair	20 per cent.
Bleaching powders	1 cent per lb.
Blue vitriol	4 cents per lb.
Blooms, iron in, subject to the same duty as iron in bolts or bars	....
Boards, rough	20 per cent.
Bobbin wire, covered with cotton	8 cents per lb.
Bocking	14 cents per sq. yd.
Boiler plates	4 cents per lb.
Bolting cloths	20 per cent.
Bolts, copper	4 cents per lb.
—— composition	30 per cent.
Bonnets, unenumerated	35 per cent.
—— muslin	40 per cent.
—— silk or satin	2 dollars each.
Bonnet wire, covered with silk	12 cents per lb.
—— covered with cotton thread or other material	8 cents per lb.
Bone, tip	5 per cent.
Bone, whale, other manufactures of	20 per cent.
—— not of the American fisheries	12½ per cent.
—— manufactures of	20 per cent.
Boots	1 dlr. 25 cts. per pair.
—— laced, silk or satin for children	25 cents per pair.
Bootees, for women or men, silk	75 cents per pair.
Boots and bootees, men's, of leather	1 dlr. 25 cts. per pair.
—— women's, of leather	50 cents per pair.
—— children's of leather	15 cents per pair.
Bookbinders' agate ferrulæ	7 per cent.
Books, blank, bound	20 cents per lb.
—— blank, unbound	15 cents per lb.
—— Latin, bound	ditto.
—— Latin, unbound	13 cents per lb.
—— Greek, unbound	ditto.
—— Greek, bound	15 cents per lb.
—— English, bound	30 cents per lb.
—— English, in sheets or boards	20 cents per lb.
—— specially imported for the use of an incorporated institution	free
—— Hebrew, or of which that language forms the text when bound	10 cents per lb.
—— unbound	8 cents per lb.
—— printed in foreign languages, Latin, Greek and Hebrew excepted, bound or in boards	5 cents per vol.
Books, in sheets or pamphlets	15 cents per lb.
—— editions of works in the Greek, Latin, Hebrew, and English languages which have been printed forty years prior to the date of importation	5 cents per vol.
—— reports of the legislative committees appointed under foreign governments	ditto.
—— polyglots, lexicons, and dictionaries	5 cents per lb.
—— of engravings or plates, with or without letterpress	20 per cent.
—— professional, of persons arriving in the United States	free.
Books (*See* Act, sec. 7, clause 2).	
Boot web	25 per cent.
Borax, or Tincal	ditto.
Botany, specimens in, if specially imported for the use of an incorporated institution	free.
Bottles, apothecaries', exceeding the capacity of six and not exceeding the capacity of sixteen ounces each	2 dlrs. 25 cts. per grs.
—— black glass, not exceeding one quart	3 dollars per gross.
—— black glass, exceeding one quart	4 dollars per gross.
—— perfumery and fancy, not exceeding the capacity of four ounces each	2 dlrs. 50 cts. per grs.
—— exceeding four ounces and not exceeding sixteen ounces	3 dollars per gross.
Bougies	30 per cent.
Boxes, japanned dressing	ditto.
—— shell, not otherwise enumerated	25 per cent.
—— not otherwise specified	ditto.
Box boards, paper	3 cents per lb.
Bracelets, gold or set	20 per cent.
—— gilt	25 per cent.
—— hair	ditto.
Brads, not exceeding 16 oz. to the 1000	5 cents per 1000.
—— exceeding 16 oz. to the 1000	5 cents per lb.
Brandy (according to proof)	1 dollar per gallon.
Brass, manufactures of, not otherwise enumerated	30 per cent.
—— in plates or sheets	ditto.
—— in bars	free.
—— in pigs	ditto.
—— old, only fit to be re-manufactured	ditto.
—— wire	25 per cent.
—— rolled	30 per cent.
—— battery	12 cents per. lb.
—— Studs	30 per cent.
—— Screws	30 cents per lb.
Braziers' rods of 3-16ths to 10-16ths of an inch diameter	2½ cents per lb.
Brazil paste, or Pasta de Brazil	20 per cent.
—— pebble	7 per cent.
—— pebbles prepared for spectacles.	2 dollars per gross.
Bricks	25 per cent.
Brimstone, crude	free.
—— rolled	25 per cent.
Bristol stones	7 per cent.
Bristles	1 per cent per. lb.
Bronze casts	30 per cent.
—— all manufactures of	ditto.
—— powder	20 per cent.
—— pale, yellow, white, and red	ditto.
—— liquid, gold or bronze colour	ditto.
Brown, Spanish, dry	1 cent per lb.
—— ditto, in oil	1½ cent per lb.
Brucine	20 per cent.
Buckles of copper, brass, iron, steel, pewter, tin, lead, or of which either of these articles is a component material	30 per cent.
Buckles, chiefly of gold or silver	ditto.
Buckram	25 per cent.
Building stones	20 per cent.
Bullrushes	ditto.
Bulbs, or bulbous roots	free.

(*continued*)

ARTICLES.	DUTIES.
Bullion	free.
Burlaps	25 per cent.
Burr stones, unwrought	free.
—— ditto, wrought	20 per cent.
Busts, lead	4 cents per lb.
Buttons, not metal	25 per cent.
Button moulds, of whatever material.	ditto.
Butter	5 cents per lb.
Butt hinges, cast iron	2½ cents per lb.
Cabinet wares	30 per cent.
Cajeput, or cajeputa, oil of	20 per cent.
Cakes, linseed	ditto.
Calx	ditto.
Calf skins, raw	5 per cent.
—— do. salted or pickled, in a raw state	ditto.
—— do. tanned	5 dollars per dozen.
Calomel, and other mercurial preparations	25 per cent.
Camblets, of mohair or goats' hair	20 per cent.
Cameos, real or imitation	7½ per cent.
Camels' hair	20 per cent.
—— do. pencils	ditto.
Camphor, refined	20 cents per lb.
—— crude	5 cents per lb.
Canary seed	20 per cent.
Cancrorum oculi, or crab's eye	ditto.
Canella, alba	ditto.
Candles, tallow	4 cents per lb.
—— wax	8 cents per lb.
—— spermacetti	ditto.
Cannon, iron	1 cent per lb.
Cantharides	free.
Canton crapes, coming from beyond the Cape of Good Hope	2 dlrs. 50 cts. per lb.
Canvass for floor cloths or wearing apparel	25 per cent.
—— for sails, such as sail duck	7 cents per sq. yard.
Caoutchouc gums	free.
Capers	30 per cent.
Caps, viz.:—	
Of chip	35 per cent.
Of cotton, if jointly made by hand	40 per cent.
Carbines or carabines	30 per cent.
Carboys of the capacity of half a gallon	15 cents each.
—— above half and not above three gallons	30 cents each.
—— exceeding three gallons	50 cents each.
Carbuncles	7 per cent.
Cardamom seed	20 per cent.
Cards, playing	25 cents per pack.
—— visiting	12 cents per lb.
—— blank	ditto.
Carpeting, Aubuysson	65 cents per sq. yd.
Carpet binding	30 per cent.
Carpets and carpeting, viz.:	
Brussels	55 cents per sq. yd.
Ingrained	30 cents per sq. yd.
Treble ingrained	65 cents per sq. yd.
Turkey	55 cents per sq. yd.
Venetian	30 cents per sq. yd.
Wilton	65 cents per sq. yd.
Oil-cloth	35 cents per sq. yd.
Straw	25 per cent.
Saxony	65 cents per sq. yd.
Matting	25 per cent.
Bags	40 per cent.
All other kinds of	30 per cent.
Carriages of all descriptions, and parts thereof	ditto.
Cashmere, borders of wool, in whole or in part	40 per cent.
Cashmere, viz.:—	
Of Thibet	20 per cent.
Cloth	40 per cent.
Gown patterns, wool being a component material	ditto.
Gowns, made	50 per cent.
Shawls, Thibet	20 per cent.
Shawls, wool being a component part	40 per cent.
Casement rods, iron for	2½ cents per lb.
Cases, fish skin	20 per cent.
Cassada, or meal of	ditto.
Cassia, Chinese, Calcutta, & Sumatra.	5 cents per lb.

ARTICLES.	DUTIES.
Cassia buds, and fistula	20 per cent.
Castanas, or castinai	1 cent per lb.
Castings of plaster	30 per cent.
Castor beans	20 per cent.
—— oil	40 cents per gallon.
Castor glasses, not in the frames or cruets, not cut (*See* Glass).	
Cast shoe bills	1 cent per lb.
—— iron vessels, not otherwise specified	1½ cent per lb.
Catgut	15 per cent.
Catsup	30 per cent.
Cayenne pepper	10 cents per lb.
Cement, Roman	20 per cent.
Cerise, Eau de, Kirsche Wasse, or Cherry water, a cordial	60 cents per gallon.
Ceruse, dry or in oil	4 cents per lb.
Chalk, red and French	20 per cent.
—— white	free.
Chambray gauze of silk only	2 dlrs. 50 cts. per lb.
Chamomile flowers	20 per cent.
Charbon, animal	ditto.
Charts	ditto.
—— books of, not connected with any work of which they form a volume. When so connected, will pay the same as the other volumes.	ditto.
Cheese	9 cents per lb.
Chemical preparations, not otherwise enumerated	20 per cent.
—— salts, not otherwise enumerated	ditto.
Chenille, cords or trimming of, cotton.	8 cents per lb.
Cheroots (India cigars)	40 cents per lb.
Cherry rum, a cordial	60 cents per gallon.
Children's shoes	15 cents per pair.
—— slippers	ditto.
China ware	30 per cent.
—— root	20 per cent.
Chip hats or bonnets	35 per cent.
Chocolate	4 cents per lb.
Choppa Romals and Bandanna handkerchiefs, silk	2 dlrs. 50 cts. per lb.
Chromic yellow	1 cent per lb.
Chronometers	20 per cent.
Chrystals of tin	ditto.
Ciar, or coiar rope	4½ cents per lb.
Cigars	40 cents per lb.
Cinnamon	25 cents per lb.
Citron, in its natural state	20 per cent.
—— preserved	25 per cent.
Clasps, viz.:—	
Gold or silver	20 per cent.
Clay, unwrought	free.
Cloaks	50 per cent.
Clocks	25 per cent.
Cloth, viz.:—	
India-rubber, wool being a component part	40 per cent.
India-rubber, linen being a component part	30 per cent.
Woollen	40 per cent.
Bolting	20 per cent.
All oil, for floors, patent stamped, printed or painted	35 cents per sq. yd.
Oil, not denominated patent floor cloth	10 cents per sq. yd.
Hemp	20 per cent.
Clothing, ready made	50 per cent.
—— clothing, all articles worn by men, women, or children, not otherwise specified, of whatever material composed, made wholly or in part by hand	40 per cent.
Cloves	8 cents per lb.
Coaches, or parts thereof	30 per cent.
Coach furniture of all descriptions	ditto.
—— lace, all kinds of	35 per cent.
Coal	1 dlr. 75 cts. per ton.
Coatings, mohair or goats' hair	20 per cent.
Cochineal	free.
Cocoa	1 cent per lb.
Codilla hemp	20 dollars per ton.
Codfish, dry	1 dollar per 112 lbs.
Coffee, when imported in American	

(*continued*)

ARTICLES.	DUTIES.
vessels, from the places of its growth	free.
Coffee mills	30 per cent.
Coins, gold or silver	free.
—— cabinets of, specially imported	ditto.
—— cabinets of, not specially imported, and of copper	ditto.
—— copper	ditto.
Coke	5 cents per bushel.
Colcother, dry	1 cent per lb
—— in oil	1½ cent per lb.
Cold cream	25 per cent.
Cologne water	ditto.
Combs, all for the hair, of whatever material	ditto.
Comforters, made of wool	ditto.
Comfits, preserved in sugar, brandy, or molasses	ditto.
Conchas, India	2 dlrs 50 cts. per lb.
Coney wool	25 per cent.
Confectionary, all	ditto.
Copper, in plates or sheets, weighing over thirty-four ounces, taken as braziers' copper	30 per cent.
Copper, viz.:—	
Manufactures of, not otherwise specified	ditto.
Wire	25 per cent.
For the use of the mint	free.
Suited to the sheathing of ships, but none is to be so considered except that which is 14 inches wide and 48 inches long, and weighing from 14 to 34 ounces per square foot	free.
Rods	4 cents per lb.
Bolts	ditto.
Spikes	ditto.
Nails	ditto.
In pigs	free.
In bars	ditto.
Old, fit only to be remanufactured	ditto.
Ore	ditto.
Copperas	2 cents per lb.
Copper, sulphate of	20 per cent.
Coral	ditto.
Cordage, tarred	5 cents per lb.
—— untarred	4½ cents per lb.
Cordials, all kinds	60 cents per gallon.
Coriander seed	20 per cent.
Corks	30 per cent.
Cork, manufactures of	25 per cent.
—— tree, bark of, unmanufactured	free.
Cornelian stone	7 per cent.
Corn, Indian or maize	10 cents per bushel.
Corrosive sublimate	25 per cent.
Cosmetics	ditto.
Cotton, viz.:—	
Bagging	4 cents per sq. yd.
Easy embroidery, or floss	30 per cent.
Cotton	3 cents per lb.
Cord	30 per cent.
Braces or suspenders	35 per cent.
All manufactures of, or of which cotton shall be a component part, not otherwise enumerated	30 per cent.
All manufactures of, not dyed, coloured, printed, or stained, not exceeding in value 20 cents per square yard, shall be valued at 20 cents per square yard	ditto.
All manufactures of, or cloth of which cotton shall be a component part, not otherwise described, if dyed, coloured, printed, or stained, in whole or in part, and not exceeding in value 30 cents the square yard, shall be taken and deemed to have cost 30 cents the square yard, and charged with duty accordingly	ditto.
All such velvets, cords, moleskins, fustians, buffalo cloths, or goods manufactured by napping or raising, cutting or shearing,	

ARTICLES.	DUTIES.
Cotton (*continued*):—	
not exceeding in value 35 cents per square yard, shall be valued at 35 cents per square yard	30 per cent.
Kendal, the materials being cotton and wool	40 per cent.
Mits	30 per cent.
Gloves	ditto.
Thread, twist, and yarn, all unbleached, and uncoloured, the original cost of which shall be less than 60 cents per lb., shall be deemed and taken to have cost 60 cents per lb., and shall be charged with duty accordingly	25 per cent.
Thread, twist, and yarn, all bleached or coloured, the original cost of which shall be less than 75 cents per lb., shall be deemed and taken to have cost 75 cents per lb., and shall be charged with duty accordingly	ditto.
Twist, yarn, and thread, all other on spools or otherwise	30 per cent.
Lace	20 per cent.
Stockings	30 per cent.
Cow hides, raw	5 per cent.
—— tanned	6 cents per lb.
Cowries (shells)	20 per cent.
Crapes, silk, from beyond the Cape of Good Hope	2 dolls. 50 cts. per lb
Crash	20 per cent.
Cranks mill, of wrought iron	4 cents per lb.
Cravats, in pieces or single, unmade, according to their material	....
—— ready-made	50 per cent.
Crayons	25 per cent.
Crayon pencils, of lead	ditto.
Cream of tartar	free.
Crockery	30 per cent.
Crowns, Leghorn hats	35 per cent.
Crucibles, black lead	30 per cent.
—— sand	ditto.
Crystals, viz.:—	
Watch	2 dollars per gross.
Cummin seed	20 per cent.
Curls, hair	25 per cent.
Currants	3 cents per lb.
Cut iron nails	ditto.
Cutlery, all kinds	30 per cent.
Delft ware	ditto.
Delphine	20 per cent.
Demijohns, of half gallon or less	15 cents each.
—— above half and not exceeding three	30 cents each.
—— exceeding three	50 cents each.
Diamonds	7½ per cent.
—— set in steel, glaziers'	25 per cent.
Diaper, linen	ditto.
—— hemp	20 per cent.
Directions for patent medicines	12½ cents per lb.
Dolls of every description	30 per cent.
Domets, a (flannel)	14 cents per sq. yd.
Dowlas	25 per cent.
Down of all kinds	ditto.
Drawings	20 per cent.
Drawers, silk	40 per cent.
Dressed furs, on the skin	25 per cent.
Dried pulp	20 per cent.
Drillings, linen	25 per cent.
Drugs, dyeing, not otherwise enumerated	20 per cent.
—— medicinal, not otherwise enumerated	ditto.
Duck, Holland, English, Russia, ravens, half-duck, and all other sail duck	7 cents per sq. yd.
Dutch metal, in leaf	25 per cent.
Dyeing, articles used principally for, not otherwise enumerated	20 per cent.
—— drugs, and materials for composing dyes, not otherwise enumerated	ditto.
Dye woods	free.
Earth in oil	1½ cent per lb.

(*continued*)

ARTICLES.	DUTIES.
Earth brown, red, blue, yellow, dry (as ochre)	1 cent per lb.
Earthenware	30 per cent.
Ebony, unmanufactured	free.
—— manufactures of, or of which it is the material of chief value	30 per cent.
Elastic garters, made of elastic wire, covered with leather, with metal clasps	35 per cent.
Elephants' teeth	free.
Embroideries, all in gold or silver, fine or half fine, other than clothing	20 per cent.
—— if done by hand, with a needle, and with thread of gold	30 per cent.
Emeralds	7 per cent.
Emery	free.
Engravings, books of, with any letter-press	20 per cent.
Epaulets, viz.:—	
Gilt	30 per cent.
Of gold and silver	free.
Essences, not otherwise enumerated	25 per cent.
Estopillas, linen	20 per cent.
Extracts, not otherwise enumerated	25 per cent.
Fans, all	ditto.
Fancy phials and bottles, not exceeding the capacity of four ounces each, uncut	2 dlrs. 50 cts. pr grs.
—— exceeding four ounces, and not exceeding sixteen ounces each, uncut	3 dollars per gross.
Feathers, ornamental	25 per cent.
—— for beds	20 per cent.
Felt, patent adhesive, for ships' bottoms	free.
Felts, or hat bodies, made in whole or in part of wool	18 cents each.
Felting, hatters'	40 per cent.
Ferrets, cotton	30 per cent.
Fiddles	ditto.
Figures, viz.:—of alabaster, brass, bronze, gold or silver (such as used in churches) gilt or plated, marble, plaster	ditto.
Figs	2 cents per lb.
Filberts	1 cent per lb.
Filtering stones, unmanufactured	20 per cent.
Fire crackers	ditto.
Fish, viz.:—	
Pickled, other than in barrels or half barrels, not specified	ditto.
Foreign caught, dry	100 cents per 112 lbs.
Mackarel and herring, pickled	150 cents per barrel.
Salmon, pickled or drysalted	200 cents per barrel.
Ditto, smoked	100 cents per 112 lbs.
All other pickled	100 cents per barrel.
Fresh, for daily consumption	free.
Other, in oil	20 cents per barrel.
—— glue called isinglass	20 per cent.
—— sauce	30 per cent.
—— skins, raw	20 per cent.
Fisheries of the United States and their territories, all products of	free.
Fishing nets, other than dip or scoop nets	7 cents per lb.
Flags, floor matting made of	25 per cent.
—— carpets and carpeting, mats and floor cloths, made of	ditto.
Flannels, all except cotton	14 cents per sq. yd.
Flap hinges, cast	2½ cents per lb.
Flat irons	ditto.
Flats, for making hats or bonnets	35 per cent.
Flax, unmanufactured	20 dollars per ton.
—— all manufactures of, or of which flax is a component part, not otherwise specified	25 per cent.
—— seed	5 per cent.
Flies, Spanish or cantharides	free.
Flints	ditto.
—— ground	ditto.
Flint stone	ditto.
Floor oil cloths, all stamped, printed, or painted	35 cents per sq. yd.
—— cloth, dish, or table mats of	25 per cent.
—— ditto, lined with woollen or wool.	10 cents per sq. yd.

ARTICLES.	DUTIES.
Floor matting, all	25 per cent.
Floss silk, and other silks purified from the gum	ditto.
Flour, of wheat	75 cents per 112 lbs.
—— of other grain	20 per cent.
Flour-sulphur	free.
Flower water, orange	25 per cent.
Flowers, artificial	ditto.
—— camomile	20 per cent.
Foil, tin	2½ per cent.
Forge hammers	2½ cents per lb.
Forbidden fruit	20 per cent.
Fossils	ditto.
Frankfort black	ditto.
Frizettes, hair	25 per cent.
—— silk	30 per cent.
Frocks, Guernsey	ditto.
Frosts (glass)	20 per cent.
Fruits preserved in brandy or sugar	25 per cent.
—— pickled	30 per cent.
—— green or ripe, from the West Indies, in bulk	free.
Fullers' boards	12½ cents per lb.
Furniture, coach and harness	30 per cent.
—— brass, copper, iron, or steel, not coach or harness	ditto.
—— calico or chintz (*See* Cottons).	
—— household, not otherwise specified	ditto.
Fur muffs or tippets, or other manufactures not specified	35 per cent.
—— hats or caps of	ditto.
—— hat bodies or felts	25 per cent.
Furs, undressed, all kinds of, on the skin	5 per cent.
—— dressed, all on the skin	25 per cent.
—— hatters', dressed or undressed, not on the skin	ditto.
Fustic	free.
Galanga	20 per cent.
Gallengal, or gallengal root	ditto.
Galloons, gold or silver, fine or half fine	15 per cent.
Galls, nut	free.
Gamboge	20 per cent.
Game bags, leather	35 per cent.
—— twine	ditto.
Garance, or madder	free.
Garnets, glass (*See* Glass).	
—— a precious stone	7 per cent.
—— imitation of, a composition	7½ per cent.
—— hardware	30 per cent.
Garden seeds not otherwise specified.	free.
Garters, elastic, made of wire covered with leather, with or without metal clasps	35 per cent.
Gelatine	30 per cent.
Gems, specially imported	7 per cent.
Gilt, viz.:—	
Ear-rings	25 per cent.
Paper	12½ cents per lb.
Pins	30 per cent.
Rings	ditto.
Ware, silver	ditto.
Ware, of other metals	ditto.
Wire	ditto.
Chains, seals, and keys	25 per cent.
Wood	30 per cent.
Studs	25 per cent.
Gimps, cotton	30 per cent.
—— silk	ditto.
—— thread	25 per cent.
—— wire being a component part	30 per cent.
Gin, viz.:—	
First proof	60 cents per gallon.
Second ditto	ditto.
Third ditto	65 cents per gallon.
Fourth ditto	70 cents per gallon.
Fifth ditto	75 cents per gallon.
Above fifth proof	90 cents per gallon.
Ginger, ground	4 cents per lb.
—— roots	2 cents per lb.
Glass of antimony	20 per cent.
Glass, viz.:—	
Manufactures of, all vessels or wares, of cut glass, when the	

(*continued*)

ARTICLES.	DUTIES.
Glass (*continued*):—	
cutting on the article does not exceed one-third the height or length thereof	25 cents per lb.
Manufactures of, exceeding one-third but not one-half	30 per cent.
Ditto, exceeding one-half	45 per cent.
Apothecaries' phials and bottles, not exceeding the capacity of six ounces each	1 dlr. 75 cts. per gr.
Apothecaries' phials, above six ounces, and not exceeding sixteen ounces each	2 dlrs. 25 cts. per gr.
Bottles, black, not exceeding the capacity of one quart	3 dollars per gross.
Do. do. exceeding one quart	4 dollars per gross.
Broken	20 per cent.
Buttons, cut, entirely of (*See* Glass)	
Coloured	30 per cent.
Green, pocket bottles	3 dollars per gross.
Looking, plates, silvered	36 per cent.
Glasses, hour	25 per cent.
Do. looking, with paper and wood frames	30 per cent.
Paintings on	ditto.
Shades, for time-pieces or mantel ornaments (*See* Plain Glass).	
Cut, all wares of (*See* Glass).	
All articles of, not specified, plain or moulded, weighing over eight ounces	10 cents per lb.
Plain or moulded, weighing under eight ounces, except tumblers	12 cents per lb.
Cut, ornaments for chandeliers, &c.	45 cents per lb.
Tumblers, plain or moulded	10 cents per lb.
Articles, plain or moulded, when stoppered or bottoms ground	14 cents per lb.
Watch, or watch crystals	2 dollars per gross.
Window, not above 8 by 10 inches in size	2 cents per sq. foot.
Ditto ditto 10 by 12 inches	2½ cents per sq. foot.
Ditto ditto 10 by 14 inches	3½ cents per sq. foot.
Ditto ditto 11 by 16 inches	4 cents per sq. foot.
Ditto ditto 12 by 18 inches	5 cents per sq. foot.
Ditto above 12 by 18 inches	6 cents per sq. foot.
Ditto crown, not above 8 by 10 in.	3½ cents per sq. foot.
Ditto ditto ditto 10 by 12 in.	5 cents per sq. foot.
Ditto ditto ditto 10 by 14 in.	6 cents per sq. foot.
Ditto ditto ditto 11 by 16 in.	7 cents per sq. foot.
Ditto ditto ditto 12 by 18 in.	8 cents per sq. foot.
Ditto ditto above 12 by 18 in.	10 cents per sq. foot.
Polished plate, not exceeding 8 by 12 inches	5 cents per sq. foot.
Ditto ditto not above 10 by 14	7 cents per sq. foot.
Ditto ditto ditto 11 by 16 in.	8 cents per sq. foot.
Ditto ditto ditto 12 by 18 in.	10 cents per sq. foot.
Ditto ditto ditto 14 by 22 in.	12 cents per sq. foot.
Ditto ditto above 14 by 22 in.	30 per cent.
Ditto ditto silvered	36 per cent.
All articles not specified, connected with other materials so as to prevent its being weighed	25 per cent.
Glauber salts	20 per cent.
Glazier's diamonds, set in steel	25 per cent.
Globes	30 per cent.
Gloves, Angora	20 per cent.
—— silk	2 dlrs. 50 cts. per lb.
—— mens' leather	1 dlr. 25 cts. per doz.
—— womens' leather habit	1 dollar per dozen.
—— childrens', leather habit	50 cents per dozen.
—— womens' leather extra, demi length	1 dlr. 50 cts. per doz.
—— childrens' extra, demi length	75 cents per dozen.
—— hair	25 per cent.
Glue	5 cents per lb.
Goats' hair, or wool	1 cent per lb.
—— skins, raw	5 per cent.
—— do. tanned	2 dlrs. 50 cts. per doz.
Gold, viz.:—	
Epaulettes	free.
All articles composed wholly or chiefly of, in quantity	30 per cent.
Beaters' brine	20 per cent.
Ditto skins	ditto.
Coin and bullion	free.
Dust	ditto.

ARTICLES.	DUTIES.
Gold (*continued*):—	
Or silver lace, even if mi fin	15 per cent.
And silver leaf	20 per cent.
Muriate of	ditto.
Ornaments, made by spreading gold leaf on very thin paper	30 per cent.
Oxide of	20 per cent.
Paper, in sheets, strips, or other form	12½ cents per lb.
Size	20 per cent.
Shell, for painting	ditto.
Studs	ditto.
Watches, and parts of	7½ per cent.
Golo shoes or clogs, wood	30 per cent.
—— ditto leather	30 cents per pair.
Grains of paradise	20 per cent.
Grain tin	ditto.
Granella, or grana, cochineal	free.
Granulated tin	20 per cent.
Granza, or madder	free.
Grapes, not dried, in boxes, kegs, or jars	20 per cent.
Grass, viz.:—	
Bags	30 per cent.
Cables or cordage	4½ cents per lb.
Cloth	25 per cent.
Flats, braids, or plaits, for making hats or bonnets	35 per cent.
Hats or bonnets	ditto.
Hengain	25 dollars per ton.
—— Manilla or Sisal	ditto.
—— mats of flags or other materials.	25 per cent.
Grass rope	4½ cents per lb.
Green glass pocket bottles	3 dollars per gross.
Grindstones	20 per cent.
Guava jelly, or paste	25 per cent.
Guernsey frocks	30 per cent.
Gunny bags	25 per cent.
Guana	20 per cent.
Guinea grains	ditto.
Guitar strings, gut	15 per cent.
Gum, viz.:—	
Senegal, Arabic, and tragacanth	free.
All other resinous substances not specified, in a crude state	15 per cent.
Ditto, not in a crude state	25 per cent.
Elastic manufactures	30 per cent.
Gunpowder	8 cents per lb.
Gypsum, or plaster of Paris	free.
Hair, viz.:—	
Angora, goats', Thibet, or mohair, unmanufactured	1 cent per lb.
All other manufactures of goats or mohair	20 per cent.
Made up for head dresses	25 per cent.
Prepared for head dresses	ditto.
Nets	ditto.
Cloth	ditto.
Curled for beds	10 per cent.
Braids, for the head	25 per cent.
Belts	ditto.
Brooms	30 per cent.
Bracelets, chains, ringlets, and curls	25 per cent.
Unmanufactured	10 per cent.
Prepared and cleaned for use	25 per cent.
Powder, perfumed, all others not specified	30 per cent.
Ditto, not perfumed	20 per cent.
Seating	25 per cent.
Pencils	30 per cent.
Hammers, blacksmiths'	2½ cents per lb.
Hams, bacon	3 cents per lb.
Handkerchiefs, silk	2 dlrs. 50 cts. per lb.
—— bandanna and choppa	ditto.
Hangings, paper	35 per cent.
Hares' hair or fur	25 per cent.
Harness	35 per cent.
—— furniture	30 per cent.
Harp strings, gut	15 per cent.
—— wire	20 per cent.
Hartshorn	ditto.
Hat felts or bodies, not put in form or trimmed	25 per cent.
—— bodies, in whole or in part wool	18 cents each.

(*continued*)

ARTICLES.	DUTIES.
Hats, viz.:—	
Leghorn	35 per cent.
Of chip, straw, or grass	ditto.
Cotton cloth, complete, with the exception of the lining and band	40 per cent.
Of wool	18 cents each.
Of fur, leather, palm leaf, rattan, or japanned, and all not enumerated	35 per cent.
Silk, men's	1 dollar each.
Hatters' irons	4 cents per lb.
Havresacks of leather	35 per cent.
Head-dresses, ornaments for	25 per cent.
—— matter, if fisheries of the United States	free.
Hearth rugs, all	40 per cent.
Hemlock	free.
Hemp seed	20 per cent.
—— seed oil	25 cents per gallon.
—— all manufactures of, not otherwise specified, or of which hemp is a component part	20 per cent.
—— unmanufactured	40 dollars per ton.
—— Sunn, Manilla, and hemps of India, Jute, Sisal, and other vegetable substances not enumerated, used for cordage	25 dollars per ton.
—— codilla, or tow of hemp	20 dollars per ton.
Herrings, pickled, in barrels	1 dlr. 50 cts. per brl.
—— ditto, in kegs	20 per cent.
—— smoked or dry	1 dollar per 112 lbs
Hessians, German flax	25 per cent.
—— hemp	20 per cent.
Hides, raw	5 per cent.
—— salted	ditto.
—— tanned	6 cents per lb.
Hoisting chains	4 cents per lb.
Hones	20 per cent.
Honey	ditto.
Hoop iron	2½ cents per lb.
Hoops, iron, fit for use	30 per cent.
Hops	20 per cent.
Horn combs, even if with three small brass rivets	25 per cent.
—— tips	5 per cent.
—— plates, for lanterns	20 per cent.
Horns	5 per cent.
—— other	ditto.
Horsehair	10 cents per lb.
Household furniture	30 per cent.
Hungary water	25 per cent.
Imitation of precious stones	7½ per cent.
Implements of trade of persons arriving in the United States	free.
India grass	25 dollars per ton.
—— rubber in bottles or sheets, or otherwise unmanufactured	free.
—— rubber oil cloth, and shoes, or other manufactured articles, composed wholly or in part of India rubber	30 per cent.
—— rubber cloth, according to the materials of which it is composed.	
Indian meal	20 cts. per 112 lbs.
Indigo	5 cents per lb.
Ink	25 per cent.
—— powder	ditto.
Instruments, philosophical, specially imported	free.
—— musical	30 per cent.
—— philosophical, not specially imported; duty according to the materials they are composed of.	
Inventions, models of, according to material.	
Iron, viz.:—	
Anchors	2½ cents per lb.
Ditto, parts of	ditto.
Anvils	ditto.
Wrought, axletrees	4 cents per lb.
Articles not enumerated, manufactured from iron, or of which iron is a component part	30 per cent.

ARTICLES.	DUTIES.
Iron (*continued*):—	
In bars or bolts, made wholly or in part by rolling	25 dollars per ton.
In bars or bolts, not manufactured in whole or in part by rolling	17 dollars per ton.
Boiler plates, with holes for rivets	4 cents per lb.
—— without holes for rivets	ditto.
Band	2½ cents per lb.
Cables, or parts thereof	ditto.
Castings (except vessels)	1 cent per lb.
In slabs, blooms, or other form less finished than iron in bars or bolts, and more advanced than pig iron, except castings, liable to the same duty as iron in bars or bolts.	
Nail plates	2½ cents per lb.
Old, that has been in actual use and fit only to be remanufactured	10 dollars per ton.
In pieces, except old, of more than six inches in length, or of sufficient length to be made into spikes and bolts, shall pay duty according to the article of which it may consist, whether bolt, hoop, or other iron.	
Hoops, made fit for use	30 per cent.
Liquor	20 per cent.
Mails	30 per cent.
Mill cranks of wrought iron	4 cents per lb.
—— irons, of wrought iron	ditto.
Nails, cut	3 cents per lb.
—— wrought	4 cents per lb.
Nail or spike rods, whether slit, rolled, or hammered	2½ cents per lb.
In pigs	9 dollars per ton.
Round, or braziers' rods, of 3-16th to 10-16th of an inch diameter, inclusive	2½ cents per lb.
Sad or flat irons	2½ cents per lb.
Screws for wood, called wood screws	12 cents per lb.
Manufactures of, partly finished, pay the same rate of duty as if entirely finished.	
In sheets	2½ cents per lb.
For band iron	ditto.
For scroll iron	ditto.
For casement rods	ditto.
Spikes	3 cents per lb.
Vessels of, cast, even with wrought rings, hoops, handles, &c., not otherwise specified	1½ cent per lb.
Wrought for ships, locomotives, and steam-engines	4 cents per lb.
Square wire, used for the manufacture of stretchers for umbrellas, and cut in pieces not exceeding the length used therefore	12½ per cent.
Tacks, brads, or sprigs, not exceeding 16 oz. per 1000	5 cents per 1000.
Tacks, brads, or sprigs, exceeding 16 oz. per 1000	5 cents per lb.
Taggers	5 per cent.
Weights, cast even with wrought rings, hoops, handles, &c., not otherwise specified	1 cent per lb.
Railroads (see act, sec. 4, clause 1, for reduction prior to the 3d of March, 1843, after which to pay such as rolled iron).	
Wire, not exceeding No. 14	5 cents per lb.
—— exceeding No. 14, and not exceeding No. 25	8 cents per lb.
—— exceeding No. 25	11 cents per lb.
Chains for railroads, cast	4 cents per lb.
Wheels, for cars, cast	ditto.
Malleable, or castings	4 cents per lb.
Tubes or pipes, for steam, gas, or water, made of band or rolled iron	5 cents per lb.

(*continued*)

ARTICLES.	DUTIES.
Iron (*continued*):—	
Sulphate of	20 per cent.
Iron wire, annealed, to pay duty the same as other iron wire.	
Isinglass	ditto.
Ivory	free.
—— combs	25 per cent.
—— manufactured	20 per cent.
—— unmanufactured	free.
—— black	¾ cent per lb.
—— parallel rules, not mounted	30 per cent.
—— sectors	ditto.
Jack chains	4 cents per lb.
Japanned wares of all kinds	30 per cent.
Jars, black glass, not exceeding one quart	3 dollars per gross.
—— black glass, exceeding one quart	4 dollars per gross.
Jean	25 per cent.
Jellies and all other similar preparations	30 per cent.
Jerk beef	2 cents per lb.
Jet, real	7 per cent.
Jet, if composition	7½ per cent.
Jet stones	20 per cent.
Jet beads	25 per cent.
Jewellery	20 per cent.
Jewellery, false, so called	25 per cent.
Joints, India	free.
Jostic or jos light	ditto.
Juniper berries	25 per cent.
—— plants	free.
Junk, old	ditto.
Jute matting	25 per cent.
Kelp	free.
Kentledge	1 cent per lb.
Kermes	free.
Kerstes	ditto.
Kettles, brass, in nests	12 cents per lb.
—— cast iron	1½ cent per lb.
Kilmarnock caps	30 per cent.
Kirschenwasser	60 cents per gallon.
Knitting needles	20 per cent.
Knobs, glass, with brass, iron, steel, or composition shanks	25 per cent.
Knots and stars of gold and silver, fine or half fine	15 per cent.
Labels, printed	12½ cents per lb.
Lac dye	free.
Lac spirits	20 per cent.
Lace, viz.:—	
All kinds of, made into wearing apparel	40 per cent.
Bobbinet	20 per cent.
Coach	35 per cent.
Gold	15 per cent.
Plated or mi fin	ditto.
Silver	ditto.
Silk	2 dlrs. 50 cts. per lb.
Shades	20 per cent.
Shawls	ditto.
Laces, all thread	15 per cent.
—— edgings	20 per cent.
—— insertings, thread	15 per cent.
—— insertings, cotton	20 per cent.
—— gimp, cotton	ditto.
—— quillings, cotton	ditto.
—— tatting, cotton	ditto.
—— purling, cotton	ditto.
—— bobbinet veils, cotton	ditto.
—— handkerchiefs	20 per cent.
—— veils	ditto.
Laced boots or bootees	1 dlr. 25 cts. per pair.
Lacets, or lacings, silk	2 dlrs. 50 cts. per lb.
Lamp hooks	30 per cent.
—— pulleys, brass, copper, or iron	ditto.
—— pulleys, wood	ditto.
—— cut glass	45 per cent.
Lancet cases, shagreen	20 per cent.
Lantern leaves, or horn plates	ditto.
Lapis calaminaris	ditto.
Lard	3 per cents per lb.
Lasting, in strips or patterns of the size and shape for buttons, shoes, or bootees	5 per cent.
Lead, viz.:—	
All manufactures of, not otherwise specified	4 cents per lb.

ARTICLES.	DUTIES.
Lead (*continued*):—	
Busts	4 cents per lb.
In bars	3 cents per lb.
Pencils, black	25 per cent.
Combs	ditto.
Old	1½ cent per lb.
In pigs	3 cents per lb.
Scrap	1½ cent per lb.
Sugar of	4 cents per lb.
Pots, black	30 per cent.
Red, dry or ground in oil	4 cents per lb.
Acetate, or chromate of	ditto.
White, dry or ground in oil	ditto.
Ore	20 per cent.
Leather:—	
And all manufactures thereof, or of which it is the material of chief value, not otherwise specified	35 per cent.
Sole	6 cents per lb.
Upper, not otherwise specified	8 cents per lb.
Patent	35 per cent.
Leaves, palm	free.
Leeches	ditto.
Lees, wine, liquid	20 per cent.
—— wine, crystallised, or crude tartar	free.
Leghorn hats, or bonnets, and all hats or bonnets of straw, chip, or grass, and flats, braids, crowns or brims, or plaits	35 per cent.
Lemons, in bulk	free.
—— in boxes, barrels, or casks	20 per cent.
—— juice and peel	ditto.
Lime, chloride of	1 cent per lb.
Limes, in bulk	free.
Lime, juice	20 per cent.
Lines, fishing	6 cents per lb.
Linens, bleached and unbleached	25 per cent.
—— all manufactures of, not otherwise specified	ditto.
Linen canvass, black, in stripes or patterns, of the size exclusively for buttons, shoes, or bootees	5 per cent.
Linseed	ditto.
—— cakes	20 per cent.
—— meal	ditto.
—— oil	25 cents per gallon.
Lint	25 per cent.
Liqueurs, or cordials, all	60 cents per gallon.
Liquorice	20 per cent.
—— paste, root, and juice	ditto.
Litharge	4 cents per lb.
Loadstones	20 per cent.
Lotions, all cosmetic	25 per cent.
Looking-glasses, viz.: — plates, if silvered	36 per cent.
Lustres, glass, cut	45 cents per lb.
Macaroni	30 per cent.
Mace	50 cents per lb.
Machinery, models of, and other inventions	free.
Mackarel, pickled	1 dlr. 50 cts. per brl.
Madder	free.
—— root	ditto.
Mahogany	15 per cent.
Malt	20 per cent.
Manufactured tobacco, other than snuff and cigars	10 cents per lb.
Manufactures, viz.:—	
Of the United States and its territories	free.
All of the United States brought back	ditto.
Of iron, partly finished, liable to the same rates of duty as if entirely finished.	
Of wood, not otherwise specified	30 per cent.
Of copper, not otherwise specified	ditto.
Of hemp, not otherwise specified	20 per cent.
Of all vessels and wares of cut glass, when the cutting on the articles does not exceed one-third the height or length thereof, 25 cents per lb.; exceeding one-third and not exceeding one-half, 30 cents per lb.; exceeding one-half	45 cents per lb.

(*continued*)

ARTICLES.	DUTIES.
Manufactures (*continued*) :—	
Of flax, not otherwise specified..	25 per cent.
Of leather, not otherwise specified	35 per cent.
Of flax, viz.: buckram, burlaps, canvass padding, crequillas, dowlas, diapers, damask Hessians, Osnaburgs, platillas, sheetings, shirtings, sackings, Ticklenbergs, table linen.....	25 per cent.
Of marble	30 per cent.
All of silk, or which silk shall be a component part, coming from beyond the Cape of Good Hope, not otherwise enumerated.....	2 dlrs. 50 cts. per lb.
All other, of silk, or of which silk is the "component material of chief value".....	ditto.
All other, of combed wool or worsted, or worsted and silk combined	30 per cent.
All, not otherwise specified, made of brass, iron, pewter, steel, or tin, or of which either of these metals is a component material.	ditto.
Of wool, or of which wool shall be a component part	40 per cent.
Maps	20 per cent.
Marble unmanufactured.....	25 per cent.
Marrow.....	10 per cent.
Mastic.....	free.
Matches for pocket lights.....	30 per cent.
Mathematical instruments, viz. :—	
Specially imported	free.
All of bone.....	20 per cent.
All of ivory.....	ditto.
Meal, cassada, linseed, or oat.....	ditto.
Meats, prepared.....	25 per cent.
Medals, specially imported.....	free.
Medicinal drugs, all kinds of, not otherwise specified.....	20 per cent.
Mercury, or quicksilver.....	5 per cent.
—— cinnabar, iodine, and prussiate of	25 per cent.
—— all preparations of.....	ditto.
Metallic slates	25 per cent.
Merino shawls (so called), body worsted or combed wool	20 per cent.
—— ditto, border woollen, fringe sewed on	40 per cent.
—— cloth, entirely of combed wool..	30 per cent.
—— ditto, wool, not combed, being a component part.....	40 per cent.
Millepedes.....	20 per cent.
Mill saws.....	100 cents each.
Miniatures.....	20 per cent.
Modelling, specially imported.....	free.
Modelling, not specially imported, according to the materials of which they are composed.	
Models of invention.....	ditto.
—— of machinery.....	ditto.
Mohair, unmanufactured.....	1 cent per lb.
Molasses.....	4½ mills per lb.
Morocco skins.....	2 dls. 50 cts. per doz.
Moss for beds.....	10 cents per lb.
Mother of pearl	free.
Mosaics, real or imitation, set or not set	7½ per cent.
Mother of pearl shells.....	free
Mother of pearl, articles made of, not otherwise enumerated.....	20 per cent.
Musical instrument strings	15 per cent.
Mushrooms	20 per cent.
Muskets	1 dlr. 50 c. per stand.
Mustard, including the bottles.....	25 per cent.
—— seed	5 per cent.
Nails, viz. :—	
Copper.....	4 cents per lb.
Composition	30 per cent.
Nail rods and plates...	2½ cents per lb.
Nankeen shoes and slippers	25 cents per pair
Narcorine.....	20 per cent.
Needles, all kinds	ditto.
Nests, brass kettles in.....	12 cents per lb.
Nests, birds'.....	20 per cent.
Nickel	free.

ARTICLES.	DUTIES.
Nitrate of potash, or saltpetre unrefined.....	free.
Nitrate of potash, or saltpetre refined	2 cents per lb.
Nitrate of potash, partially refined...	¼ cent per lb.
Nitre muriate, tin.....	20 per cent.
—— refined	2 cents per lb.
—— unrefined	free.
Nutgalls	ditto.
Nutmegs	30 cents per lb.
Nuts used in dyeing	free.
Nuts all not specially mentioned.....	1 cent per lb.
Nux vomica	free.
Oakum and junk.....	ditto.
Oats	10 cents per bushel.
Ochre, dry.....	1 cent per lb.
Ochres, all, or ochry earths, used in painters' colours, when dry.....	ditto.
Ochres, all, or ochry earths in oil....	1½ cent per lb.
Ochre in oil.....	ditto.
Oil, viz. :—	
Cakes.....	20 per cent.
Cloth, furniture of cotton or Canton flannel	16 cents per sq. yd.
Cloth, furniture, other.....	10 cents per sq. yd.
Cloth, medicated.....	12½ cents per sq. yd.
Cloth aprons	50 per cent.
Of almonds	9 cents per lb.
Bears'	25 per cent.
Of cloves.....	30 cents per lb.
Palm bean and palm	free.
And all essential oils not used principally as perfumes	20 per cent.
And all other essential oils, used principally in perfumes.....	25 per cent.
Oil of Ricini, or Palma Christi.....	40 cents per gallon.
Oils, viz. :—	
Castor.....	ditto.
Hemp seed	25 cents per gallon.
Linseed.....	ditto.
Olive, in casks	ditto.
Olive, in bottles or flasks.....	30 per cent.
Oil, olive, not salad, and not otherwise specified	20 per cent.
Rape seed	25 cents per gallon.
Salad	30 per cent.
Spermaceti, of foreign fishing....	25 cents per gallon.
Fish, and all other of American fisheries, all articles the production of said fisheries	free.
Of Vitriol	1 cent per lb.
Whale and other (not sperm) of foreign fishing	15 cents per gallon.
Old lead, fit only to be re-manufactured	1½ cent per lb.
—— pewter, fit only to be re-manufactured	free.
—— silver, fit only to be re-manufactured	ditto.
Olives	30 per cent.
Onions	20 per cent
Opium.....	75 cents per lb.
Oranges	free.
—— in boxes, barrels, or casks.....	20 per cent.
Orange bitters	ditto.
—— peel.....	ditto.
—— flower water.....	25 per cent.
Orchilli, or orchello.....	20 per cent.
Ore, specimens of.....	ditto.
Oysters.....	ditto.
Packthread.....	6 cents per lb.
Padding	40 per cent.
Painted floor-cloths, all.....	35 cents per sq. yd.
Paintings, the productions of American artists residing abroad.....	free.
Paintings	20 per cent.
—— on glass or porcelain.....	30 per cent.
Paints, not enumerated :—	
Frankfort black	20 per cent.
French green.....	ditto.
Chalk.....	ditto.
Red lead.....	4 cents per lb.
Spanish brown, dry	1 cent per lb.
—— in oil	1½ ditto.
White lead.....	4 cents per lb.
Painters' colours	20 per cent.

(*continued*)

ARTICLES.	DUTIES.
Palm leaves, unmanufactured	free.
Pamphlets, in English, Latin, or Greek, by the pound, as books.	
Pit saws	1 dollar each.
Paper, unenumerated	15 cents per lb.
—— bank folio and quarto post of all kinds, letter and bank note	17 cents per lb.
—— copper-plate, blotting, copying, coloured for labels and needles, marble and fancy coloured	12½ cents per lb.
—— glass, Morocco, sand, and tissue.	ditto.
—— pot	15 cents per lb.
—— pasteboard, pressing boards, gold in sheets or strips, and silver in sheets or strips	12½ cents per lb.
—— coloured, copperplate, printing, or stainers'	10 cents per lb.
—— binders' boards, box boards, mill board, paper makers' boards, sheathing, wrapping, and cartridge	3 cents per lb.
—— envelope and fancy note	30 per cent.
—— music, with lines, and gilt or metal, not gold or silver	25 per cent.
—— screens or fireboards	35 per cent.
—— counting-house boxes	25 per cent.
—— ditto, if mounted	30 per cent.
—— boxes	25 per cent.
—— hangings	35 per cent.
—— inkstands, with glass bottles	30 per cent.
—— ditto, with earthen bottles	ditto.
—— machee	ditto.
—— pin cases	25 per cent.
—— ditto, mounted or ornamented with metal	30 per cent.
—— segars	40 cents per lb.
—— snuff boxes	25 per cent.
Parchment	ditto.
Paris white, dry	1 cent per lb.
Paste, viz.:—	
Giggers	30 per cent.
Jujube	25 per cent.
Brazil, almond, and perfumed	ditto.
Paste work that is set in gold or silver	ditto.
—— imitation of precious stones	7½ per cent.
Pastel or woad	1 cent per lb.
Pearl, mother of	free.
Pearls, set or not set	7 per cent.
—— all articles composed wholly of.	ditto.
—— composition	7½ per cent.
Peas	20 per cent.
Pens, metallic	25 per cent.
—— Quills	ditto.
Pepper, black	5 cents per lb.
—— white	ditto.
—— Cayenne	10 cents per lb.
—— Chili or African	ditto.
Perfumery phials and bottles, uncut.	3 dollars per gross.
Perfumes	25 per cent.
Perry	60 cents per gallon.
Peruvian bark	free.
Pewter, old, fit only to be re-manufactured	ditto.
—— articles of, not enumerated, manufactured from, or of which pewter is a component part	30 per cent.
Phosphorus lights, in glass bottles, with paper cases	ditto.
Pickled fish, other than mackarel and salmon	1 dollar per barrel.
Pickled herring	1 dlr. 50 cts. per brl.
—— do. in kegs	20 per cent.
—— mackarel	1 dlr. 50 cts. per brl.
—— salmon	2 dollars per barrel.
Pickles	30 per cent.
Pigs, brass in	free.
—— copper in	ditto.
—— lead in	3 cents per lb.
—— tin in	1 per cent.
Pimento	5 cents per lb.
—— oil of	25 per cent.
Pins, solid headed, and all other package pins, not exceeding 5000 to the pack of twelve papers	40 cents per pack.
And in the same proportion for a greater quantity.	

ARTICLES.	DUTIES.
Pins, pound	20 cents per lb.
Pipes, viz.:—	
—— clay, smoking	30 per cent.
Planks, wrought	ditto.
—— rough	20 per cent.
Plants	free.
Plated wares of all kinds, not otherwise specified	30 per cent.
Platina, unmanufactured	free.
Playing cards	25 cents per pack.
Plumes, ornamental, whether manufactured or not	25 per cent.
Pocket bottles, green glass (*See* Bottles).	
Polishing stones	free.
Pomegranates	20 per cent.
Pomegranate peel	ditto.
Porcelain	30 per cent.
Pork	2 cents per lb.
Porphyry	30 per cent.
Porter in bottles, no duty on the bottles	20 cents per gallon.
—— imported otherwise than in bottles	15 cents per gallon.
Potatoes	10 cents per bushel.
Poultry or game, prepared	25 per cent.
Pound ribbon	2 dlrs. 50 cts. per lb.
Powders, pastes, balls, balsams, ointments, oils, waters, washes, tinctures, essences, or other preparations or compositions, commonly called sweet scents, odours, perfumes, or cosmetics; and all powders and preparations for the teeth or gums	25 per cent.
Precious stones, of all kinds, and articles composed wholly of precious stones	7 per cent.
—— do. glass, imitation of	7½ per cent.
—— do. other imitations of	ditto.
Preparations, anatomical	free.
—— chemical, not otherwise enumerated	20 per cent.
Preserves, in molasses, and all others	25 per cent.
Produce, of the growth, manufacture, or fisheries of the United States and its territories	free.
—— or growth, all of the United States, not otherwise mentioned, brought back	ditto.
Prunes	3 cents per lb.
Pumice stone	20 per cent.
Putty	1½ cent per lb.
Quassia wood, in logs	free.
Quicksilver	5 per cent.
Quills, unprepared	15 per cent.
Quinine	40 cents per ounce.
—— sulphate of	ditto.
Rags, of any kind of cloth	½ cent per lb.
Raisins, muscatel or bloom, in boxes or jars	3 cents per lb.
Raisins, all others	2 cents per lb.
Rape of grapes	20 per cent.
Ratifia (a liquor)	60 cents per gallon.
Rattans, unmanufactured	free.
Raw silk, comprehending all silks in the gum, whether in hanks, reeled, or otherwise	50 cents per lb.
Ready made clothing	50 per cent.
Red, viz.:—	
Lead, dry	4 cents per lb.
Ditto, ground in oil	ditto.
Sanders	free.
Or crude tartar, or wine lees	ditto.
Precipitate	25 per cent.
Venetian, dry	1 cent per lb.
Ditto, ground in oil	1½ cent per lb.
Wood, and red sanders wood	free.
Reeds, unmanufactured	ditto.
—— manufactured	30 per cent.
Reindeer tongues	20 per cent.
Resin	ditto.
—— or nux vomica	free.
Returned cargo of American growth or manufacture	ditto.

(*continued*)

ARTICLES.	DUTIES.
Returned cargo of foreign growth or manufacture, according to the material of which it is composed; and is liable to the same duty as on its first importation.	
Rhubarb	free.
Rice	20 per cent.
Rifles	2 dlrs. 50 cts. each.
Rochelle salts	20 per cent.
—— or common salt	8 cents per bushel.
Rods, braziers', of three-sixteenths to ten-sixteenths of an inch diameter, inclusive	2½ cents per lb.
Roman cement	20 per cent.
—— vitriol	2 cents per lb.
Rope, made of hides, cut in strips	20 per cent.
—— or cordage of cocoa-nut hulls	4½ cents per lb.
Roots, ava and madder	free.
—— all, not otherwise enumerated	20 per cent.
Rosewood	15 per cent.
Rosin	20 per cent.
Rosolio, a cordial	60 cents per gallon.
Rotten stone	free.
Rum, viz.:—	
First proof	60 cents per gallon.
Second ditto	ditto.
Third ditto	65 cents per gallon.
Fourth ditto	70 cents per gallon.
Fifth ditto	75 cents per gallon.
Above fifth proof	90 cents per gallon.
—— bay, or bay water	25 per cent.
—— cherry	60 cents per gallon.
Russia crash, hemp	20 per cent.
Rye	15 cents per bushel.
Saccharum saturni	4 cents per lb.
Saddlery, silver, silver plated, brass, steel, common tinned, or japanned	20 per cent.
Saddles	35 per cent.
Sago	20 per cent.
Sal Nitre, or saltpetre, or nitrate of potash, crude	free.
—— or saltpetre refined	2 cents per lb.
—— partially refined	¼ cent per lb.
Salmon, pickled	2 dollars per barrel.
—— dry or smoked	1 dollar per 112 lbs.
Salt	8 cents per 56 lbs.
—— crude mineral salt	20 per cent.
Salts, viz.:—	
All chemical salts not enumerated	ditto.
Salted skivers	5 per cent.
—— roans	ditto.
Saltpetre, or sal nitre, or nitrate of potash, crude	free.
—— refined	2 cents per lb.
—— partially refined	¼ cent per lb.
Sanders wood	free.
Sandal wood	ditto.
Sand stones	20 per cent.
Sardines, in barrels	100 cents per barrel.
—— in kegs	20 per cent.
—— and other fish, in oil	ditto.
Sarsaparilla	free.
Satin wood	15 per cent.
Satins, figured, when in strips exclusively for buttons	5 per cent.
Sauces, all kinds not otherwise enumerated	30 per cent.
Sausages	25 per cent.
Saws, cross-cut and pit	1 dollar each.
Scantling	30 per cent.
—— and sawed timber, not planed or wrought into shape for use	20 per cent.
Scrap lead	1½ cent per lb.
Screws, brass	80 cents per lb.
Seines and nets	7 cents per lb.
Segars, all kinds	40 cents per lb.
Shaddocks	free.
Shell boxes and baskets, not otherwise enumerated	25 per cent.
—— turtle or tortoise	5 per cent.
Shellac	free.
Shells, not enumerated	20 per cent.
Silks, viz.:—	
All manufactures of, not otherwise specified	2 dollars 50 cents per lb. of 16 ounces.

ARTICLES.	DUTIES.
Silks *(continued)*:—	
Raw, comprehending all in the gum, whether in hanks, reeled, or otherwise	50 cents per lb.
Sewing	2 dollars per lb.
Aprons, collars, cuffs, chemisettes, turbans, mantillas, and pelleriness	30 per cent.
Brutia and other, raw	50 cents per lb.
Silk and worsted Valencias	30 per cent.
Ditto ditto toilenets	ditto.
Ditto ditto crape de Lyons	ditto.
Ditto ditto shawls	ditto.
Ditto ditto manufactures of	ditto.
Silk and cotton vesting	2 dlrs. 50 cts. per lb.
Bolting cloths	20 per cent.
Bobbin	2 dlrs. 50 cts. per lb.
Braids	ditto.
Caps, if entirely of silk	30 per cent.
Cords	2 dlrs. 50 cts. per lb.
Curls	30 per cent.
Floss, and other similar, purified from the gum	25 per cent.
Frizettes	30 per cent.
Garters, with wires and clasps	35 per cent.
Gloves	2 dlrs. 50 cts. per lb.
Hats or bonnets for women	2 dollars each.
Hatbands	2 dlrs. 50 cts. per lb.
Handkerchiefs	ditto.
Hose	ditto.
Lace	ditto.
Mitts	ditto.
Manufactures with gold or silver, or other metal	30 per cent.
Pongees, white	1 dlr. 50 cts. per lb.
Ornaments, for head-dresses	30 per cent.
Oil-cloth	2 dlrs. 50 cts. per lb.
Suspenders	35 per cent.
Stocks	50 per cent.
Stockings	2 dlrs. 50 cts. per lb.
Twist, if mohair	2 dollars per lb.
Watch chains or ribbons	2 dlrs. 50 cts. per lb.
Webbing	ditto.
All other articles made up by hand, in whole or part, not otherwise provided for	30 per cent.
Silver bullion, coin, epaulettes, and wings	free.
—— all manufactures of, not otherwise specified	30 per cent.
—— plated metal, in sheets	ditto.
—— German, in sheets, or otherwise manufactured	ditto.
Syrup of sugar cane, in casks	2½ cents per lb.
Skivers, tanned	2 dollars per dozen.
—— pickled	20 per cent.
Skins, viz.:—	
Pickled, in casks	ditto.
Of all kinds in the hair, dried, raw or unmanufactured	5 per cent.
Calf and seal, tanned and dressed	5 dollars per dozen.
Fish, for saddlers, &c.	20 per cent.
Fur, raw or undressed	5 per cent.
Fur, dressed	25 dollars per cent.
White, for druggists	1 dlr. 50 cts. per doz.
Dressed with alum only	75 cents per dozen.
Sheep, tanned or dressed	2 dollars per dozen.
Goat or Morocco, tanned and dressed	2 dlrs. 50 cts. per doz.
Kid, tanned and dressed	1 dlr. 50 cts. per doz.
Goat and sheep, tanned and not dressed	1 dollar per dozen.
Kid and lamb, tanned and not dressed	75 cents per dozen.
Tanned and dressed, otherwise than in colours, viz.:—fawn, kid, and lamb, known as chamois	1 dollar per dozen.
—— with wool upon them, the wool to pay the same duty as when otherwise imported	
Slates of all kinds	25 per cent
Slate pencils	20 per cent
Sledges, blacksmiths'	2½ cents per lb.
—— other	ditto.
Slick stones	20 per cent.

(*continued*)

ARTICLES.	DUTIES.
Slippers, viz.:—	
For children	15 cents per pair.
Not for children, leather or pruella	30 cents per pair.
Smalts	20 per cent.
Snuff	12 cents per lb.
Soaps, viz.:—	
Fancy, all	30 per cent.
Hard, all other	4 cents per lb.
Naples	30 per cent.
Perfumed, all	ditto.
Shaving	ditto.
Soft, all	50 cents per barrel.
Turpentine, or common	4 cents per lb.
Wash balls	30 per cent.
Windsor	ditto.
Soap stocks and stuffs	10 per cent.
Soda, ash	5 per cent.
—— all carbonate of, except soda ash, barilla and kelp	20 per cent.
Soles, felt	40 per cent.
Soy	30 per cent.
Spanish brown, dry	1 cent per lb.
—— do. ground in oil	1½ cent per lb.
—— flies or cantharides	free.
Spars, unwrought	30 per cent.
Sparteria or sparterie, or willow sheets for hats	35 per cent.
Spartateen, or coral	20 per cent.
Special importations, viz.:—	
Philosophical apparatus, instruments, books, maps, charts, statues, statuary, busts, and casts of marble, bronze, Alabaster, or plaster of Paris, paintings, drawings, engravings, etchings, specimens of sculpture, cabinets of coins, medals, gems, and all other collections of antiquities; provided the same be specially imported in good faith, for the use of any society, incorporated or established for philosophical or literary purposes, or for the encouragement of the fine arts, or for the use and by the order of any college, academy, school, or seminary of learning, in the United States	free.
Specimens, viz.:—	
Of anatomical preparations	ditto.
In botany	ditto.
In mineralogy	ditto.
In natural history	ditto.
Of, in sculpture, specially imported	ditto.
Of sculpture, not specially imported, duty according to the materials they are composed of.	
Spectacle glasses, not set	2 dollars per gross.
—— do. pebble, not set	ditto.
Spirits distilled from grain, viz.:—	
First proof	60 cents per gallon.
Second do	ditto.
Third do	65 cents per gallon.
Fourth do.	70 cents per gallon.
Fifth do	75 cents per gallon.
Above fifth do	90 cents per gallon.
—— distilled from other materials than grain, viz.:—	
First proof	60 cents per gallon.
Second do	ditto.
Third do	
Fourth do	65 cents per gallon.
Fifth do	70 cents per gallon.
Fifth do., all above	75 cents per gallon.
Sponges	90 cents per gallon.
Spunk	20 per cent.
Sprigs, not exceeding sixteen ounces to the 1000	ditto.
—— exceeding sixteen ounces to the 1000	5 cents per 1000
Square wire, used for the manufacture of stretchers for umbrellas, and cut in pieces not exceeding the length used therefore	5 cents per lb.
	12½ per cent.

ARTICLES.	DUTIES.
Squills or scilla	20 per cent.
Starch	2 cents per lb.
Statuary, all the production of American artists residing abroad	free.
Statues, and specimens of statuary, specially imported	ditto.
—— ditto. ditto. ditto. not specially imported	30 per cent.
Staves	ditto.
—— rough	20 per cent.
Steel, viz.:—	
Cast, shear, and German, in bars	1dlr. 50cts. pr.112 lbs.
Wire, not exceeding No. 14	5 cents per lb.
Do. over No. 14, and not exceeding No. 25	8 cents per lb.
Do. exceeding No. 25	11 cents per lb.
In bars, all other	2dlrs.50cts. pr.112lbs.
Chains	30 per cent.
Pens	25 per cent.
Cutting knives, scythes, sickles, reaping hooks, spades, and shovels	30 per cent.
All articles not enumerated, manufactured from steel, or which steel is a component part	ditto.
Stereotype plates	25 per cent.
Stone ware, and all other ware composed of earth or mineral substances, whether gilt, painted, printed, or glazed	30 per cent.
Stones, viz.:—	
Bristol	7 per cent.
Polishing	free.
Burr, unwrought	ditto.
Do. wrought	20 per cent.
Caustic	ditto.
Cornelian	7 per cent.
Garnet	ditto.
Grind	free.
Load	30 per cent.
Marbles	ditto.
Mill	20 per cent.
Not merchantable, for ballast	ditto.
Ochre, as other ochre.	
Oil	ditto.
Pumice	ditto.
Precious	7 per cent.
Rotten	free.
Rag, and sand	20 per cent.
—— touch and whet	ditto.
Storax or Styrax	ditto.
Straining webb	25 per cent.
Straw carpets and straw carpeting	ditto.
—— for hats, in its natural state	35 per cent.
Strontian	20 per cent.
Stuff goods, all kinds of worsted	30 per cent.
To come under the denomination of "Worsted stuff goods," the articles must be composed entirely of worsted; and be of that class of goods, well known and understood by merchants as coming under the denomination of "Worsted stuff goods," namely, such as worsted plaids, bombazetts, and the like.	
Sublimate, corrosive	25 per cent.
Succory	ditto.
Sugar, viz.:—	
Brown, raw	2½ cents per lb.
Candy	6 cents per lb.
Loaf	ditto.
Lump	ditto.
White, clayed	4 cents per lb.
Of lead	ditto.
Syrup of	2½ cents per lb.
Brown, clayed	ditto.
All other, not refined	4 cents per lb.
Refined	6 cents per lb.
Moulds, hooped or not	30 per cent.
Tongs, gold and silver	ditto.
—— plated	ditto.
—— washed	ditto.
Sulphate of copper, or blue or Roman vitriol	4 cents per lb.
—— sulphate of quinine	40 cents per ounce.

(continued)

ARTICLES.	DUTIES.
Sulphur, flor flour, or flour of sulphur	free.
Sumac	ditto.
Super acetate of lead, or sugar of lead	4 cents per lb.
Swans, down of	25 per cent.
Sweetmeats or comfits, all	ditto.
Table covers, oil cloth	16 cents per sq. yd.
—— mats, oil or floor cloth	25 per cent.
—— mats, if wool be a component part	ditto.
Tables, with marble tops, slabs, or ornaments	30 per cent.
Talc	20 per cent.
Tallow	1 cent per lb.
—— candles	4 cents per lb.
Tamarinds, preserved in sugar or brandy	25 per cent.
Tamarinds	20 per cent.
Tapers, paper, with cotton wick and wax	30 per cent.
Tapioca	20 per cent.
Tares	ditto.
Tar, Barbadoes and coal	ditto.
Tarpaulings	25 per cent.
Tartar, cream of, and crude	free.
—— red crude	ditto.
Teas of all kinds, imported from China, or other places, east of the Cape of Good Hope, and in vessels of the United States	ditto.
—— imported from places this side of the Cape of Good Hope	20 per cent.
—— when imported in American vessels, from the place of their growth	free.
Teazles	30 per cent.
Teeth, elephants'	free.
Teeth, other	5 per cent.
Terraglis, a kind of coral	20 per cent.
Terra-japonica, or japanica	ditto.
Terra de Sienna, dry	1 cent per lb.
———— in oil	1½ cent per lb.
Terne plates	2½ per cent.
Teutenague	free.
Thermometers, telescopes, magic, and other lanterns; and similar articles composed of tin, glass, wood, brass, or copper	30 per cent.
Thibet, cashmere of	20 per cent.
—— shawls, real or goats' hair	ditto.
—— shawls, entirely of combed wool	ditto.
—— shawls, body cotton, with worsted fringe (as cottons).	
Thor marine, a small fish	100 cents per barrel
Thrown silk, or raw	50 cents per lb.
Timber, hewn or sawed	30 per cent.
—— for wharfs	20 per cent.
Timepieces	25 per cent.
Tin, viz.:—	
In bars, or block, or pigs	1 per cent.
Crystals of	20 per cent.
Foil	2½ per cent.
Grain	20 per cent.
Granulated	ditto.
In plates or sheets	2½ per cent.
All manufactures of, not enumerated, or of which tin is a component part	30 per cent.
Tincal or borax	25 per cent.
Tinctures, bark, and other medicinal	ditto.
Tips of horns or bone	5 per cent.
—— and runners for parasols and umbrellas, metal	30 per cent.
Tippets, if so made as to be classed as millinery	35 per cent.
Tippets, fur	ditto.
Tobacco, manufactured, other than snuff and cigars	10 cents per lb.
—— leaves, or unmanufactured	20 per cent.
Tongues, reindeer	ditto.
—— sounds (fish)	ditto.
—— neats, smoked	ditto.
Tonka, Tonga, Tongua, or Tonqua beans	ditto.

ARTICLES.	DUTIES.
Tools and implements of trade of persons arriving in the United States	free.
Tortoiseshell	5 per cent.
Touchstones	20 per cent.
Tow, flax or hemp	20 dollars per ton.
—— sacking, flax	25 per cent.
Toys, of every description	30 per cent.
Tragacanth, gum	free.
Treacle, molasses	4½ mills per lb.
Trees	free.
Truffles, vegetable	20 per cent.
—— earthen	30 per cent.
Trusses, with iron or steel springs of more value than the leather	35 per cent.
Trusses, if leather be the material of chief value	ditto.
Turmeric	free.
Turquoises	7 per cent.
Turpentine, spirits of	10 cents per gallon.
Turtles	20 per cent.
Twist, cotton	25 per cent.
—— mohair and silk	2 dollars per lb.
Types, new or old	25 per cent.
Type, metal	ditto.
Vanilla, plants of	free.
Vanilla, beans	20 per cent.
Varnishes of all kinds	ditto.
Vases, porcelain, containing flowers with stands—the vases pay	30 per cent.
The stands	ditto.
Vegetables of all kinds, not enumerated	20 per cent.
Vegetables, if principally used in dyeing, or in composing dyes	free.
Vellum	25 per cent.
Venetian red, dry	1 cent per lb.
—— in oil	1½ cent per lb.
Venison hams	20 per cent.
Vermicelli	30 per cent.
Vermilion	20 per cent.
Vinellas	ditto.
Vinegar	8 cents per gallon.
Vitriol, oil of, or sulphuric acid	1 cent per lb.
—— blue or Roman, or sulphate of copper	4 cents per lb.
—— green	2 cents per lb.
Wafers	25 per cent.
Waste or shoddy	½ cent per lb.
Watches and parts thereof	7½ per cent.
Watch crystals, when not set	2 dollars per gross
Water, viz.:—	
Wheels of iron	1 cent per lb.
Colours	20 per cent.
Wax, viz.:—	
Sealing	25 per cent.
Shoemakers'	15 per cent.
Wearing apparel of persons arriving in the United States in actual use	free.
Wearing apparel, new	50 per cent.
Wedgwood	30 per cent.
Weights, cast iron, with or without rings of wrought iron affixed to them	1 cent per lb.
—— lead	4 cents per lb.
Weld	free.
Whalebone, the produce of foreign fishing	12½ per cent.
—— of American fishing	free.
Wheat	25 cents per bushel.
—— flour	75 cents per 112 lbs.
Whiskey, viz.:—	
First proof	60 cents per gallon.
Second ditto	ditto.
Third ditto	65 cents per gallon.
Fourth ditto	70 cents per gallon.
Fifth ditto	75 cents per gallon.
Fifth ditto, all above	90 cents per gallon.
Whiting	1 cent per lb.
—— ground in oil	1½ cent per lb.
Wild silk	50 cents per lb.
Willow sheets, for hats	35 per cent.
—— for making baskets or covering demijohns	ditto.
Wines, viz.:—	
Burgundy, in bottles	35 cents per gallon.

(*continued*)

ARTICLES.	DUTIES.
Wines *(continued)*:—	
Burgundy, in casks	15 cents per gallon.
Canary, in casks or bottles	60 cents per gallon.
Champagne, in bottles or casks	40 cents per gallon.
Claret, in bottles	35 cents per gallon.
Ditto, in casks	6 cents per gallon.
Madeira, in casks or bottles	60 cents per gallon.
Oporto in bottles	35 cents per gallon.
Ditto, in casks	15 cents per gallon.
Sherry, in casks or bottles	60 cents per gallon.
St. Lucar, in casks or bottles	ditto.
Sicily, Madeira, in casks or bottles	25 cents per gallon.
All other, of Sicily, in casks or bottles	15 cents per gallon.
Teneriffe, in casks or bottles	20 cents per gallon.
Of all countries in bottles, unless specially enumerated	65 cents per gallon.
Ditto, in casks unless specially enumerated	25 cents per gallon.
White, in casks, not enumerated, of France, Austria, Prussia, Sardinia, and of Portugal and its possessions, in casks	7½ cents per gallon.
Ditto, in bottles	20 cents per gallon.
Red, in casks	6 cents per gallon.
Ditto, in bottles	20 cents per gallon.
White and red, not enumerated, of Spain, Germany, and the Mediterranean, in casks	12½ cents per gallon.
Do., do., do., in bottles	20 cents per gallon.
Of the Mediterranean, in casks	12½ cents per gallon.
Bottles, of all descriptions, in addition to the duty on wines	3 dollars per gross.
Lees, liquid	20 per cent.
Ditto, crystallised, or crude tartar	free.
Wings and epaulets, gilt or plated	30 per cent.
Wood, viz.:—	
Brazil, Brazilletto, Carmaguey, and dye, all in sticks	free.
Fire	20 per cent.
Fustic, log, Nicaragua, Pernambuco, Queen's, Red Sanders, red, Rio de la Hache, Santa Martha and other dyewoods, sandals in sticks, dust, or powder, unmanufactured, of any kind not enumerated	free.
—— manufactures of, not otherwise specified	30 per cent.

ARTICLES.	DUTIES.
Wool, Angora, goat or camel's hair	1 cent per lb.
—— carded, considered as unmanufactured, according to cost.	
—— red, natural	25 per cent.
—— hats	18 cents each.
—— unmanufactured, the value whereof, at the place of exportation, shall not exceed 7 cents per lb.	5 per cent.
—— all other unmanufactured (*See* Act 1, clause 1.)	30 per cent and 3 cents per lb.
Wool on the skin, subject to the same duty as other wool.	
—— all manufactures of, or of which wool is a component part, not otherwise specified	40 per cent.
Woollen, hosiery and tippets	30 per cent.
—— yarn	ditto.
Worsted, viz.:—	
Stuff, all piece goods and manufactures of, enumerated, including twist and hosiery	30 per cent.
—— and silk shawls	ditto.
—— and silk manufactures of	ditto.
—— braces	35 per cent.
—— twist	30 per cent.
—— Valencias	ditto.
—— wove pantaloons	ditto.
Yarn, cotton, bleached or coloured, the original cost of which shall be less than 75 cents per lb., shall be deemed and taken to have cost 75 cents per lb., and shall be charged with duty accordingly	25 per cent.
—— cotton, unbleached and uncoloured, the original cost of which shall be less than 60 cents per lb., shall be deemed and taken to have cost 60 cents per lb., and charged with duty accordingly	ditto.
—— worsted	30 per cent.
—— woollen	ditto.
—— untarred, or flax	6 cents per lb.
Zinc, nails	30 per cent.
—— in pigs, or otherwise unwrought	10 per cent.
—— in sheets	ditto.
—— oxide and sulphate of	20 per cent.

STATEMENT of the Rate of Duties payable on the principal Articles Imported into the United States, from Great Britain and Ireland, according to the Tariff, passed August, 1842.

ARTICLES.	Per cent.
Woollens ... average	40
Worsteds	30
Cottons ... average	50
Linens	25
Hemp, manufactures of	20
Silk, manufactures of ... average	40
Cotton bagging ... "	34½
Flannels ... "	33
Baizes ... "	40
Carpeting ... "	40
Lace, thread ... "	15
—— cotton ... "	20
—— bobbinet ... "	40
Paper ... "	75
Books ... "	25
Engravings	20
Twine ... average	33
Leather, manufactures of	35
Earthenware	30
Carried forward	655½

ARTICLES.	Per cent.
Brought forward	655½
Glass ... average	40
Hardware	30
Iron ... average	40
Saddlery	30
Steel	16½
Tin	1
Brass, manufactures of	30
Copper, "	30
Plated ware	30
Gilt "	25
Gold and silver jewellery	20
" watches	7½
" lace	15
Ale and porter ... average	50
Drugs	20
Salt ... average	50
Coal ... "	60
Thirty-six articles	1150½
Average (nearly)	32

N.B.—On those articles which pay specific duties, the rate per cent is calculated on the average cost of the same articles in Great Britain.

SEVERAL Articles in the Tariff of 1842, which pay a higher Duty than Thirty per Cent; when Specific, reduced to a Scale ad Valorem, at the Treasury Department, except when in brackets.

ARTICLES.	DUTIES.	ARTICLES.	DUTIES.
	per cent.		per cent.
Boots, silk	50 to 75	Leather	53
Coal	61	Lead	[100]
Cordage	71 to 188	Whiting	146
Cottons	49 to 63	Linseed oil	[50]
—— printed handkerchiefs	[132]	Molasses	51
—— many others	[50 to 150]	Oil-cloth	67
Cotton bagging	53 to 55	Opium	75
Gunny cloth	[100]	Pepper	130
Clothing, made up	40 and 50	Paper, [97 by merchants]	35
—— embroidered	50	Salt, 80, [and Turk's island	144]
Flour, wheat	70	Silks	40 to 65
Fruits	50	Shoes	50 to 75
Glass, computed by merchants	[186 to 243]	Soap, soft	50
Gloves, children's	75 to 50	Sugar, brown	71
—— kid	60	—— refined	101
Hats	[35]	—— syrup	[161 by merchants.]
Hemp	[39]	Spirits	61
Iron, pig	45 to 72	Spices	[50 to 90]
—— scrap	50	Tobacco, in cigars	40
—— bar	85	Wines	60 to 67
—— rolled	77	Woollens	40 to 87

We subjoin the CI-DEVANT TARIFF OF TEXAS, which is admirable for its simplicity, but most *unsound* and *pernicious* in its high system of duties, being generally as high as that of the Tariff of the United States, which will now extend over Texas. As far as duties are in question, no one can regret the union of Texas with the great American republic.

IMPORT Duties as fixed by the Fifth Congress of Texas, and which took effect from and after the 1st of April, 1841.

ARTICLES.	DUTIES.	ARTICLES.	DUTIES.
Ale, and all other kinds of malt liquor	45 per cent ad valor.	Silk, all articles of which it forms a component part	45 per cent ad valor.
Books	free.	Steel, bar, or rod	15 per cent ad valor.
Calicoes, and all articles of which cotton forms a component part	45 per cent ad valor.	Sugar	ditto.
Cider, in cask or bottle	ditto.	Tea	45 per cent ad valor.
Coffee	15 per cent ad valor.	Tobacco	ditto.
Farming utensils, implements of husbandry, and furniture, the property of emigrants, in actual use, not exceeding in value 500 dollars	free.	Tools and implements of trade in actual use, the property of emigrants	free.
Iron, pig, bar, or rod	15 per cent ad valor.	Wines, Burgundy, hermitage, Chambertin, and all other varieties of Burgundy, except Champagne	45 per cent ad valor.
—— all manufactured articles of which it forms a component part	45 per cent ad valor.	—— Champagne	5 dollars per dozen.
Linen, all articles of which it forms a component part	ditto.	—— Claret, in cases	45 per cent ad valor.
Liquors, brandy, gin, rum, cordials, and other liquors, viz.:—		—— do. in casks	20 cents per gallon.
First and second proof	1 dollar per gallon.	—— Madeira	1 dlr. 50 cts. per gal.
Third and fourth do.	1 dlr. 25 cts. per gal.	—— Port	75 cents per gallon.
Over fourth do.	1 dlr. 50 cts. per gal.	—— Rhenish, all kinds	1 dollar per gallon.
Whiskey, viz.:—		—— Spanish, red and white	50 cents per gallon.
First and second proof	50 cents per gallon.	—— Sherry	1 dlr. 50 cts. per gal.
Third proof	75 cents per gallon.	—— Teneriffe	50 cents per gallon.
Fourth proof	1 dollar per gallon.	Wearing apparel, the personal property of emigrants	free.
Over fourth proof	1 dlr. 25 cts. per gal.	Woollens, and all articles of which wool form a component part	45 per cent. ad valor.
Salt	15 per cent. ad valor.	All articles not otherwise enumerated	ditto.

AN ACT to authorise the Importation of Brandy in Casks of a capacity not less than Fifteen Gallons, and the Exportation of the same for the Benefit of a Drawback of the Duties.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the passage of this act, brandy may be imported into

the United States in casks of a capacity not less than fifteen gallons, any thing in any law to the contrary notwithstanding: Provided, however, that all the provisions of existing laws, not inconsistent with this act, relating to the importation of foreign spirits, be complied with: And provided further, That all brandy imported in casks, of a capacity less than ninety gallons, shall be deposited, at the expense and risk of the importer, in such public or other warehouses, as shall be designated by the collector or surveyor for the port, where the same shall be landed; and shall be removed therefrom in the manner prescribed by an act entitled, "An Act providing for the Deposit of Wines and distilled Spirits in Public Warehouses, and for other Purposes."

II.—Be it further enacted, That brandy imported in casks of a capacity not less than fifteen gallons, may be exported for the benefit of a drawback of the duties which shall have been paid thereon; and the exporter or exporters of brandy so imported, shall be entitled to receive a debenture or debentures, for the amount of such drawback, agreeably to the existing laws; and all acts now in force, regulating the exportation of spirits, and the allowance and payment of drawbacks and debentures, shall be deemed applicable to brandy, the importation of which is permitted by this act. [Approved, 2nd of March, 1827.]

No goods, wares, or merchandise, subject to duty, can be imported into the United States, on the seaboard, in vessels of less than thirty tons' burden, under the penalty of the forfeiture of vessel and cargo; nor can a drawback of any duties be obtained on exportation except by sea; and in vessels of not less than thirty tons' burden —Act of the 2nd of March, 1799, Section XCII.

Drawback not allowed on goods exported to any place immediately adjoining the United States, except to places westward or southward of Louisiana, and to the north-west coast of America; nor in any case, when exported in a vessel of less than thirty tons' burden.—Act of the 2nd of March, 1799, Sections LXXV. and XCII.; and Act of the 5th of January, 1805, Section II.

No refined lump or loaf sugar can be imported into the United States, except in ships or vessels of at least 120 tons' burden, and in packages containing at least 600 lbs., under the penalty of forfeiting the same, together with the ship or vessel.—Act of the 2nd of March, 1799, Section CIII.

To be entitled to drawback, the duties on the importation of the goods exported, must have been, at least, fifty dollars by one vessel, at the same time, and by the same person, and the merchandise be, at the time of exportation, in the same package, and same condition, including wrapper and original mark and number, as when imported.—Act of the 22nd of May, 1824.

DRAWBACK.

XIV.—And be it further enacted, That on and after the day this law goes into effect, there shall be allowed a drawback on foreign sugar refined in the United States, and exported therefrom, equal in amount to the duty paid on the foreign sugar from which it shall be manufactured, to be ascertained under such regulations as shall be prescribed by the secretary of the treasury, and no more, and on spirits distilled from foreign molasses a drawback of five cents per gallon, till the 1st day of January, 1843, when it shall be reduced one cent per gallon; and annually, on the 1st day of January thereafter, the said drawback shall be reduced one cent per gallon, until the same shall be wholly discontinued. Provided, That this act shall not alter or repeal any law now in force regulating the exportation of sugar refined or spirits distilled from molasses in the United States, except as to the rates of duties and drawbacks.

XV.—And be it further enacted, That in the case of all goods, wares, and merchandise, imported on and after the day this act goes into operation, and entitled to debenture under existing laws, no drawback of the duties shall be allowed on the same, unless said goods, wares, or merchandise, shall be exported from the United States within three years from the date of importation of the same, nor shall the additional rate of duty levied by this act on goods, wares, and merchandise, imported in foreign vessels, be refunded in cases of re-exportation: Provided, That two and one-half per centum on the amount of all drawbacks allowed, except on foreign refined sugars, shall be retained for the use of the United States, by the collectors paying such drawbacks respectively; and in the case of foreign refined sugars, ten per centum shall be so retained.—Act of the 30th of August, 1842.

No distilled spirits, except arrack, brandy in casks of not less capacity than fifteen gallons, and sweet cordial, can be imported in casks or vessels of less capacity than ninety gallons, wine measure; nor in casks which have been marked pursuant to any law of the United States, on pain of forfeiture of the same, together with the ship or vessel in which they were imported.—Act of the 2nd of March, 1799, Section CIII.

In all cases where there are more goods found on board a vessel than the master thereof has reported in his manifest, he shall, with the consent of the officers of the customs, make a post entry for the same, and pay two dollars therefore; and for every disagreement between his manifest and cargo, he is liable to a fine of 500 dollars.—Act of the 2nd of March, 1799, Section LVII.

Drawback is not allowed on the exportation of goods which shall have been imported in foreign vessels, from any of the dominions, colonies, or possessions of any foreign power, with which the

vessels of the United States are not permitted directly to trade.—Act of the 27th of April, 1816, Section IV.

No allowance of drawback on the exportation of iron cables, or parts thereof, butter, fish oil, playing cards, cordage if less than five tons, foreign dried and pickled fish, or other salted provisions, nor on sail duck if less than fifty bolts.—Act of the 14th of July, 1832.

Within twenty days after the clearance of a vessel, the exporter of goods by said vessel must swear to the export entry, and give a bond that they shall not be landed in any place or port within the limits of the United States, or forfeit the drawback.—Act of the 2nd of March, 1799. Extension of time to twenty days.—Act of the 1st of March, 1823.

Bounty is allowed on the exportation of pickled fish of the fisheries of the United States, cured and packed solely with foreign salt, on which the duty shall have been paid.—Act of the 2nd of March, 1799, Section LXXXIII.

All goods, on examination by the appraisers, not corresponding with the entry made of them, are liable to forfeiture.

The number of bushels of wheat is to be ascertained by actual measurement by the standard bushel, and not by weight.

REGISTER ACT.

Every owner of a vessel, residing within the limits of the United States, to swear (or affirm) to the register within ninety days after its being granted, or it becomes void, and the vessel and cargo pays foreign tonnage and duty.

For duty of appraisers, &c., see Section XVII., Act of the 30th of August, 1842, page 20.

Duties to be paid in cash.—See Section XII., Act of the 30th of August, 1842, page 18.

RATES AT WHICH FOREIGN MONEY OR CURRENCY ARE TAKEN AT THE CUSTOM-HOUSE, NEW YORK.

		dlrs. cts.		dlrs. cts.
Franc of France or Belgium.....(fixed by law)		0 $18\frac{708}{1000}$	Florin of Augsburg.....	0 48
Pound sterling of Great Britain	„	4 80	Rix dollar of Prussia	0 $68\frac{29}{100}$
Real vellon of Spain ...	„	0 05	„ Bremen.....	0 $78\frac{47}{100}$
Real plate of Spain.....	„	0 10	„ Sweden.....	1 05
Guilder of the Netherlands	„	0 40	„ Saxony	0 69
Rupee of Bengal and Bombay, or sicca.....	„	0 50	Halifax pound	4 00
Milrea of Portugal	„	1 24	Rhenish rix dollar	0 $60\frac{3}{4}$
Tale of China	„	1 48	Geneva livre.....	0 21
Mark banco of Hamburg	„	0 $33\frac{1}{3}$	Silver ruble	0 75
Florin of the Netherlands	„	0 40	Leghorn dollar.....	0 90
Pagoda of India	„	1 84	Paper ruble (varies from 4 rubles 65 copecks to 4 rubles 84 copecks to the dollar).	
Rix dollar of Denmark .	„	1 00	Naples ducat.....	0 80
Livre tournois of France	„	0 $18\frac{1}{2}$	Leipsic rix dollar.....	0 72
Pound sterling of Ireland	„	4 10	Elberfeldt rix dollar.....	0 $69\frac{3}{7}$
Florin of Saxony.....		0 48	Berlin rix dollar	0 $69\frac{1}{2}$
„ Bohemia		0 48	Leghorn livre ($6\frac{1}{3}$ to the dollar).....	0 $15\frac{15}{19}$
„ Elberfeldt.....		0 40	Sicily ounce.....	2 40
„ Prussia		0 $22\frac{3}{4}$	Jamaica pound.....	5 00
„ Trieste		0 48	Florence livre	0 15
„ Nuremburg		0 40	Neufchatel livre	0 $26\frac{1}{2}$
„ Frankfort		0 40	Current marc.....	0 28
„ Austria.....		0 48	Livre of Catalonia	0 $53\frac{1}{3}$
„ Basil		0 41	Crown of Tuscany	1 05
„ St. Gaul		0 $40\frac{36}{100}$	Genoa livre	0 $18\frac{3}{4}$
„ Creveld.....		0 40	Pezza of Leghorn	0 90

NOTE.—All currencies not fixed by law, are taken according to the American consul's certificate of their intrinsic value, compared with the American dollar, which must accompany every invoice of merchandise, whether free or dutiable.

DRAFTS.

THE FOLLOWING ALLOWANCES ARE MADE BY LAW FOR DRAFTS ON ARTICLES SUBJECT TO DUTY BY WEIGHT.

	lb.		lbs.
On any quantity of 1 cwt	1	On any quantity above 10 cwt. and not exceeding 18 cwt.	7
„ above 1 cwt. and not exceeding 2 cwt.	2	„ 18 cwt.	9
„ 2 cwt. „ 3 cwt.	3	Act of the 2nd of March, 1799, Sec. LVIII.	
„ 3 cwt. „ 10 cwt.	4		

TARES ALLOWED BY LAW.

	per cent.		per cent.
On sugar in casks, except loaf	12	On nails in casks	8
„ boxes	15	On sugar-candy in boxes	10
„ bags or mats	5	On soap in boxes	10
On cheese in hampers or baskets	10	On shot in casks	3
„ boxes	20	On twine in casks	12
On candles in boxes	8	„ bales	3
On chocolate in boxes	10	On all other goods, paying a specific duty, according to the invoice thereof, or actual weight.	
On cotton in bales	2		
„ ceroons	6		
On Glauber salts in casks	8		

On any of the preceding articles, the importer may have the invoice tare allowed, if he makes his election at the time of making his entry, and obtains the consent of the collector and naval officer.—Act of the 2nd of March, 1799, Section LVIII.

FEES OF OFFICE.

TO THE COLLECTOR AND NAVAL OFFICER.

	dlrs. cts.		dlrs. cts.
Entry of a vessel of 100 tons or upwards	2 50	Permit to load goods, for the exportation for drawback	0 30
Clearance „	2 50	Debenture, or other official certificate	0 20
Entry of vessels under 100 tons	1 50	Bill of health	0 20
Clearance „	1 50	Official document (register excepted) required by any person	0 20
Every post entry	2 00	Sea letter	0 20
Permit to land goods	0 20		
Every bond taken officially	0 40		

TO THE SURVEYOR.

	dlrs. cts.
Admeasuring and certifying the same, of every ship or vessel of 100 tons and under, per ton	1 00
Admeasurement of every ship or vessel above 100 tons, and not exceeding 200 tons	1 50
Above 200 tons	2 00
For all other services on board any ship or vessel of 100 tons and upwards, having on board, goods, wares, or merchandise, subject to duty	3 00
For like services on board any ship or vessel less than 100 tons	1 50
On all vessels, not having on board goods, wares, or merchandise, subject to duty	0 66⅔
Certificate of registry on record and bond	2 25
Endorsement on register or record	1 00
Every bond required by registry act	0 25
Every bond for a Mediterranean passport	0 40
Seaman's protection	0 25

STATUTE LAWS RELATING TO VESSELS.

The laws relating to the registry of vessels, the transfer of vessels by bill of sale, the enrolling and licensing of vessels for the coasting trade and fisheries, and the bounties payable to vessels employed in the cod-fishery, are of immense importance to those engaged in mercantile pursuits,

but they are to be found only by an examination of the numerous statute laws of the United States, or in the voluminous digests of the same.

Registered Vessels.—Vessels built in the United States, and wholly owned by citizens thereof; vessels captured in war by such citizens, and condemned as prizes; vessels adjudged to be forfeited for breach of the laws of the United States being wholly owned by such citizens; and no others may be registered. No vessel is entitled to registry, or if registered, to the benefits thereof, if owned in whole, or in part, by any citizen usually residing in a foreign country, during such residence, unless he be a consul of the United States, or an agent for, and a partner in, some house of trade or copartnership, consisting of citizens of, and actually carrying on trade within, the United States.

A registered vessel which by sale becomes the property of a foreigner, shall not be entitled to a new register, notwithstanding she may afterwards become American property. No vessel is entitled to registry, or its benefits, owned by a non-resident naturalised citizen if residing for more than one year in the country from which he originated, or for more than two years in any foreign country, unless he be a consul, or other public agent of the United States.

A vessel shall be deemed to belong to the port at or near which the managing owner usually resides; and the name of the vessel, and of the place to which she belongs, shall be painted on her stern, on a black ground, with white letters of not less than three inches in length. The certificate of the master carpenter under whose direction the vessel is built, must be produced, prior to registry; which certificate is sufficient to remove a new vessel from one district to another in the same or an adjoining state, where the owner actually resides, provided it be with ballast only.

In order to the registry of a vessel, the owner, or one of the owners, must make oath to the property of the vessel, her name, burden, time when and place where she was built; and that there is no foreigner interested, directly or indirectly, in such vessel, or the profits thereof; and that the master is a citizen of the United States. The oath required to be taken by the owner, respects only the legal ownership of the property; and does not require a disclosure of any equitable interests vested in citizens of the United States, but only a denial that any subject or citizen of any foreign prince or state is directly or indirectly interested in the ship, or in the profits thereof. An agent or attorney may make oath, as agent, in case of registry, where the owner is fifty miles distant from the district to which, by virtue of purchase, the vessel should belong.

Steamboats may be registered or licensed in the name of the president or secretary of an incorporated company, without designating the names of the persons composing the company; but no part of such vessel can be owned by any foreigner. Vessels employed wholly in the whale fishery, owned by an incorporated company, may be registered as above, so long as they shall be wholly employed therein.

The issuing of certificates of record applies only to vessels built either by or for foreigners in the United States, and does not extend to vessels which, having been registered, are sold to a foreigner.

Any vessel entitled to registry, being in a port other than the one at which the owner usually resides, may be registered at the place where she may be at the time. And the oath required may be taken before the collector of the place to which the vessel belongs, or before the collector of the place in which she may be. When such vessel shall arrive within the district to which she belongs, the register so obtained shall be delivered up to be cancelled, and a permanent register granted in lieu thereof.

When a registered vessel is transferred to a foreigner, such transfer shall be made known by delivering up to a collector of a district, the certificate of registry, within seven days after such transfer of property; and if the transfer shall take place when the vessel is at a foreign port, or at sea, the master of the vessel shall within eight days after his arrival in any port of the United States, deliver up the register to the collector of such district. It is the practice not to destroy the register after it is cancelled; it is deposited in the register's office, and a duly certified copy is legal evidence.

If a master of a registered vessel be changed, the name of the new master is endorsed upon the register, upon his making oath that he is a citizen of the United States. If any certificate of registry or record shall be fraudulently or knowingly used, for any vessel not then actually entitled to the benefits thereof, she, with her tackle, &c., shall be forfeited to the United States. An enrolled or licensed vessel about to proceed on a foreign voyage, must surrender her enrolment and licence, and be duly registered, or she, together with the goods imported therein, will be liable to seizure and forfeiture. In case of the loss of a register, the master of the vessel may take oath to the fact, and obtain a new one.

Of the Transfer of Vessels.—When any registered vessel shall, in whole or in part be transferred to a citizen, or altered in form or burden, by being lengthened or built upon, or from one denomination to another by the mode of rigging, she shall be registered anew, or cease to be deemed a vessel of the United States.

If a registered vessel shall be sold in part to resident citizens of the United States, while at sea, without a bill of sale reciting the register, and without being then registered anew, she is not

liable with her cargo for higher duties than are payable by vessels of the United States. By the general maritime law, a bill of sale is necessary to pass the title of the ship. The inaccurate recital of the certificate of registry in the bill of sale, does not avoid the sale, but the vessel is thereby deprived of her American privileges. If a sea vessel be assigned to a foreigner, the effect is the same; but if it be a coaster, the sale is not thereby invalidated, but the vessel is subject to forfeiture. A regular bill of sale of a vessel at sea, will transfer the property.. And, in general, where there can be no manual delivery, there should be a delivery of something as an *indicium* or token. A bill of sale is the proper title to which the maritime courts look, it is the universal instrument of transfer of vessels; it is made absolutely necessary by statute.

Enrolled Vessels.—Enrolled vessels are those over twenty tons' burden, employed in the coasting trade and fisheries; and are licensed annually for the employment or business authorised by the tenour of the licence. Vessels enrolled and licensed, bound on a foreign voyage, may be registered; and enrolled vessels, being in a port other than the one to which she belongs, on the expiration of the licence, may obtain temporary registry. Vessels under twenty tons' burden may be licensed for the coasting trade or fisheries. A vessel licensed for any employment, may surrender it at any time within the period for which it was issued.

All licences must be renewed within three days after the expiration thereof, if the vessel be within the district to which she belongs; if on a voyage at the time of expiration, within three days after her first arrival; if sold, in whole, or in part, the licence is vacated. Should a licence be lost or destroyed, a new one may be obtained, on the oath of the master to the loss, &c. On a transfer of an enrolled vessel, a new enrolment must be obtained, the requisites for obtaining which are similar to those for registered vessels.

Coasting Trade.—The United States is divided into three great districts: the first, between the eastern limits of the United States and the southern limits of Georgia; the second, to include all districts, &c., between the river Perdido and the western limits of the United States; and the third, all the ports, &c., between the southern limits of Georgia and the river Perdido.

Every vessel destined from a district in one state to a district in the same, or an adjoining state, with foreign merchandise in packages as imported, the value of which exceeds 400 dollars, or with foreign goods in original packages or otherwise, the aggregate value of which exceeds 800 dollars, must obtain a clearance. On the arrival of every such vessel at the port of destination, the master must enter the vessel and obtain a permit to unlade his cargo.

Vessels sailing with a coasting licence, laden with goods wholly of the produce or manufacture of the United States, are not required to clear, if bound from one to another port within either of the three great districts.

All registered vessels engaged in the coasting trade, are required to clear in going from one district to any other district, and also on their arrival in the other district to enter under similar regulations to those vessels under a licence. Since the act of 1828, chap. 109, the mackarel fishery cannot be lawfully carried on under a licence for the cod fishery.

The 32nd section of the act of February 18, 1793, forfeits a vessel licensed for the fisheries, if engaged in a business, of whatever nature, and with whatever object, which is not expressly authorised by the tenour of the licence. But vessels licensed for the mackarel fishery are not liable to the forfeiture imposed by the 5th and 32nd sections of the act of February 18, 1793, in consequence of any such vessel whilst so licensed having been engaged in catching cod or other fish —But the owner of such vessel may not receive the bounty allowed to vessels in the cod fishery. A vessel to be entitled to the bounty must be actually employed at sea, in the cod fisheries, a certain specified time, and must dry cure the fish caught.

Fishing Bounties.—The fishing season is accounted from the last day of February to the last day of November; and the following allowances are paid on the last day of December, annually, to the owner or his agent, of each vessel that shall be duly licensed and qualified for the cod fisheries, and that shall have been employed four months of the fishing season, viz.:—To every vessel of more than five tons and not exceeding thirty tons' burden, three dollars fifty cents per ton; above thirty tons' burden, four dollars per ton; above thirty tons, with a crew of not less than ten persons, and employed three months and a half, three dollars and fifty cents per ton. The bounty on any one vessel cannot exceed 360 dollars. Vessels of more than five and less than twenty tons, must catch and land twelve quintals of fish per ton, during the season.

The skipper of each fishing vessel must make an agreement with every fisherman before proceeding on a voyage. By paying monthly wages in money in lieu of dividing the fish, or the proceeds of the fishing voyage, in the proportions provided for by law, the agreement is violated, and the bounty is forfeited. The oath of the master, at the time the vessel has been actually employed in the fisheries, is required by an act of July 29, 1813, sec. 6.

Fishing vessels wrecked may obtain the bounty in certain cases, by the act of 1824, chap. 152. Fishing vessels may obtain a licence to touch and trade at a foreign port, under the act of February 18, 1793.—But the mere proceeding to a foreign port, if within the customary range of a fishing voyage, is not proceeding on a foreign voyage, within the meaning of the act. The bounties granted

by law, are paid on such vessels only, the officers and three-fourths of the crew of which, shall be proved citizens of the United States.

The laws relating to the enrolling and licensing of vessels, as well as those relating to the registering and recording of them, require, that when a vessel is sold and transferred, in whole, or in part, her papers shall be given up to be cancelled, and that she shall be papered anew; that when a vessel employed in the coasting trade, cod fishery, or mackarel fishery, is at a port other than the one to which she belongs, whose licence has expired, she is required to surrender the enrolment and licence, a "temporary register," to enable the vessel to return to the port of ownership, even should that port be in an adjoining district, there again to be enrolled and licensed, in every particular as before the temporary register was granted: and when an enrolled vessel is at a port other than the one to which she belongs, and is destined for a foreign port, she is required to surrender all her papers, and procure a register, for the foreign voyage; and upon her return to the port where she is owned, she is again subject to the requirements of the enrolment and licence acts. This series of changes may be entirely obviated, and the whole business of registering, recording, and licensing vessels arranged in a simple and concise manner, by the enactment of a law authorising all vessels to be registered permanently, whether engaged in foreign trade, coasting, or fisheries, according to the form now in use for vessels bound on a foreign voyage. The several parts or proportions owned by each individual, ought also to be expressed in the register; and when a partial transfer of property is made, it should be endorsed on the register and the record; and when there is an hypothecation, by bottomry or otherwise, it should be recorded, to be valid; and thus make the register the real evidence of ownership. According to the present system, volumes of records are required to be kept, at great labour and expense, in consequence of the frequent and partial changes of property in vessels, and their changes of employment.

After a vessel is permanently registered, and is to be employed in the coasting trade or fisheries, a licence should be given for that particular employment, to be renewed annually; and when a vessel is taken from either of those employments, to be put into foreign trade, the licence should be surrendered, and a clearance granted to proceed on the voyage, under the original permanent document.

Copies of all registers and enrolments issued by the existing laws, must be transmitted to the register of the treasury, and a duplicate of each made for the records of the custom-house. Consequently, when a vessel is registered, enrolled, and licensed, and again registered, as often happens within a year, triplicate copies at each change are rendered necessary. By the mode suggested, the labour at the custom-houses would be greatly reduced; the records would at all times show the real *bonâ fide* ownership of vessels; and the mercantile community would be relieved of the onerous requirements imposed by every partial transfer of their property in vessels, and also those incident to their frequent changes of employment.

The acts upon which the existing system is based, are those of December 31, 1792; February 18, 1793; March 2, June 27, 1797; March 2, 1803; March 27, 1804; March 3, 1825; and February 11, 1830.

The following circular instructions to collectors of the customs, dated Treasury Department, April 10, 1845, are explanatory of the act of Congress, approved March 3, 1845.

Herewith you will receive an act entitled "An act allowing drawback upon foreign merchandise exported in the original packages to Chihuahua and Santa Fè, in Mexico, and to the British North American provinces adjoining the United States," approved the 3rd of March, 1845, accompanied with forms and instructions for carrying the same into execution.

The first six sections of the act apply to the exportation of merchandise "in the original packages as imported," to Chihuahua, in Mexico, or Santa Fè, in New Mexico, either by the route of the Arkansas river, through Van Buren, or by the route of Red river, through Fulton, or by the route of the Missouri river, through Independence. Consequently, foreign imported merchandise exported or conveyed to the places in Mexico or New Mexico, mentioned, by any other routes than those indicated in the act, will not be entitled to a drawback of the import duties. It is also to be remarked, that the exportation of merchandise by the routes and to the places before mentioned, can only be made from the original port of importation.

In pursuance of the authority vested in the secretary of the treasury, by the 11th section of the act, the following rules, regulations, and forms, are prescribed, and are to be strictly enforced.

First.—In regard to the exportation of merchandise to Chihuahua and Santa Fè:—

On first giving twenty-four hours' notice at the custom-house, of intention to export, the exporter must make due entry, and for that purpose must produce the invoice required by the 2nd section of the act. Said entry must recite the invoice in detail; and, in addition, give a particular description of the merchandise, whence and by whom imported, the name of the vessel, and the time of importation, with the original invoice value of the goods; and also state the destination,

and the route by which the merchandise is to be transported. The entry must, in all cases, be verified by the oath or affirmation of the person making the same, together with the oath or affirmation of the first importer, with that of any person through whose hands the merchandise may have passed, declaring the same to be in the original package or packages, and that the duties have been paid or secured. Inspection of the packages should also be carefully made by a proper officer of the customs, at the time of making the entry. The bond required by the fifth section of the act must be given by the exporter.

In consideration of the large inland transportation, and the consequent risk of injury, and defacing the marks on the packages, thereby rendering it difficult to identify them, it is deemed proper, for the more effectual security of the revenue, to require that each package shall be enclosed in a strong wooden box or covering, on which the same marks and numbers are to be placed as those on the inner package. The inner package is to be secured with a strong cord or rope, with the custom-house seal attached.

Forms of entry, invoice certificates, and oaths, are herewith transmitted, marked from A to D, inclusive.

Secondly.—The remaining sections of the act apply to the exportation of merchandise for benefit of drawback to the British North American provinces adjoining the United States, and enumerating certain ports, "declared ports from which foreign goods, wares, and merchandise, on which the import duty has been paid, or secured to be paid, may be exported to ports in the adjoining British provinces, and to which ports foreign goods, wares, and merchandise, may be transported, inland or by water, from the port of original importation, under existing provisions of law, to be thence exported for the benefit of drawback."

The course to be pursued in the transportation, inland, of foreign merchandise, in the original packages as imported, to the designated ports of exportation enumerated in the 7th section of the act, is to be similar to that prescribed in the 79th section of the general collection act of the 2nd of March, 1799; and all the legal requirements and forms of law must be strictly pursued, in cases arising under this act.

In the exportation by sea to ports in the adjoining British provinces, all the existing requisitions of law, regulating the exportation of merchandise to foreign ports, for the benefit of drawback, must be fully complied with.

On the arrival of merchandise transported inland, at either of the enumerated ports of exportation, a strict and thorough examination of the same must be made by an officer of the customs, to see that the goods are identical with those described in the accompanying transportation certificate, granted by the collector of the port from whence they may have been originally transported.

In the event of any detention of the merchandise, at the port of exportation, for any cause, said merchandise must be deposited either in the custom-house, or in some secure store-house, to be selected by the collector, the keys of which must be lodged in his hands. Any expense for storage must be defrayed by the owner or consignee of the goods. Before exporting the goods to their destined port in the adjoining British provinces, entry must be made according to the forms herewith marked E and F.

On the return of the manifest with the certificate thereon, in due form, to the collector of the port of exportation, it must be immediately transmitted to the collector of the district and port from whence the goods were originally transported, in order that the drawback of the duties may be duly paid by the collector of said port.

It is to be specially noted, that the law contemplating the probable retention of the original manifest at the foreign custom-house, requires a duplicate, or certified copy of the same, to be granted at the time of exportation, on which is to be endorsed the certificate of the foreign collector, and also the oath or affirmation of the master.

CANADA CUSTOM-HOUSE DUTIES CIRCULAR.

The following circular, dated "Inspector-general's Office, Montreal, April 7, 1845," addressed to the collectors of customs at the different ports in that province, and signed Joseph Carey, deputy inspector-general, refers to the act of Congress allowing drawback on goods exported to the territories adjoining the United States.

Sir.—With reference to a recent act of the Congress of the United States, allowing drawback on merchandise exported to the British provinces in North America, which, no doubt, has come under your notice, I have the honour to remind you that articles so exported from the United States, into this province, will be liable to the payment of the duties imposed by the acts of the provincial legislature, and also to the duties under the imperial act 5 and 6 Victoria, cap. 49, whe-

ther such goods are originally the growth, production, or manufacture of the United Kingdom, or of any of the British possessions in America, &c., or otherwise.

On this point, your attention is requested to the 27th section of the imperial act 3 and 4 William IV., cap. 59, which enacts "that no goods shall, upon importation into any of the British possessions in America, be deemed to be of the growth, production, or manufacture of the United Kingdom, or of any British possessions in America, unless imported from the United Kingdom, or from some British possessions in America." Consequently, all articles imported into this province, from or through the United States, are deemed foreign, although any of such articles may be the growth, production, or manufacture of the United Kingdom; which, when so imported, must be held to be liable to duty as foreign goods; that is, to the duties in full imposed both by the acts of the imperial parliament, and of the provincial legislature, imposing duties of customs, now in force, viz.: Imperial Act 5 and 6 Victoria, cap. 49, and Provincial Act 8 Victoria, cap. 3, and 6 Victoria, cap 31, the one in addition to the other."

CHAPTER XXXII.

LIFE, FIRE, AND MARINE ASSURANCES, IN THE UNITED STATES.

We have given tabular statements of assurance companies, and rates of assurances, under the heads of Boston and New York.

The practice of *underwriting* marine insurances, does not (as far as we have been enabled to ascertain), exist in the United States.

Life insurances may be divided into three classes. 1st. Common joint-stock companies, the *personal liability* of the members of which to pay over and above their shares in the joint-stock, depends in the United States upon the limitation allowed or imposed by the respective state legislatives. The first class merely engage to pay liabilities for policies, and then divide the annual profit or loss according to the amount of stock among the shareholders.

The second class are joint-stock companies with populous bodies, who instead of paying fixed sums at the termination of lives, first pay the stock-holders an annual interest, and divide a portion of generally two-thirds of any balance of net profit among those who hold policies.

The third class is the mutual life insurance companies, formed much upon the same principles as in England. Each person assured receiving a share of the profits, and being liable for a share of the losses, and consequently a partner in the concern, or corporation.

The management of insurance companies in the United States, is intrusted usually, as in England, to a board of directors, with a president, vice-president, actuary, secretary, &c.

1st. The Massachusetts Life Insurance and Trust company, which is of the first or proprietory class, transacts its business under the following rules and regulations:—

"Every person desirous of making insurance on his own life, or upon the life of any other person, or who wishes to contract for reversionary payments on annuities, must

sign a declaration by himself or agent, according to a printed form to be furnished by the company, setting forth the age, occupation, place of birth, state of health, and other circumstances attending the life or lives insured, or the life upon the failure of which the reversionary payment of the annuity is to commence. The company may also require a certificate of the health of a person, from a physician of established reputation. An application for an annuity on a life, must state the age of the party to whom it is granted. Any misrepresentation in these declarations, vitiates the contracts.

"Policies of insurance and revisionary contracts are void, if the person whose life is insured shall die upon the seas, or upon any of the great lakes, or shall, without the consent of the company, previously obtained and endorsed upon his policy, pass beyond the settled limits of the United States, excepting into the settled limits of the British provinces of the two Canadas, Nova Scotia, or New Brunswick; or shall, without any such previous consent thus endorsed, visit those parts of the United States which lie south of the southern boundaries of the state of Viginia and Kentucky; or shall, without such previous consent thus endorsed, enter into any military or naval service whatsoever, the militia not in actual service excepted; or in case he shall die by his own hands in, or in consequence of, a duel, or by the hands of justice, or in the known violation of any law of these states, or of the United States, or of the said provinces." This last provision is rather vague. "A person must have an interest in the life he insures, if it be not his own life. No policy takes effect until the first premium shall be paid, and the annual premiums must be paid the day they fall due, otherwise the policy expires; but it may be revived at any time within fifteen days, the person on whose life the assurance was made, being then alive and in good health, by the payment of said premium, together with an additional sum of ten per cent upon such premium. All claims will be settled within sixty days after notice, and satisfactory proof of the claim shall be made. Annuities must be demanded by the annuitant in person, or satisfactory proof must be given that the annuitant is still alive. A charge of one dollar is made for each policy of a common form; but where a special contract is required, the expense of drafting it must be borne by the assured. The company reserves to itself the right of making any alterations, which the particular circumstances of applicants may, in their opinion, render expedient. Insurances for one year may, or may not, be renewed at the pleasure of the company." Their refusal may be obviated by insurance of seven years, or for life.

Annuities.—"The company will grant annuities during the continuance of any given life or lives, and make the payments either quarterly, half yearly, or annually, as shall be agreed upon. The payments may commence immediately, or be deferred for any given time. There are two methods of making these contracts, upon principles which differ essentially from each other. In the one, a moderate rate of interest is allowed upon the capital paid (either in money or stock) for the annuity, and, at the expiration of the life, the whole of that capital is paid back (within sixty days from its falling in, and in the stock or property at fair valuation that the company has then on hand; the same is done in an endowment in trust) to the heirs of the annuitant, or to any person legally authorised to receive it. This contract may, for the sake of distinction, be called an annuity in trust." (It is a sort of savings' bank; the smallest sum so received is 500 dollars, and for any sum less that 2000 dollars, the interest is payable only annually; over that, they may purchase it in semi-annual or quarterly payments.) "In the other case, a large interest is allowed during the life of the party, and, at his death, the capital becomes the property of the company. A contract of this kind, is generally called an annuity on a life.

"In the preceding proposals, the company," say they, "have offered as favourable terms to the applicants as they could, consistently with the safety of the property intrusted to their care, which object has been constantly kept in view." (In trusts, they charge for management one-half of one per cent per annum, only.) "The annual return made to the governor and council, which, without expressing the particular sums deposited by individuals, will contain a schedule of the amount of capital stock and all the property in possession of the company, with the manner of its investment, will always be open to the inspection of any person transacting business with the company." The legislature direct the kind of property, in general, in which investments shall be made by the company; which is to consist in United States funded debt, or Massachusetts

State stock, the stocks of incorporated banks in that commonwealth, ground rents or mortgages, and notes secured by mortgages. The above are, generally, the regulations of all our American life offices.

2nd. The *Girard Life Assurance, Annuity, and Trust Company of Philadelphia*, which is of the *second*, mixed class, has similar rules and regulations, and profess to make insurance on the life of "a healthy person not engaged in any hazardous occupation, and residing within the settled limits of the United States, north of the southern boundary of Virginia and Kentucky, or within the settled limits of the two Canadas, Nova Scotia, or New Brunswick." They state that it is their object to offer to the public the following advantages :—

1. Assurers for life to participate in the income.
2. A moderate sale of premiums.
3. Increased facilities for effecting assurances.
4. An ample capital, this being a mixed company, and, in 1837, the only one in the United States of that kind, paid in for the security of the assured.
5. Prompt settlement of claims; without dispute or litigation.
6. Repurchase of policies, in certain cases.
7. Payments of premiums, received either in the whole sum, or in smaller weekly or monthly amounts.
8. The reception and management of trusts.

"The improvements which experience has introduced into the business of life insurance and trusts in England, will be adopted by the company. The income of the company will be apportioned between the stockholders and the assured for life." It does not mention the rates, but we presume the usual English apportionment of one-third to the former, and two-thirds of the net profits to the latter.

"The rates of insurance, annuities, and endowments, will be as low as the most modern experience will warrant, with a due regard to the safety of the insured."

The legislature of Pennsylvania insisted "That the whole capital of this company to be paid in within two years from the date of its incorporation, and has authorised investigations by the courts into the state of its affairs ; affording, if properly carried out, the most ample security to all who do business with the office. The managers, for the still greater security of all interested, have, for the present, limited the amount of policies to be granted in each case. No person can be elected a manager who is not himself assured to a specified amount ; nor can a person be a manager, unless he be a holder, in his own right, of at least one hundred shares of stock. No manager can borrow money of the company; which, in these days of logrolling and money nepotism in this republic, will perhaps he considered a transcendent item of security and safety. The company pays one-fifth the amount insured immediately, on satisfactory proof of the death of the assured ; and the remainder of the claim within the period of sixty days."

Their charter authorises them to receive and manage estates and trusts of every description, that may be committed to their charge, whether by courts of justice, individuals, or corporate bodies. They are authorised to become guardians of the estates of minors and lunatics, and trustees under wills. From the moment a trust is accepted, the company becomes responsible for the safety of it, and the whole capital of the company is pledged for its repayment, with the proceeds or interest that may have been stipulated; and the by-laws and regulations of the managers are framed with a view to enforce that security. They also receive money in small or large sums in deposit, to remain one, three, six, or twelve months, or for a longer period, and subject to withdrawal at a short notice, on which interest will be paid ; thus becoming a saving's-bank, as well as a bank of deposit. In the reception and execution of these various trusts, the company say they, having due regard to the security of the institution and the safe investment of its funds, will make the most liberal arrangements, as to the allowance of interest and charge of commissions, that the circumstances of each particular case may warrant.

3rd. The *Mutual Life Insurance Company of New York*, was incorporated the 12th of April, 1842. "Expecting to go into operation by the 1st of January, 1843, when the amount of 1,000,000 dollars will be applied to be insured, they having, at this period, the sum of between 700,000 and 800,000 dollars already entered on their books

in the short space of eight months. The act makes those asking for it, and all other persons who may hereafter associate with them, in the manner hereinafter prescribed, a body politic and corporate, by the name of the Mutual Life Insurance Company of New York In addition to the general powers and privileges of corporations, as the same are declared by the third title of the eighteenth chapter of the first part of the revised statutes, the corporation thereby enacted shall have the power to ensure their respective lives, and to make all and every insurance appertaining to, or connected with, life risks, and to grant and purchase annuities. All persons who shall hereafter insure with the said corporation, and also their heirs, executors, administrators, and assigns, continuing to be insured in said corporation, as hereinafter provided, shall thereby become members thereof during the period they shall remain insured by said corporation, and no longer. The board of trustees shall consist of thirty-six persons. They shall, at their first meeting, divide themselves by lot into four classes, of nine each ; the terms of each expiring successively, in one, two, three, and four years, so as always to have experienced men. They are re-eligible. The seats of these classes shall be supplied by the members of this corporation by a plurality of votes ; an insurance of 1000 dollars, at least, entitling a member to a vote.

"Every person who shall become a member of this corporation by effecting insurance therein, shall, the first time he effects insurance, and before he receives his policy, pay the rates that shall be fixed upon and determined by the trustees ; and no premium so paid, shall be withdrawn from said company, except as hereinafter provided, but shall be liable to all the losses and expenses incurred by this company during the continuance of its charter. The whole of the premiums received for insurance by said corporation, except as provided for in the following sections, shall be invested in bond and mortgages, or unincumbered real estate within the state of New York; the real property to secure such investment of capital shall, in every case, be worth twice the amount loaned thereon. In order to avoid a great land monopoly, all real estates as shall not be necessary for the accommodation of the company in the convenient transaction of its business, shall be sold and disposed of within six years from the time they acquire a title to the same. A certain portion of the premiums, not to exceed one-half, may be invested in public stocks of the United States, or of this state, or of any incorporated city in this state—New York. Suits at law may be maintained by said corporation against any of its members, for any cause relating to the business of said corporation ; also, suits at law may be prosecuted and maintained by any member against said corporation, for losses by death, if payment is withheld more than three months after the company is duly notified of such losses.

"The officers of said company, at the expiration of five years from the time that the first policy shall have been issued and bear date, and within thirty days hereafter, and during the first thirty days of every subsequent period of five years, shall cause a balance to be struck of the affairs of the company, in which they shall charge each member with a proportionate share of the losses and expenses of said company, according to the original amount of premium paid by him, but in no case to exceed the amount of the premium. Each member shall be credited with the amount of said premium, and also with an equal share of the profits of the said company, derived from investments and earnings in proportion to said amount ; and in case of the death of any member of said company, the amount standing to his credit at the last preceding striking of balance as aforesaid, together with the proportion which shall be found to belong to him at the next subsequent striking of said balance, shall be paid over to his legal representatives or assigns, within three months after the said last-mentioned balance shall be struck. Any member of the company, who would be entitled to share in the profits, who shall have omitted to pay any premium, or any periodical payment due from him to the company, may be prohibited by the trustees from sharing in the profits of the company ; and all such previous payments made by him, shall go to the benefit of the company. A provision is made for an ample public statement of the details of business, losses, profits, investments, &c. No policy shall be issued by said company until application shall be made for insurance, in the aggregate, for 500,000 dollars at least ; and the trustees shall have the right to purchase, for the benefit of the company, all policies of insurance, or other obligations issued by the company."

This company thought fit to exceed even the security required by the act of incorporation, and did not go into operation until there were applications for 1,000,000 dollars of life insurance.

Chancellor Kent states :—

"The terms and conditions of the English policies are more relaxed now than formerly; but this is not the case with the American policies on lives." Even the old law requirement of an interest in the life assured, which is in full force here, and fortified by the English act of 14 George III., is now hardly looked to in some offices in England, as appears from their printed proposals. The statutes of Massachusetts make no provisions for life insurance companies by title, unless in case there is any want of provisions in their charter, which ought to set out especially their powers and liabilities. The first section of chapter thirty-seven of Massachusetts Revised Statutes, headed, like the Code of France, with the broad title "Insurance Companies," has this enactment: "All insurance companies that have been, or shall hereafter be incorporated in this commonwealth, may exercise the powers, and be subject to the duties and liabilities contained in this chapter, so far as may be consistent with the provisions of their respective charters." Section fortieth of this thirty-seventh chapter, contains provisions concerning the exercise of foreign agencies for insurances, still under that broad title; upon this we have cursorily remarked before. The above chapter refer to chapter forty-fourth, which contains general statutory provisions concerning corporations.

"April 1st, 1840.—The people of the State of New York, represented in Senate and Assembly did enact as follows :—Section 1st. It shall be lawful for any married woman, by herself and in her name, or in the name of any third person, with his assent, as her trustee, to cause to be insured, for her sole use, the life of her husband for any definite period, or for the term of his natural life; and in case of her surviving her husband, the sum or net amount of the insurance becoming due and payable by the terms of the insurance, shall be payable to her, to and for her own use, free from the claims of the representatives of her husband, or of any of his creditors; but such exemption shall not apply where the amount of premium annually paid shall exceed 300 dollars.

"Section 2nd. In case of the death of the wife before the decease of her husband, the amount of the insurance may be made payable, after her death, to her children for their use, and to their guardian, if under age."

"Most of the insurance offices in the United States propose that they, in similar language to the Massachusetts Hospital Life Insurance Company, will enter into various contracts, so as to accommodate persons in almost every age and situation in life. An insurance may be made for one year, for several years, or for the whole life. It may be made on one life, on two, or on more lives; to commence immediately, or at a future day. They will grant annuities upon two or more lives, in all the various forms of which they are susceptible; as, for example, on the joint continuance of the lives (that is, an annuity which is to cease when any one of the lives fails), on the longest of the lives, on one life after the death of another; as, for a wife after the death of her husband, or a child after the death of his father."

BANK OF ENGLAND.

Quarterly average of the weekly liabilities and assets of the Bank of England, from the 10th of December, 1839, to the 3rd of March, 1840, both inclusive, published pursuant to acts 3 and 4 William IV., chap. 98.

LIABILITIES.	£	ASSETS.	£
Circulation	16,678,000	Securities	23,223,000
Deposits	7,896,000	Bullion	4,271,000
	24,574,000		27,494,000

This return shows an augmentation in the currency to some extent. Compared with

the last account there is an increase upon each item—on circulation, 167,000*l.*; on deposits, 326,000*l.*; on securities, 242,000*l.*; and on bullion, 307,000*l.* The actual stock of bullion in the bank at this moment, is estimated to be about 4,500,000*l.*

INSURANCE COMPANIES WEST OF THE ALLEGHANY.

It appears, from an article in the *Merchants' Magazine*, that the first insurance company established in the west, was at Lexington, Kentucky, which went into operation about 1816, but ceased to exist in one or two years. The second was the old Cincinnati Insurance Company, established in 1818, which issued some fifty or sixty policies, and in one or two years closed up its concerns. The third was the old Louisville Marine Insurance Company, which was established in or about the year 1818, and issued two hundred policies or upwards, and some years afterwards wound up its affairs. The fourth is the Cincinnati Equitable Fire Insurance Company, established in 1825, and is now in operation, and conducted on the principles of *mutual* insurance. The fifth was the Ohio Insurance Company, established in 1827, at which period there was no local insurance company in the west, with the exception of the Equitable Fire Insurance Company referred to, the Fire and Marine Insurance being at this period confined to the eastern offices, and their agencies in the west. To those familiar with the history of that period, it will be recollected that for several months pending the establishment of the Ohio Insurance Company, it was exceedingly doubtful whether it could be put in operation, from the difficulty of disposing of a sufficient amount of the stock; but having commenced its operations, its success was decided, and two years afterwards arose, in 1829, the Cincinnati Insurance Company.

These two companies had, by their charters, a capital of 250,000 dollars each. The same year, the Louisville Marine and Fire Insurance was organised, and went into operation, capital, 200,000 dollars. In 1830, three new offices were established in the west, viz.: the Louisville Mutual Fire Insurance Company, the Louisville Merchants' Insurance Company, and the Wabash Insurance Company, with an aggregate capital of 400,000 dollars. In 1831, two more were added, viz.: the Madison Insurance Company in Indiana, and the Missouri Insurance Company at St. Louis—aggregate capital, 200,000 dollars. In 1832, three more were added, viz.: the Fireman's Insurance Company at Cincinnati, the Lansingburgh Insurance Company, and the New Albany Insurance Company in Indiana—aggregate capital 400,000 dollars. In 1833, but one was added to the number, viz.: the Franklin Fire Insurance Company, at Frankfort, Kentucky—capital, 100,000 dollars. But in 1834, seven new offices were chartered at Warren, Dayton, and Cleveland, in Ohio; at Maysville and at Louisville, in Kentucky; and at Jeffersonville and Rising Sun, in Indiana—aggregate capital, 800,000 dollars. In 1835, nineteen additional offices were established, viz.: seventeen in Ohio, and two in Kentucky—aggregate capital 1,600,000 dollars. In 1836, fourteen more were chartered, viz.: eight in Ohio, three in Kentucky, two in Indiana, and one in Missouri—aggregate capital 1,800,000 dollars. In 1837, twenty-two more were chartered, viz.: two in Ohio, seven in Indiana, and thirteen in Missouri—aggregate capital, 4,000,000 dollars.

The foregoing enumeration, however, embraces only the offices chartered in the four western states of Ohio, Kentucky, Indiana, and Missouri. No office was established in Tennessee, Illinois, Western Pennsylvania, or Western Virginia, until 1832, since which, fifteen or twenty companies have been established in these states, with an aggregate estimated capital of 1,500,000 dollars. Mississippi and Louisiana have been omitted in the foregoing calculation, as our statistics do not furnish adequate data for the occasion, but we estimate the amount of capital in these two states at, perhaps, 300,000 dollars.

Thus, we perceive, that in 1826, twelve years since, there was no local insurance office in the western states, north of Natchez, except the Equitable Fire Insurance Company at Cincinnati; that in 1833, seven years after, there were only twelve, with an aggregate capital of 1,800,000 dollars; but that in the four succeeding years, to the spring of 1838, the number was increased to considerably more than one hundred, the whole wielding, in the aggregate, the immense capital of 15,000,000 dollars.

ASSURANCES AGAINST LOSSES BY FIRE.

The fire assurance or insurance companies in the city of New York are of two sorts: first, those that have a fixed capital determined by the legislature, and divided into a certain number of shares, which must be subscribed for and paid in, and secured according to the provisions of the charter. The number of directors is also fixed, from among whom one is selected to act as president. The directors are annually chosen by the stockholders for one year, and in case of death or resignation, others may be appointed as may be provided for by the by-laws. A company is not allowed to commence the business of insuring until the whole of the capital stock shall have been paid in and secured, and an affidavit of that fact been made by the president and secretary, and filed in the clerk's office. The whole assets of the company are liable for losses, so that in the event of a large loss, the stockholders forfeit all their interest before the insured is affected. Dividends are made out of the surplus profits arising from the interest on the capital, and from the receipt of premiums, after all losses, debts, and expenses are paid, provided the capital is unimpaired; but no dividend can be made while the capital stock is impaired, or until such deficiency or loss of capital is made good.

Charters which have been obtained in the state of New York, since the year 1830, usually have a clause inserted in them, that they "shall possess the general powers, and be subject to the provisions of the eighteenth chapter of the first part of the Revised Statutes, so far as the same are applicable, and have not been repealed."

The second class of insurance companies are those which are denominated mutual companies. In these every insurer becomes a stockholder during the period for which he shall remain insured, and in amount in proportion to the premium which he pays into the company; and for this amount he is liable in case of a loss. The capital is not fixed or determined, as in the case of the former companies, but is in proportion to the amount of premiums on hand, which constitute the capital stock. The profit or dividend is paid to the insurers or stockholders, in proportion to the amount of money paid in by them for premiums, in the same manner as shareholders in other companies. A president and board of trustees are elected in like manner, and for the performance of like duties, as the president and directors of those companies that are not mutual. There is a clause generally inserted in their charters, that no policy shall be issued until application for insurance shall have been made to a certain amount, so that they may be provided for a loss at their commencement, if any should happen to be sustained.

"In addition to the fire companies chartered by the legislature of New York, there are agencies of companies of other states and of England established in the city of New York, who insure through the intervention of agents. They generally take risks a degree lower

than the city offices, in order to secure a portion of the business; for most insurers prefer obtaining policies from companies chartered by this state, on account of the facility with which they can obtain a knowledge of their character and capability to sustain a loss, and the rules by which they are governed; but the most important reason is, in cases of litigation arising from a loss, the party insured would be obliged to prosecute his claim in another state or country, and be governed by laws and customs with which he is, perhaps, unacquainted; besides the additional trouble and expense attending such a necessity. There is also an advantage gained by insuring in foreign companies, in the event of an extensive conflagration; for they are likely to be more secure, on account of their having fewer risks in this city, as was seen in the case of the great fire in December, 1835. That event caused the failure of several of our offices, owing to their having a large amount of risks in that part of the city which was consumed. The ruin of some merchants who were insured in them was the consequence, while those insured in the foreign offices recovered in full; because these had not issued policies to any considerable amount, and therefore their losses were not so great as materially to impair their capital. It is due to our offices, however, to state, that they are very cautious in distributing their risks, so that nothing but an uncommonly great disaster, such as that above referred to, would endanger their safety, their custom being to insure not over from 5000 to 15,000 dollars, according to their capital, on any one building, without procuring reinsurance; and no more in the immediate neighbourhood of a previous risk, or where a fire would be likely to extend.

The following table shows the number of companies, and the amount of capital in this city at the respective dates. Some of the companies included here are of a mixed character, being not only fire companies, but also taking risks upon marine and inland navigation, and upon lives.

DATE.	Number of Companies.	Amount of Capital.	DATE.	Number of Companies.	Amount of Capital.
		dollars.			dollars.
1808	5	2,500,000	1830	21	7,990,000
1820	12	6,200,000	1835	26	9,700,000
1825	30	11,600,000	1840	23	6,661,000

In addition to the above, there are at present several agencies of other companies, belonging to other states, established in this city, whose aggregate capital is equal to as much, if not more, than that of our own companies. By the above table it appears that the amount of insurance capital, properly belonging to this city, is not so great now as it was in 1825, 1830, 1835, and but little more than it was in 1820. This can be accounted for from the fact that the business of insuring has not been found profitable enough to support the different companies which have arisen during the last twenty years. Some old companies have suffered their charters to expire, and others have been destroyed by the fire.

TARIFF OF MINIMUM RATES OF PREMIUM, WITH CONDITIONS, ADOPTED BY THE BOSTON MARINE INSURANCE COMPANIES.

Risk between United States and West Indies.

PORTS.	SAILING.		PORTS.	SAILING.	
	Oct. 15 to July 15.	July 15 to Oct. 15.		Oct. 15 to July 15	July 15 to Oct. 15.
	per cent.	per cent.		per cent.	per cent.
From Atlantic ports to South side of Cuba, one port only	1 1-2 to 3	2 1-2 to 5	From south side of Cuba, to Atlantic ports, one port only	1 1-2 to 3	2 1-2 to 5
From Atlantic ports to north side of Cuba, one port only	1 1-2 „ 3	2 1-2 „ 5	From north side of Cuba, to Atlantic ports, one port only	1 1-2 „ 3	2 1-2 „ 5
From Atlantic ports to Porto Rico, Hayti, and Windward Islands, one port only	1 1-4 „ 2 1-2	2 1-4 „ 5	From Porto Rico, Hayti, and Windward Islands, to Atlantic ports, one port only.	1 1-4 „ 2 1-2	2 1-4 „ 5

From Russia and Ports in the Baltic to the United States, to a Port North-East of Cape Florida.

Sailing on or before the 10th of September				1 3-4	per cent.
" from 11th "		to 20th inclusive		2	"
" " 21st "		30th "		2 1-2	"
" " 1st of October		10th "		3	"
" " 11th "		20th "		3 3-4	"
" " 21st "		31st "		5	"
" after 31st "				6	"
If to port in the Gulf of Mexico				1-4	" to be added.

From Cuba to Europe and back to Cuba.

PORTS.	SAILING.		PORTS.	SAILING.	
	January 1 to July 15.	July 15 to January 1.		January 1 to June 1.	June 1 to January 1.
	per cent.	per cent.		per cent.	per cent.
From Cuba to Gottenburg, one port only	2 to 3	3 to 5	From the Baltic to Cuba, one port only	2 1-2 to 3 1-2	3 1-2 to 5
From Cuba to St. Petersburg, or other port in the Baltic, one port only	2 1-2 " 3 1-2	4 " 6	From other European ports to Cuba, one port only	2 " 3	3 " 4
From Cuba to a Continental port in the North Sea, one port only	2 " 3	3 " 5	Half per cent to be added on risks sailing from ports in the Baltic, from October 1 to 15, both inclusive; 1 per cent to be added on risks sailing from ports in the Baltic, from October 16 to 31, both inclusive; 1 1-2 per cent to be added on risks sailing from ports in the Baltic, after October 31; 3-4 per cent to be added if the vessel from Cuba touches at a port in the United States for any purpose.		
From Cuba to London or Liverpool, one port only	1 3-4 " 2 3-4	2 3-4 " 4			

VESSELS ON TIME.

Risks on Time on Vessels of Two Hundred Tons and upwards.

ON VESSELS VALUED AT	RATE PER CENT PER ANNUM.
75 to 60 dollars per ton.	6 per cent per annum.
60 " 50 " "	6 1-2 " "
50 " 40 " "	7 " "
40 " 30 " "	8 1-2 " "
Under 30 " "	At a proportionate increase of premium.

To add one-half per cent for each passage traversing the hurricane latitudes, viz.; within the parallels of 10 deg. and 28 deg. of north latitude, and 58 deg. and 86 deg. of west longitude, between the 15th of July and the 15th of October.

Risks on Vessels of smaller Sizes usually employed in the West India Trade and on short Voyages.

If engaged in more favourable employment, they may be placed under the rates of vessels of 200 tons and upwards, instead of the following.

ON VESSELS VALUED AT	RATE PER CENT PER ANNUM.
75 to 60 dollars per ton.	6 1-2 to 8 1-2 per cent per annum.
60 " 50 " "	8 1-2 " 9 1-2 " "
50 " 40 " "	9 1-2 " 10 1-2 " "
40 " 30 " "	10 1-2 " 11 1-2 " "
30 " 20 " "	11 1-2 " 12 1-2 " "
Under 20 " "	12 1-2 and upwards " "

To add two per cent if within the parallels of 10 deg. and 28 deg. of north latitude, and 58 deg. and 86 deg. of west longitude, between the 15th of July and the 15th of October.

If north of latitude 50 deg. north, and east of longitude 2 deg. east, between the 1st of October and the 1st of March, one per cent additional premium to be paid.

In all cases of over-insurance, ten per cent of the return premium is to be retained by the insurers, not exceeding one-half per cent on the amount of short property.

For a continuance of the risk beyond the year, half per cent shall be charged in addition to the *pro rata* premium for the time used.

If the policy be cancelled before the time expires, ten per cent of the whole premium to be paid in addition to the premium earned *pro rata* up to the time the policy is cancelled, but in case of the sale of a vessel, the policy may by consent be transferred, or the old policy may be surrendered without charging the ten per cent, provided the purchaser takes out a new policy at the same office on terms as favourable to the insurers; but no policy shall be cancelled merely because the vessel is to be employed in a business where the premium would be reduced below the annual rate charged, without the charge of ten per cent of the whole premium over the premium earned *pro rata;* but nothing contained in this regulation shall prevent any office from cancelling any risk such office may be desirous to get rid of, without any charge of premium, or extra premium.

COASTWISE RISKS WITHIN THE UNITED STATES.

EASTERN COASTING.

FROM BOSTON, TO OR FROM — Sailing from	Summer Risk. April 1 to Aug. 1.	Hurricane Season. Aug. 1 to Nov. 1.	Winter Season. Nov. 1 to April 1.
Ports between Cape Ann and Casco Bay inclusive....	1-4 to 3-8	3-8 to 1-2	1-2 to 5-8
Ports eastward of Casco Bay to Penobscot River inclusive.....	3-8 „ 1-2	1-2 „ 5-8	5-8 „ 3-4
Ports eastward of the Penobscot River, in Maine.....	1-2 „ 5-8	5-8 „ 3-4	3-4 „ 1 1-4
Ports in the British province of New Brunswick.....	1 0-0 „ 1 1-4	1 1-4 „ 1 1-2	1 1-2 „ 2 1-2
Ports in the British province of Nova Scotia, except Cape Breton Island.....	3-4 „ 1	1 0-0 „ 1 1-4	1 1-4 „ 2 0-0
Ports in Cape Breton Island, or Sydney, Pictou, &c....	1 1-4 „ 1 1-2	1 1-2 „ 2 0-0	2 0-0 „ 3 0-0
Ports in the St. Lawrence and beyond—at discretion.			

SOUTHERN COASTING.

FROM BOSTON, Sailing from	Summer Risk. April 1 to July 15.	Hurricane Season. July 15 to Nov. 1.	Winter Season. Nov. 1 to April 1.
To port in Nantucket, Vineyard Sound, Rhode Island, and Connecticut.....	3-8 to 1-2	1-2 to 5-8	5-8 to 3-4
From such port to Massachusetts.....	3-8 „ 1-2	1-2 „ 5-8	3-4 „ 1 0-0
To city of New York, or port in State of New York, on sea coast.....	1-2 „ 5-8	5-8 „ 3-4	3-4 „ 7-8
From such port.....	1-2 „ 5-8	5-8 „ 3-4	7-8 „ 1 0-0
To Albany, or place on North River, above New York city.....	5-8 „ 3-4	3-4 „ 7-8	7-8 „ 1 1-4
From such port.....	5-8 „ 3-4	3-4 „ 7-8	7-8 „ 1 1-4
To port in Delaware Bay and River	5-8 „ 3-4	3-4 „ 1 0-0	1 0-0 „ 1 1-2
From such port.....	5-8 „ 3-4	3-4 „ 1 0-0	1 0-0 „ 1 1-2
To port in Chesapeake Bay and waters.....	5-8 „ 3-4	3-4 „ 1 0-0	1 0-0 „ 1 1-2
From such port	5-8 „ 3-4	3-4 „ 1 0-0	1 0-0 „ 1 1-2
Sailing from	April 1 to July 15.	July 15 to Oct. 15.	Oct. 15 to April 1.
To port in North Carolina.....	1 0-0 to 1 1-2	1 1-2 to 2 0-0	1 1-4 to 1 3-4
From such port.....	1 0-0 „ 1 1-2	1 1-2 „ 2 0-0	1 1-4 „ 2 1-2
To port in South Carolina and Georgia	3-4 „ 1 0-0	1 1-4 „ 1 1-2	1 0-0 „ 1 1-2
From such port	3-4 „ 1 0-0	1 1-4 „ 1 1-2	1 0-0 „ 1 1-2
To New Orleans or United States port in Gulf of Mexico	1 3-4 „ 2 0-0	2 1-2 „ 3 0-0	1 3-4 „ 2 0-0
From such port.....	1 1-2 „ 1 3-4	2 1-4 „ 3 0-0	1 1-2 „ 2 0-0

On Cotton and Metals to or from the Gulf of Mexico 1-4 per cent may be deducted.
On „ „ „ ports north of Florida 1-8 „ „ „

EAST COAST OF SOUTH AMERICA, UNITED STATES AND EUROPE.

SOUTH AMERICA TO EUROPE.

PORTS.	SAILING.	
	Jan. 15 to Aug. 15.	Aug. 15 to Jan. 15.
From any port in Brazil, except Rio Grande, to any port in Europe, without the Baltic and within the limits of the North Sea, including Gottenburg	1 1-2 to 1 3-4	2 1-2 to 3 1-2
From any port in Brazil, except Rio Grande, to any port in England, France, Portugal, Spain, or any port in the Mediterranean not above Sicily	1 1-2 „ 1 3-4	1 3-4 „ 2
From any port in Brazil, except Rio Grande, to any port in England, France, Portugal, Spain, or any port in the Mediterranean above Sicily	1 3-4 „ 2	2 „ 2 1-4
From any port in Brazil, except Rio Grande, to any port in the Baltic	2 1-4 „ 2 3-4	2 3-4 „ 5

From Montevideo, or Rio Grande, 1-2 per cent to be added to the above.
„ Buenos Ayres 3-4 „ „

SOUTH AMERICA TO UNITED STATES.

PORTS.	SAILING.	
	Jan. 15 to July 15.	July 15 to Jan. 15.
From any port in Brazil, except Rio Grande, to any port in the United States	1 1-4 to 1 1-2	1 1-2 to 2
From Rio Grande, or Montevideo, to any port in the United States	1 3-4 „ 2	2 „ 2 1-2
From Buenos Ayres to any port in the United States	2 „ 2 1-4	2 1-4 „ 2 3-4

EUROPE WITHIN THE NORTH SEA, TO SOUTH AMERICA.

PORTS.	SAILING.	
	Oct. 15 to March 1.	March 1 to Oct. 15.
From any port in Europe, without the Baltic, and within the North Sea, including Gottenburg, to any port in Brazil, except Rio Grande	2 1-2 to 2 3-4	1 1-2 to 1 3-4
From any port in the Baltic to any port in Brazil, except Rio Grande	3 „ 5	1 3-4 „ 3 3-4

To add 1-2 per cent, if to Rio Grande, or Montevideo.
„ 3-4 „ Buenos Ayres.

UNITED STATES TO SOUTH AMERICA.

PORTS.	SAILING.	
	April 1 to Nov. 1.	Nov. 1 to April 1.
From any port in the United States, north of Cape Florida, to any port in Brazil, except Rio Grande	1 1-4 to 1 1-2	1 1-4 to 1 1-2

To add 1-2 per cent if to Rio Grande or Montevideo.
To add 3-4 per cent, if to Buenos Ayres.

EUROPE, WITHOUT THE NORTH SEA, TO SOUTH AMERICA.

PORTS.	SAILING.	
	April 1 to Nov. 1.	April 1 to Nov. 1.
From any port in Europe, not in the Baltic, or North Sea, and not above Sicily, to any port in Brazil, except Rio Grande	1 1-4 „ 1 1-2	1 1-2 „ 2

To add 1-4 per cent from any port beyond Sicily.
„ 1-2 „ if to Rio Grande or Montevideo.
„ 3-4 „ if to Buenos Ayres.

UNITED STATES, INDIA, CHINA, AND THE PACIFIC OCEAN.

	OUTWARD.	HOMEWARD.
	per cent.	per cent.
INDIA—BENGAL	1 1-2 to 2 1-2	1 3-4 to 3
If sailing from Bengal or ports in the bay, between April 1 and October 1	....	2 „ 4
JAVA, PENANG, OR SINGAPORE, one port	1 1-2 to 2 1-2	1 1-2 to 2 1-
SUMATRA	2 „ 3	2 „ 3
CANTON OR MANILLA.		
If sailing from United States between Jan. 1 and July 1	1 3-4 to 3	
If sailing from United States between July 1 and Jan. 1	2 1-4 „ 4	
If sailing from Canton or Manilla, between October 1 and April 1	....	1 3-4 to
If sailing from Canton or Manilla, between April 1 and October 1	....	2 1-4 „ 4
From Canton to Manilla, or from Manilla to Canton	1-4 „ 3-8	
If sailing from Batavia to Canton or Manilla, between October 1 and April 1	1 „ 2	
If sailing from Batavia to Canton or Manilla, between April 1 and October 1	1-2 „ 1	
If sailing from Canton or Manilla to Batavia, between October 1 and April 1	1-2 „ 1	
If sailing from Canton or Manilla to Batavia, between April 1 and October 1	1 „ 2	
PACIFIC OCEAN,		
To any port in the Pacific not north of the equator on the coast, or to the Sandwich Islands	1 1-2 to 2 1-2	1 1-2 to 2 1-2
To the Pacific, north of the equator on the coast	2 1-2 „ 4	2 1-2 „ 4
VOYAGES ON TIME,		
To the Pacific, on vessels	4 1-2 to 6	per annum.*
„ on cargoes	4 1-2 „ 6	
East of the Cape of Good Hope	4 1-2 „ 6	
To the Cape of Good Hope	1 1-2 to 2 1-2	
From the Cape of Good Hope	1 1-2 „ 2 1-2	
For touching at the Cape of Good Hope	1-2 „ 1	

* Warranting one year's premium.

Europe instead of the United States for the commencement or termination of the above passages, to be at the same rates as to or from the United States, to add one per cent, if in the North Sea between October 1 and March 1.

No charge for stopping at either Anjer or St. Helena.

UNITED STATES AND EUROPE.

OUTWARD RISKS.

FROM THE GULF OF MEXICO,	SAILING.		
	Jan. 15 to July 15.	July 15 to Oct. 15.	Oct. 15 to Jan. 15.
	per cent.	per cent.	per cent.
To St. Petersburg, or a port in the Baltic	2 to 2 1-4	3 to 4	
To a port in the North Sea, in Belgium, Holland, Germany, Sweden, Denmark, &c.	1 3-4 „ 2	2 3-4 „ 4	3 to 4
To a port in Great Britain, Ireland, or France	1 1-2 „ 1 3-4	2 1-2 „ 3	1 3-4 „ 2
To a port in Portugal, Spain, or in the Mediterranean, not beyond Sicily and Malta	1 1-2 „ 1 3-4	2 1-2 „ 3	1 3-4 „ 2
To a port in the Mediterranean beyond Sicily and Malta	1 3-4 „ 2	2 3-4 „ 3	2 „ 2 1-4
FROM ATLANTIC PORTS,	Feb. 15 to July 15.	July 15 to Oct. 15.	Oct. 15 to Feb. 15.
	per cent.	per cent.	per cent.
To St. Petersburg, or a port in the Baltic	1 3-4 to 2	2 to 4	
To North Sea, Germany, Holland, &c., one port	1 1-2 „ 1 3-4	1 3-4 „ 3	2 1-2 to 3 1-2
To Great Britain, France, or Ireland, one port	1 1-4 „ 1 1-2	1 1-2 „ 1 3-4	1 1-2 „ 2
To Portugal, Spain, or the Mediterranean, not east of Sicily and Malta	1 1-4 „ 1 1-2	1 1-2 „ 1 3-4	1 1-2 „ 2
To a port in the Mediterranean, beyond Sicily and Malta	1 1-2 „ 1 3-4	1 3-4 „ 2	1 3-4 „ 2

1-4 per cent may be deducted from the above rates, on cotton.

To Ports in the Gulf of Mexico—in the United States.

HOMEWARD RISKS.

PORTS.	SAILING.			
	March 1 to June 15.	June 15 to Aug. 15.	Aug. 15 to Oct. 1.	Oct. 1 to March 1.
From the Baltic—See *Table*.	per cent.	per cent.	per cent.	per cent.
From a port in the North Sea ...	2 to 2 1-2	3 to 3 1-2	2 to 2 1-2	3 to 3 1-2
From a port in Great Britain or Ireland, general cargo	1 3-4 „ 2 1-4	2 3-4 „ 3 1-4	1 3-4 „ 2 1-4	2 „ 3 1-4
From a port in Great Britain or Ireland, dry goods, with average on each package.....	2 „ 2 1-2	3 „ 3 1-2	2 „ 1-2	2 1-2 „ 3 1-2
From Havre ditto ditto...	1 3-4 „ 2 1-2	2 3-4 „ 3 1-4	1 3-4 „ 2 1-4	2 „ 3 1-4
From a port in the south of Europe, not east of Malta.....	1 3-4 „ 2 1-2	2 3-4 „ 3 1-4	1 3-4 „ 2 1-4	2 „ 3 1-4
From a port in the Mediterranean, beyond Sicily and Malta	2 „ 2 1-2	3 „ 3 1-2	2 „ 2 1-2	2 1-4 „ 2 3-4

To Ports North-Eastward of Cape Florida—in the United States.

PORTS.	SAILING.	
	March 1 to Oct. 1.	Oct. 1 to March 1.
From the Baltic—see *Table*.	per cent.	per cent.
From the North Sea.....	1 1-2 to 2	2 1-2 to 3
From Great Britain or Ireland, general cargoes..	1 1-4 „ 1 1-2	1 1-4 „ 2
Ditto ditto ditto dry goods, with average on each package.....	1 1-2 „ 2	1 1-2 „ 3
From Havre ditto ditto ditto.....	1 1-4 „ 1 1-2	1 1-4 „ 1 1-2
From a port in the south of Europe, not east of Malta	1 1-4 „ 1 1-2	1 1-4 „ 2
From a port in the Mediterranean, beyond Sicily and Malta	1 1-2 „ 2	1 1-2 „ 2 1-2

One-quarter per cent to be added on hardware.

GENERAL REGULATIONS.

1. If there be any lime on board on cargo, or on freight, fifty per cent to be added to the premium for the passage.

2. If any goods are shipped and insured as on deck, not less than double premium to be charged, with condition not to be liable for damage by wet or exposure, nor for partial loss under fifteen per cent.

3. The north-east, or unfavourable monsoon in the China seas for outward passages to China, is from the 1st day of October to the 1st day of April.

4. The south-west, or unfavourable monsoon for homeward passages, is from the 1st day of April to the 1st day of October.

5. The hurricane months in the West India latitudes, are from the 15th day of July to the 15th day of October, and said latitudes shall be considered as being within the parallels of 10 degrees and 28 degrees of north latitude, and 58 degrees and 86 degrees of west longitude.

6. The North Sea, as expressed for additional premiums for winter months (viz., from the 1st day of October to the 1st day of March), is considered north of latitude 50 degrees north, and east of longitude 2 degrees east.

7. For any other division or allowance of average for partial loss on the whole interest of the assured under deck, than is provided for in our printed form of policy, an additional premium shall be charged of not less than one-quarter per cent, except on the rates for such cases from Great Britain and Havre already provided for in this tariff; and except on risks north and east of Florida coastwise, on which not less than one-eighth per cent additional premium shall be charged.

8. To add not less than one-quarter per cent for each port used more than one, at either the beginning or the ending of the voyage, for each time used; except risks provided for in

the 14th article, and, except Elsineur, Anjer, St. Helena, and a port for advice in the British Channel.

9. In all cases of over-insurance, ten per cent of the return premium is to be retained by the insurers, not exceeding one-half per cent on the amount of short property.

10. Premiums on vessels and freights not to be less than those on cargoes of general merchandise for same voyages.

11. Specie and bullion, excepting to port or ports beyond the Cape of Good Hope or Cape Horn, to be insured as the parties may agree: provided, that it shall never be at a greater reduction than one-third from the rates herein fixed for merchandise on the same passage.

12. Specie and bullion, to port or ports beyond the Cape of Good Hope or Cape Horn, may be insured at one-quarter per cent less than merchandise.

13. When several passages are included in the same policy, the rates for each passage are to be added together.

14. If insurance be made from foreign ports to port or ports of discharge, or final port of discharge, in the United States, the coastwise premium to be added for each port used, more than one, in the United States.

15. With regard to risks not provided for in this tariff, it is agreed that the parties are to make contracts at discretion, but it is expected that companies will require rates equivalent to those named in this tariff on risks of like value, acting in good faith, and not taking one risk for a lower rate in consideration of receiving the tariff rates on another.

16. Copenhagen is considered as in the Baltic.

17. Gottenburg is not considered as in the Baltic.

INLAND NAVIGATION INSURANCES. — The Boston premiums for inland insurances are so nearly the same as those in the tariff of premiums which we have inserted under the head of "New York," that it would be superfluous to insert those of Boston here.

CLASSES OF HAZARDS AND RATES OF PREMIUMS FOR INSURANCE AGAINST LOSS OR DAMAGE BY FIRE, IN THE CITY OF NEW YORK, AS ADOPTED BY THE NEW YORK INSURANCE COMPANIES.

RULES.

1. When two buildings, having no interior communication, are offered for insurance, a specific sum must be insured on each, and in like manner on property in each; but two buildings, *having* interior communication, *and occupied by the same person, may* be considered as *one* building.

2. When a building, or two or more buildings communicating, are occupied by two or more tenants, either of whom requires the hazardous or extra-hazardous privilege, the other tenants, as well as each of the buildings, shall be subject to the same charge.

3. When two buildings adjoining, with separate walls through the roof, communicate by doors or other openings, *five* cents additional premium to be charged on such and their contents, if occupied by more than one tenant.

Note.—No charge to be made for want of coping on a separating wall on which the charge is made for communication.

4. Policies may be once renewed for the ratio of the premium required for the period of time for which the policy was originally made.

5. Policies, with the consent of the company, may be assigned, or may be transferred from one building to another, the difference in the risk, if any, being paid.

6. A policy may be cancelled by retaining the short rate for the time expired, but in no case for less than one month, and the premium for unexpired time allowed in a new insurance, or refunded.

7. Carpenters' risks for *fifteen days*, may be granted *once* during the existence of the

same policy, *gratis*; but if granted for more than fifteen days, and less than a year, to be charged according to the scale for short insurances.

8. No premium for *less than one month* shall in any case be charged, excepting for carpenters' risk, which may be taken for fifteen days at half the premium for one month.

CLASSES OF BUILDINGS, AND RATES OF ANNUAL PREMIUMS, IN THE CITY OF NEW YORK.

The rates affixed to the several classes, are the premiums on buildings when occupied for purposes not hazardous, or containing merchandise, or other property, not hazardous. When otherwise occupied, the following additional premiums are charged on the buildings, as well as on merchandise and other property therein:

	cents.
Hazardous occupancy	10
Extra hazardous ditto	25
Specially hazardous, the premium that may be agreed on in each case, not less than	50
Merchandise, not hazardous, is charged in addition to the rate of the building containing it	5

Merchandise, and other articles, denominated hazardous or extra hazardous, and to which a star (*) is prefixed in the classes of hazards and minimum rates (such as paper in reams, books, stationery, watches, jewellery, &c.), are deemed not to affect the buildings in which they are contained, or other property therein.—The additional premium on those articles being charged, because of their peculiar liability to damage and loss.

DWELLING HOUSES.

	cents.
1st Class. Buildings of brick or stone, roof of tile, slate, or metal, gable walls above the roof, and coped, per 100 dollars	30
If gable or party walls below the roof	35
2nd. Buildings of brick or stone, roof, tile, slate, or metal, and part wood	45
3rd. Buildings of brick or stone, roof, wood	50
4th. Buildings of wood, with brick front, and filled in with brick to the peak	65
5th. Buildings of wood, with brick front, filled in to the plate	75
Or buildings of wood, filled in to the peak	75
Or buildings of wood, adjoining brick walls on each side	75
6th. Buildings of wood, with hollow walls, and brick front	85
Or buildings of wood, filled in to the plate	85
Or buildings of wood, adjoining a brick wall on each side	85
7th. Buildings of wood, with hollow walls, fronting on the street	90
Or buildings of wood in the rear	115

Note.—Buildings which partake of two or more classes, to be charged a *fair proportionate* price.

WAREHOUSES AND STORES.

	cents.
Of the following description, will be insured, per 100 dollars, at	30

Situated—in streets not less than fifty feet wide.
Height—not exceeding forty feet.
Walls—brick or stone, independent, and twelve inches or more in thickness.
Or party walls, sixteen inches to the garret floor.
Or party walls, twelve inches to the garret floor, with projections.
The gable or party walls in each case carried above the roof, and coped.
No openings in the gable walls, excepting on the corner of a street.
Roof—tile, slate, metal, or cement.
Gutters—brick, stone, or metal.
Window shutters—solid iron, excepting the lower story fronting the street.

No dormar windows, unless with iron shutters, the sides and roof of fire-proof materials.

No sky-lights, exceeding ten square feet.

Additional Charges for variations from the foregoing description. cents.

Street—less than fifty feet wide, for each foot less 1

Height—more than forty feet from the sidewalk to the eave of the roof, for the excess, per foot 2

Note.—The highest part of the front in all cases to be measured, and when fronting on two streets, the lowest front to be taken. In measuring the height of buildings, or the width of streets, the odd inches are not to be taken into the account.

Walls—twelve inch party walls to the garret floor, without projections, for each wall 6

Note.—This charge not to be made on buildings less than four stories high.

Gable or party walls—not above the roof, for each wall 3

Roof—tile, slate, or metal, and a part wood 6

All wood 15

Shutters—not of solid iron, for each wall 5

Excepting the lower story fronting the street, and excepting one of the walls at the corner of a street, if the other be charged.

Gutters—not of brick, stone, or metal, front and rear, for each 5

Corner buildings to be charged for only one front.

Dormar windows—without iron shutters, or without the sides and roof of fire-proof materials 5

Skylights—exceeding ten square feet 5

Note.—When the premises are occupied by one tenant only, five cents per 100 dollars are to be deducted from the rate of premium. The separate use of fire or lights to constitute two tenants.

When the rate of a building exceeds 100 cents (exclusive of the charge for occupancy), the excess to be discretionary.

CLASSES OF HAZARDS.

Not Hazardous.—Goods not hazardous are to be insured at five cents per 100 dollars in addition to the rate of the building in which they are contained; including coffee, flour, household furniture, indigo, linen, paints ground in oil, potash, rice, spices, sugars, teas, threshed grain, wine in casks, and such articles as are usually kept in dry goods' stores.

Hazardous.—The following trades and occupations, goods, wares, and merchandise, are considered *hazardous*, and are charged ten cents per 100 dollars, in addition to the rate or premium on the building, viz.:—*Basket-sellers; block and pump-makers; China or earthen or glass-ware, or plate-glass in boxes, crates, or casks; cotton in bales; fire crackers and other fire works; flax; grocers with any hazardous articles; gun-smiths; *hardware and cutlery; hat-finishers, hay pressed in bundles; hemp; liquor bottling cellars; *looking-glasses in boxes; Manilla grass; *milliners' stock; oil; *paper-hangings; *paper in reams; pitch; porter houses; rags in packages; sail-makers; saltpetre; cigar-makers; spirituous liquors; sulphur; tallow; tar; taverns; turpentine; victualling-shops; *window-glass in boxes; wine-dealers' stock, not including wine in glass, unpacked; *wine, in glass; in packages; *wooden-ware sellers.

Extra hazardous.—The following trades and occupations, goods, wares, and merchandise, are deemed *extra hazardous*, and will be charged twenty-five cents and upwards per 100 dollars, in addition to the rate of premium on the building, viz.:—Acids, inflammable; alcohol; apothecaries; basket-bleachers or makers; blacksmiths; boat-builders; *book-sellers' stock; brass founders; brush-makers' stock; *cabinet-makers' stock; carvers; China, or earthen, or glass ware, or looking-glasses unpacked, and buildings in which the same is packed or unpacked; chocolate-makers; colourmen's stock; *confectioners' stock; coopers; copper-plate printers; druggists; ether; fur dressers; grate-makers; *jewellers' stock; lamp manufactories; *lamp sellers' stock; lime unslaked; liquor, in glass, un-

packed. (*Note.*—To subject the building and its contents to hazardous charge only.) Morocco manufacturers; *optical, mathematical, and musical instrument makers', and perfumers' stock; painters' stock; phosphorus; *pictures and prints; platers or plated ware manufactories; plumbers and pewterers; *pocket-book makers' stock; printers of newspapers or engravings; rag stores; ship chandlers; *silversmiths' or stationers' stocks; snuff-makers; soap-makers; spirits of turpentine; stove manufactories; tin or sheet-iron workers; tobacco manufactories; *toy shop keepers' stock; type or stereotype founders; turners; upholstery manufactures; varnish; *watch-makers' stock, and tools; *window or plate glass, unpacked; wine, in glass, unpacked.

Specially hazardous.—The following are deemed specially hazardous, and will be charged, in addition to the rate of the building, as per table of minimum rates, viz.:—Bakers; bark-mills; bleaching-works; blind-makers; bookbinders; brewers; brimstone works; cabinet-makers; carpenters; chair-makers; chemists; coach-makers; comb-makers; confectionery-makers; corn-kills; copper-smiths; cotton mills; cotton unpacked; distillers; dyers; firework-makers; flax-mills; frame-makers; fringe makers; fulling-mills; gas makers or sellers; grist or flour mills; gunpowder; hat manufacturers; hay unpacked; houses building or repairing; ink-makers; iron founders; ivory-black manufacturers; lamp-black manufacturers; livery stables; lumber yards; mahogany yards; malt-houses; matches-makers; metal mills; musical instrument-makers; oil boiling-houses; oil-mills; packing buildings and yards; paper-mills; perfumery-makers; planing or grooving mills; pocketbook-makers; powder-mills; printers of books and jobbing; rectifiers of liquors; rope-makers; sash makers; saw-mills; spirit-gas-makers or sellers; stables (private); steamboats; steam-engines in use; sugar refiners; tallow-melters or chandlers; tanners; tar boiling-houses; theatres and other places of public exhibition; timber yards; turpentine distillers; varnish-makers; wool-mills; and generally all mills and manufacturing establishments, and all trades and occupations requiring the use of fire heat, not before enumerated.

Country Houses.—Constructed of brick, stone, or wood, detached from, and not endangered by other buildings . . . . . 60 cents per 100 dollars, or upwards.

If roof of slate or metal, 10 cents per 100 dollars may be deducted.

Barns and stables . . . . . 85 ,,

Note.—When good and sufficient electric conductors are attached, ten cents per 100 dollars may be deducted.

Minimum Rates for Hazardous, Extra Hazardous, and Specially Hazardous Risks, to be added to the Rate of the Building.

Note.—When goods, hazardous or extra hazardous, are stored in a building, or when a building is used for the purpose of carrying on any trade or vocation, classed as *hazardous, extra hazardous,* or *specially hazardous,* such building, as well as the goods contained therein, shall be charged with the *additional* premium to which such risks are subjected—excepting when a *star* (*) is prefixed, which is intended to denote that *such* goods *only* are to be charged,—but *not the building,* or other goods *not hazardous* therein.

The origin of the fires, during the year 1840, according to the classification of the commissioners' report, were:—

Supposed to be by incendiaries, forty-three; supposed to be by design, seven; accidental, twenty-three; cause unknown, two; by an incendiary, one; by sparks from chimneys, three; defect in chimneys, three; sparks from forge, two; lighted lamp, one; loco-foco matches, three; lighted candle, one; spirit lamp, one; defect in fire-place, one; cause not ascertained, two; from stove-pipe, one; sparks from candle, one; slack lime, one.

Description of Buildings in which Fire originated.—Frame buildings, forty-three; brick, thirty-four; stone, three; brick fronts, five; fire proof, thirteen.

PROFITS OF INSURANCE COMPANIES.

The Atlantic Insurance Company of New York has, in ten years, divided 249½ per cent, and had in 1841 a surplus on hand of 150 per cent, which, if divided, would give the stockholders their capital back, and 300 per cent; and if the interest on the dividends were added, the sum would be much larger.

The following are the dividends declared the first ten years:—

	per cent.		per cent.
July 1st, 1830	5	Jan. 1st, 1836	25
Jan. „ 1831	3	July „ 1836	25
July „ 1831	5	Jan. „ 1837	25
Jan. „ 1832	7	July „ 1837	12½
July „ 1832	5	Jan. „ 1838	15
Jan. „ 1833	6	July „ 1838	15
July „ 1833	6	Jan. „ 1839	12½
Jan. „ 1834	10	July „ 1839	12½
July „ 1834	10	Jan. „ 1840	15
Jan. „ 1835	10	July „ 1840	15
July „ 1835	10		

TABLE of the Rates of Insurance of one hundred Dollars on a single Life.

Age.	One Year.	Seven Years.	For Life.	Age.	One Year.	Seven Years.	For Life.	Age.	One Year.	Seven Years.	For Life.
	dlrs. cts.	dlrs. cts	dlrs. cts.		dlrs. cts	dlrs. cts.	dlrs. cts.		dlrs. cts.	dlrs. cts.	dlrs. cts.
14	72	86	1 53	30	1 31	1 36	2 36	46	1 92	1 98	3 87
15	77	88	1 56	31	1 32	1 42	2 43	47	1 93	1 99	4 01
16	84	90	1 62	32	1 33	1 46	2 50	48	1 94	2 02	4 17
17	86	91	1 65	33	1 34	1 48	2 57	49	1 95	2 04	4 49
18	89	92	1 69	34	1 35	1 50	2 64	50	1 96	2 09	4 60
19	90	93	1 73	35	1 36	1 53	2 75	51	1 97	2 20	4 75
20	91	95	1 77	36	1 39	1 57	2 81	52	2 02	2 37	4 90
21	92	97	1 82	37	1 43	1 63	2 90	53	2 10	2 59	5 24
22	94	99	1 88	38	1 48	1 70	3 05	54	2 18	2 89	5 40
23	97	1 03	1 93	39	1 57	1 76	3 11	55	2 32	3 21	5 78
24	99	1 07	1 98	40	1 69	1 83	3 20	56	2 47	3 56	6 05
25	1 00	1 12	2 04	41	1 78	1 88	3 31	57	2 70	4 20	6 27
26	1 07	1 17	2 11	42	1 85	1 89	3 40	58	3 14	4 31	6 50
27	1 12	1 23	2 17	43	1 89	1 92	3 51	59	3 67	4 63	6 75
28	1 20	1 28	2 24	44	1 90	1 94	3 63	60	4 35	4 91	7 00
29	1 28	1 35	2 31	45	1 91	1 96	3 73				

LIGHTHOUSE ESTABLISHMENTS OF THE UNITED STATES.

(Extracts from Reports to Congress.)

Original Cost of Construction.—The committee have gone no further back than the year 1791, when the number of lighthouses were only ten, and the entire expense of that year was 22,000 dollars. From that period to the present, the increase has kept pace with the rapidly growing commerce and navigation of the country.

The present number of lighthouses is	256
„ lightboats	30
„ beacons without lights	35
„ buoys, about	1000

	dollars.
The total cost of the lighthouse, lightboat, beacon, and buoy establishment (including cost of sites, buildings, repairs, maintenance, &c.), from 1791 to 1817, was (round numbers)	1,872,000
„ from 1817 to 1841	7,216,000
Total	9,088,000

Being an average per annum expense of about 180,000 dollars.

The total cost of building lighthouses (including cost of sites), lightboats, beacons, and buoys, from 1791 to 1817, was	305,000
„ 1817 to 1841	1,910,000
Total	2,215,000
Deduct cost of beacons and buoys	500,000
Total for 286 lighthouses and boats	1,715,000

Being an average of about 6000 dollars: showing, in the opinion of your committee, great economy in these constructions.* Probably truer economy would have been consulted by more liberal appropriations for these works, thereby adding to their solidity and permanency.†

Comparative Costs of Different Years.—The amount of expenditure of any given year, compared with that of another year, will appear more or less depending on the number of new constructions, either of houses or boats, in the respective years, the amount of repairs, cost of oil, &c. Some seasons are noted for the frequency and violence of their storms; in such years the expense of repairs will be great. The tables furnished us, therefore, will only enable us to draw conclusions for or against the economy of the general expenditure.

The entire expense of 1841 was 474,000 dollars; showing a large proportionate decrease of that of 1791, when, with ten lighthouses, the expense was, as before stated, only 22,000 dollars. Had the expense remained in the ratio of the increased number of lights, it would have been, in 1841, 643,000 dollars.

In 1820, the number of lighthouses, &c., were fifty-five. The whole expenditure for the year was 244,000 dollars. It should have been 842,000 dollars in 1841, if the increase of expenditure had been in the ratio of the increased number of lights. And so of 1835: number of houses, 201; expenditure, 382,000 dollars. The expenditure of 1841 should have been 549,000 dollars.

For the last four years the amount expended in comparison with previous years, for the building of houses and purchase of sites, has been great; but not, in the opinion of the committee, greater than the requirements of navigation demanded. From 1837 to 1841, the aggregate amount of expenditure for all purposes was 2,176,000 dollars. Of this amount there was expended, in the same time, for purchase of sites and buildings, 533,000 dollars; being more than one-fourth of the whole expenditure (1,992,000 dollars) for the same objects for twenty-five years, from 1816 to 1841.

It has been hardly possible that an unnecessary lighthouse could have been built since 1837. In that year Congress, for the first time, very wisely directed the Board of Navy Commissioners to cause thorough examinations and surveys to be made by competent officers of the navy of all the sites proposed for lighthouses mentioned in the Act of the 3rd of March, in that year. These examinations and surveys were made.

Comparative Cost of Construction.—From a report of the secretary of the treasury, made to Congress, in 1836 (Ex. Doc. 1835—36, vol. iii., No. 66), it appears that the cost of lighthouses in the United States is on an average 6000 dollars; while in England the cost is 19,000 dollars, and in France 8000 dollars. From a report of the Director-General of France (see Report of Select Committee to House of Commons, August 8, 1834, Appendix R.), it appears that the average cost of building thirteen lighthouses, &c., in 1832 and 1833, was more, by some hundreds of dollars, than the estimate of the secretary.

The same report shows (p. 7) that the average cost of twelve British lights, built from 1820 to 1834, also exceeds the calculation of the secretary.

* The expense of beacons and buoys, from 1791 to 1819, was 267,783 dollars; from 1819 to this period, the expense has no doubt been greater, annually. During the latter period, the lighthouse, and beacon, and buoy accounts, have been classed together, rendering it difficult to ascertain what the lighthouse establishment proper should be charged with. An expense of 10,000 dollars per annum, for beacons and buoys, from 1791 to 1841, is, no doubt, small enough; making in the aggregate 500,000 dollars.

† Since writing this report, the committee have received from the fifth auditor, the annexed statement (marked B), giving the number of lighthouses built since 1820, and the cost of each; from this statement it appears that the average cost of these lighthouses, including cost of sites, is less than 5300 dollars The expenditures are less than the appropriations for these erections by more than 224,000 dollars.

From the statement furnished by the auditor, annexed (marked C), it appears that the cost of the construction of thirty-three lightboats averages about 9100 dollars, and that the expenditure for these constructions is less than the appropriations by 59,000 dollars, showing an aggregate expenditure for these objects of 283,000 dollars less than the appropriations.

The average cost of sites and building thirteen lights in Ireland under the Dublin Board, from 1820 to 1834, is more than 65,000 dollars.—(Ibid., p. 74.)

From an estimate made by M. Fresnel, French Director of Lights (Ibid., Appendix R., p. 236), it is shown, that—

	dollars.
Thirty-one lights, to be built in 1833, 1834, 1835, and 1836, would cost on an average about	20,000
Ditto, apparatus, lantern, lamps, &c.	4,500
Of these thirty-one lights, eighteen were to be of the first order, and would cost, on an average, for sites and building	27,000
Ditto, apparatus, lantern, lamps, &c.	5,500

Expense of Establishment, compared with that of England and France.—From a report of the Fifth Auditor, made to Congress, October 1, 1835, it appears that—

	dollars.
The average expenses, per annum, of sustaining each lighthouse, including repairs, salaries of keepers, oil, &c., was	911
Ditto, lightboats	2862
Ditto, lighthouses in England	2268
Ditto, lightboats in England	5922

From the report of the Select Committee referred to (p. 30), the average expense of each of the lights is as follows:—

	£	dollars.
Thirty-six lighthouses in England under Trinity Board	511	
Thirty-four ditto Ireland ditto ditto	500	
Thirty-two ditto Scotland ditto ditto	514	
Average	508	= 2450
American, as above		911
Difference in favour of America		1539

Expense of Light-Boats.

	£	dollars.
Thirteen boats in England	1334	
Three ditto Ireland	1080	
Average	1207	= 5841
American, as above		2862
Difference in favour of American boats		2979

From a report made by the Trinity Board, to which is intrusted the management of the British lights, made to the House of Commons, in 1837, the expenses are thus stated:—

	dollars.
Forty-two lighthouses, average expense	2610
Thirteen floating lights ditto	8381

For the year ending June 30, 1837, the expenses for the same services in the United States were as follows:—

	dollars.	dollars.
Two hundred and twelve lighthouses, average		1115
Twenty-seven floating lights		2391
Average expense of British lights	5945	
Ditto ditto American do.	1753	
Difference in favour of American		3742

Being more than 200 per cent in favour of American economy in this branch of the public service.

Besides, in England, commerce is heavily taxed, in the form of light-money, by

the owners and lessees of lighthouses, for their own emolument and for the support of pensioners and charities. There are fourteen lighthouses thus owned. The promptings of individual sagacity and private interest will usually insure the performance of any enterprise or the sustaining of any establishment with an economy much exceeding that used by agents of governments. But the private lights in England are kept up at an expense much exceeding that of the United States.

Fourteen lights in hands of private persons in England, 1834:

		£
Gross amount of collections		79,676
Allowance for collection	£10,244	
Expense of maintenance	9,100	
		19,344
Profits		60,332

Average expense of maintenance, 650*l.* (3140 dollars); 180 per cent more than American expenditure. (See same report, p. 37.)

The annual expense of maintaining private lights of the first class is much larger, being on an average 4760 dollars. (Ibid., p. 41.)

The expense of the third (smallest) class of individual lights is (average) 2490 dollars, being more than 120 per cent more than the American lights, great and small.

This comparison is highly favourable to the economy of our system.

Comparison with French Lights.—The report of the select committee referred to (p. 31), states that the annual charge of maintaining a lens light of the first order to be 340*l.*, say 1640 dollars; but this is exclusive of repairs.

In all the French accounts of "expense of maintenance," repairs are excluded; so says M. Fresnel, principal engineer (see Ibid, Appendix R.). M. Fresnel says: "These (the British) expenditures are found mixed up with each other (that is cost of maintenance and repairs); hence the impossibility of arriving, with any degree of certainty, at a comparative estimate of the two services (French and British)."

Our accounts are mingled in the same way; hence the like difficulty of instituting a comparison with the expenses of the French lights.

That the expenditure of the French establishment should be less than ours, or that of Great Britain, would excite no surprise, when the relative cost of labour and skill is taken into account.

The British committee (p. 31), after commenting on the unequal expenditure in the maintenance of French and British lights, say: "In explanation of this difference, it must be observed—

"1st. Salaries to light-keepers in England are understood to be nearly double those in France.

"2nd. The price of spermaceti oil used in England is stated to be double to the oil de colsa used in France."

Wages in this country are much higher than in England even; and we also use sperm oil. Yet notwithstanding the great inequality in the salaries of keepers and the cost of oil, it will appear from the evidence furnished by M. Fresnel, that the management of our light establishment cannot justly be reproached with want of prudence and economy. M. Fresnel says (see p. 229, Appendix) that

	francs.		dollars.
The annual expenditure of a light of the first class (exclusive of repairs) is	8500	=	1615
The annual expenditure of a light of the second class (exclusive of repairs) is	7000	=	1330
The annual expenditure of a light of the third class (exclusive of repairs) is	3600	=	684
Average			1209

Some nine per cent more than the cost of American lights, including cost of repairs.

The report (p. 233) gives the expenditure of some of the lights specifically, from which it appears that the cost of maintenance is much larger than the above account of M. Fresnel, viz.:

	francs.		dollars.
Cordovan light of the first order, ordinary annual expenditure	11,598	=	2204
Expense of repairs			950
Total expense			3154
Ushant light, first order (p. 235), ordinary annual expenditure (exclusive of repairs)	9000	=	1710
St. Mathieu light, second order, ordinary expenses (repairs excluded)	6000	=	1140

The average annual expense of these three lights (exclusive of repairs) is 1685 dollars; exceeding, by fifty per cent, the average expense of American lights.

The most expensive American light is that on Frank's Island, having two keepers, and, in 1841, amounted to 180,623 dollars, as follows:

	dlrs.	cts.
Keeper's salary	600	00
Assistant	360	00
Oil 779 gallons	779	00
Tubes, glasses, &c.	68	23
Window glass and putty	9	00

The average expense of the Cordovan and Ushant lights, both of the first order, was 1957 dollars, being more, by 151 dollars than the Frank's Island light.

The little experience we have had in this country in the use of the French lenticular apparatus, induces the belief that our anticipation in regard to the saving of oil, will not be fully realised.

The two lights in the lens plan, at Neversink, consume per annum 1095 gallons of oil; they consumed, on the old plan (thirty-one argand lamps), 992 gallons of oil.

This consumption of oil is about the same as that of a lens light of the first order in France.

It is said in the report (Ibid., p. 32) that "the consumption of oil in the Cordovan lighthouse is equal to that of seventeen argand lamps." The average consumption, per annum, of such a lamp, is thirty-five gallons, which gives to the Cordovan light a consumption of 595 gallons per annum; being nine per cent more than that of one of the Neversink lights.

The French manufacturer of the lenticular apparatus claims for it a great saving of oil. Further experience in this country may demonstrate the reality of this claim. But it remains to be proved to what extent, if any, such saving may be carried.

The communication of M. Lepaute, the manufacturer, to Governor Davis (See Senate Doc. 1st. Sess., 26th Congress, No. 474), in which he attempts to show the difference in the consumption of oil in the French and American lights, does not inform us on what authority the quantities of oil consumed in the American houses are given. With the best intentions to give the quantities correct, he may not have been in possession of the true account of them.

He puts down the quantity consumed at the two Neversink lights, under the old plan, at 1135 gallons; but the amount consumed was 992 gallons only—a mistake of fifteen per cent in favour of his statement. He also puts down for the use of lens lights at that place, 800 gallons, but we consume in them 1095—a mistake of thirty-seven per cent in favour of the lens lights. The two mistakes, combined, show more than fifty per cent in favour of the lenses.

In like manner he puts down the consumption of oil at Frank's Island light, at the mouth of the Mississippi, at 1.050 gallons, but the true amount is only 779 gallons, an error of thirty-five per cent. Should the same errors extend through the whole of his table (and the committee have examined these two cases, being the only ones before them showing the actual quantity of oil consumed) the result, as stated by him, will hardly bear close examination.

It has been said that the French lights are superior to those of any other nation. Their sea-lights are no doubt excellent. They have kept pace with the march of science and the improvements of the age; but it is doubted whether their claim to any considerable degree of superiority can be successfully maintained. The British select committee (Ibid , p. 31,) say the British lights are considered generally very good, and sufficient for the purposes they are intended for, and superior to the generality of French lights, many of which are harbour lights, and, perhaps, small in comparison with the sea-lights."

COMPARISON of American and French Lights in regard to Reach of Light.

FRENCH.

1st order,	average	portée,	about	6⅔	leagues,	20 miles.	3rd order,	small,	average	portée,	about	4	leagues	12 miles.
2nd ditto	„	„	„	6	„	18 „	4th ditto	„	„	„	3	„	9	„
3rd ditto	„	„	„	5	„	15 „	Harbour and watch lights			„	1⅔	„	5	„

AMERICAN.

1st order.....	27	viz.;	2 of 9	leagues	portée,	27 miles.	Harbour lights...32,	viz.;	19 of 2	leagues	portée,	6 miles.
Ditto ditto...		„	3 „ 8	„	„	24 „	Ditto ditto.....	„	3 „ 2½	„	„	7½ „
Ditto ditto...		„	4 „ 7	„	„	21 „	Ditto ditto.....	„	4 „ 1½	„	„	4½ „
Ditto ditto...		„	18 „ 6	„	„	18 „	Ditto ditto.....	„	5 „ 1	„	„	3 „
2nd order.....	2	„	2 „ 6	„	„	18 „	Ditto ditto.....	„	1 „ 0½	„	„	1½ „
3rd ditto.....	8	„	8 „ 5	„	„	15 „	Whole number, 106.					
3rd ditto (small)	3	„	3 „ 4	„	„	12 „	Average of the whole, say 14 miles.					
4th ditto	34	„	34 „ 3	„	„	9 „	Average of 1st, 2nd, 3rd, 3rd (sml) and 4th orders, say 15 m.					

The committee are unable to give the reach of visibility of all the lighthouses in the United States. The limits of those which have been ascertained warrant the conclusion that they are, on an average, larger than the French lights.

Professor Paine, of Cambridge College, in 1838, made a survey of twelve lighthouses in Boston bay and vicinity. (See House Report, Third Session, Twenty-fifth Congress, No. 187.) He says:—"I therefore feel myself warranted in drawing the following conclusions: that, in ordinary clear weather, our best lights, such as the Boston, Highland, Scituate, &c., are visible from the mast-head of a square-rigged vessel about twenty-five miles; that our second class of lights, such as those on Thatcher's island, Eastern point, the high light on Baker's island, and those on Plum island, are visible from twenty to twenty-two miles; and that the third class, such as those at Straitmouth island, Ipswich beach, Squam, Marblehead, and Long Island head, are visible from fifteen to eighteen miles."

Lieutenant Bache, in his report, to which reference has been made, gives the ranges of visibility of fifteen lights, varying from nineteen to twelve miles, and averaging fourteen miles. Of these lights, eight were of the third class, having only nine inch reflectors; five of the second class, having fourteen inch reflectors; and one of the first class, with eighteen inch reflectors. Mr. Lewis gives a statement of the portées of all the lights of the first class, from Passamaquoddy to South Pass entrance of the Mississippi, in November, 1839, ranging from fifteen to thirty miles, and averaging twenty-four miles.—(Senate Document, 1837—38, vol. ii., No. 138.) Mr. Frick, superintendent of lights at Baltimore, gives the portées of twelve lights in the Chesapeake, ranging from ten to twenty miles, averaging fifteen miles.—(Ibid.)

Mr. Anderson, superintendent at Portland, Maine, says, that fifteen harbour-lights in that vicinity can be seen from twelve to eighteen miles. These are not intended to be seen at sea. Also, that twelve coast-lights in the same vicinity can be seen from five to ten leagues.—(Ibid.)

It appears from a list of the lighthouses, published by the superintendent, in 1839, that the average "reach of light" of seventy-six lighthouses (that being the number whose reach is given) is nineteen miles. The average "reach" of six of our best lights (Neversink, Baker's island, &c.) is twenty-seven miles and a half.

The committee believe that the statements of average distances of extreme visibility made by Professor Paine, is true in regard to all our lights.

The average reach of light of 170 British lights, as shown in the British list, published at the Hydrographical office, Admiralty, in 1832, is less than fourteen miles. The

average reach of six of their best lights (Needles, Beachy Head, Lundy, &c.) is twenty-eight miles and a half.

In comparison with the progress of improvement in the old world, our march in this, as in almost every other useful establishment, has been extremely rapid. In the comparatively short period of fifty years, we have built 276 lighthouses and boats. Since 1812, the useful effect of our lights has been nearly doubled, and the consumption of oil lessened by more than fifty per cent. For centuries before our existence as a nation, England and France had been commercial nations; but, up to the close of the last century, no improvement had been made in the quality of their lights. About that period oil was substituted for coal. At the close of the year 1812, we had forty lighthouses fitted up with patent-lamps and parabolic reflectors. At that time, both England and France had not ten houses thus fitted up.

It is believed that, when the improvements now in progress shall have been effected (in connexion with a proposed change in the mode of inspection) our system will be more efficient, useful, and economical than that of any other nation.

Forty-four collectors act as superintendents of the lights in their respective districts. By the act of May 7, 1822, their maximum compensation per annum is 400 dollars. Some four or five receive that amount; the others receive from 100 dollars to 200 dollars each, per annum. These superintendents are required to visit the lighthouses but once each year. Captain Howland, who is in the employ of the department, also visits them once in each year, and makes reports of their condition, &c., to the fifth auditor.

Mode of Contracting for Building, Apparatus, and Oil.—Since 1816, all the lighthouses and light-boats have been built by contract, invited by notice in the public prints. The contracts invariably have been given to the lowest bidder, having the ability to guarantee its performance. A suitable practical mechanic is employed to oversee the work constantly. Nothing is paid or advanced to the contractor until he obtains the certificate of the overseer, that the contract has been faithfully performed. In like manner, proposals for fitting up the lighthouses with lamps, reflectors, &c., are invited, and the contracts given to the lowest bidder.

By this mode competition is elicited, and, in the opinion of the committee, economy most effectually promoted. No losses can occur, as no advances are made until the completion of the work.

In the same way all the oil is procured. It is the interest of the contractor to furnish the best quality; for if found bad, he not only gets no pay for it, but is bound to take it back, and substitute the best quality. Actual experiment by burning is the only true test of the quality of oil. The oleometer will not prove it. The practice now adopted of taking samples from each cask and submitting them to the test of the lamp, cannot but insure the best quality. That oil congeals in cold weather is no proof of its badness. Oil pressed in winter, when the thermometer is at a given degree, will congeal whenever the thermometer falls below that degree. A stove and oil heater are the only remedies.

A vessel in the employ of the department is constantly engaged in visiting the lighthouses, supplying them with oil and other necessary supplies and having on board a mechanic to make all proper repairs to the lighting apparatus. Captain Howland, in 1840, 1841, on board this vessel, visited 155 lighthouses, from Maine to the Sabine, and put them in repair. As a proof that the oil furnished by the contractors is good, he found but 900 gallons of oil in all of them bad, and much of this was mere settlings.

It has been objected by some who arraign the department for want of economy, that the average consumption of oil in our lighthouses is less than that consumed in the British houses. This is no doubt true. But the committee do not perceive the justice and consistency of the rebuke, especially as it appears that our lights are more efficient than those of Great Britain. It is said that the average annual consumption of oil per lamp in England is forty-three gallons. From the accounts given by Captain Howland it does not exceed thirty gallons per lamp: showing an economy in the use of oil of more than forty-three per cent over the British lights.

It will be seen by the above statement, that the average expense of the British

floating lights for 1838 was 7660 dollars, and that the average expense of the American floating lights, which, in general, are larger than the British, is 2399 dollars only; and it is asserted in the reports, "that the American floating lights are better adapted for the purpose than the British, and that the lights are seen (whilst the Trinity Board state theirs to be seen about nine miles only) from ten to fifteen miles. A comparison of the drawings of both nations, which is in the light department office, will convince any person of the superior excellence of the American plan."

CHAPTER XXXIII.

CURRENCY AND BANKING INSTITUTIONS OF THE UNITED STATES OF AMERICA.

If the rise and fatal consequences of the Mississippi scheme in France, and of the South Sea delusion in England, afford lessons of instruction to men who would act wisely as individuals, or to those who may be connected with speculative projects, and especially to those who are intrusted with the administrative, or legislative, affairs of a nation, we may assuredly refer to the history of "Currency and Banking" in America, for facts which ought to teach wisdom by experience.

In reviewing the history of the Currency and Banks of the United States, we shall confine ourselves to facts, to the opinions of leading men in and out of Congress, and to statistical tables; and, we shall refrain from introducing any speculative theory for improving the American system, or rather systems, of currency and banking: leaving the history of facts, and of results, as materials for instruction.

As early in colonial history as 1690, a paper currency was circulated under the designation of bills of credit. For the redemption of these bills, the colonies which issued them pledged their property and revenues. This appeared sufficient, or, at least, plausible, security for maintaining the standard value for which those paper bills were first exchanged. They might well be designated the Paper Currency of Expediency. Their nativity occurred in the gravest, and, as was believed, the most religious of the colonies—Massachusetts. That colony was, at the same time, strange as it may appear, the most warlike.

A maritime expedition was sent, in 1690, from New England against Quebec, attended, comparatively to the resources of the colony, with enormous expense. This expedition was placed under the command of Sir Wm. Phipps, and consisted of thirty-four vessels, and about 7000 men. The armament reached Quebec in safety, and attempted to bombard that fortress. After two gallant actions ashore, the New England forces were compelled to abandon the impracticable enterprise, and sailed down the St. Lawrence. Eight of the principal ships, with all on board, perished in the Gulf. Montreal was at the same time, to have been

attacked by land; but this design was frustrated by the defection of the Iroquois nations.*

To discharge the liabilities to which the colonial administration was pledged, for paying the expense of this disastrous crusade—for it partook of the latter character—bills of credit were used by Massachusetts. The other colonies soon followed this very convenient example. Whenever an emergency arose, no expedient could have been more, readily, suitable to those who did not reflect on future exigencies.

The bills of credit, however, notwithstanding the colonial pledges, soon depreciated, and gave birth to that pernicious variety of currencies, that is to say,—the differences between specie and paper values, which has not yet disappeared in America. At first they depreciated, so far only as to constitute a *legalised* tender for the payment of taxes and debts in New England, at the rates of six shillings paper for a *Spanish* silver dollar; in New York, at eight shillings; and in Pennsylvania, at seven shillings and sixpence for a silver dollar. But the depreciation did not halt at these rates, especially in New England and Carolina.

In 1745, another expedition of a semi-crusade character,† was fitted out in Massachusetts against Louisburg. It was successful in capturing that fortress; but the expense demanded a fresh issue of from 2,000,000*l.* to 3,000,000*l.* in bills of credit, which were declared *lawful money*, and Mr. Pitkin states the depreciation in 1748 as follows, viz.:—100*l.* sterling in specie, or a bill on London, was equivalent in value to *lawful paper money* of New England 1100*l.*, of New York 190*l.*, of East Jersey 190*l.*, of West Jersey 180*l.*, of Pennsylvania 180*l.*, of Maryland 200*l.*, of Virginia 125*l.*, of North Carolina 1000*l.*, of South Carolina 700*l.*‡

Great Britain soon afterwards ceded Louisburg to France, greatly to the mortification, but certainly to the advantage, of Massachusetts: for the latter received from the British treasury about 183,000*l.*, on account of the expenses of the Louisburg expedition; and with this sum compounded for the redemption of paper bills. The composition was under two shillings in the pound sterling: for *fifty shillings* in lawful paper money, one ounce of specie money was given.

The war of American independence, like all modern wars, rendered indispensable the borrowing of money, and the issuing of paper bills of credit. Bills of credit were issued by Congress in 1775 to the amount of 3,000,000 dollars large sums were added afterwards, and Mr. Pitkin observes,—" A depreciation in value was the natural consequence, although Congress made them a tender, in payment of all private debts, and declared a refusal to receive them to be an extinguishment of the debt itself. This depreciation began to be seriously felt,

* Macgregor's British America, vol. ii., p. 140. Second Edition.
† See Ibid., vol. i., p. 434.
‡ See also Hutchinson's History of Massachusetts Bay, vol. ii., page 436, *et seq.*

early in the year 1777; and increased with the increase of issues. In September 1779, these issues amounted to 160,000,000 dollars; when Congress declared, that, on no account, should they ever exceed 200,000,000 dollars: and bills to this amount were issued, before the close of that year; a sum too large to admit of a redemption at par, and in the course of the years 1780 and 1781, the bills entirely stopped circulation. Nor has any part of them ever been redeemed, except at one hundred for one, under the funding system, first established, by the present national government.

"Soon after the death of continental money, at the suggestion of Robert Morris, superintendent of finance, Congress established a national bank, by the name of, 'The President and Directors of the Bank of North America.' This institution went into successful operation in December, 1781, with a capital of only 400,000 dollars, and under the management of its projector and others associated with him, contributed, as far as its limited means would allow, to relieve the financial distress of the country at that period."

The Bank of North America was not a chartered bank. It was instituted under an ordinance, agreeably to the articles of confederation. Its capital was too limited; and, although managed with judicious wisdom and great ability, by Mr. Morris, it was unable to provide a circulating medium for the United Republic. The war, during its continuance, had annihilated a specie currency in America, by preventing the importation of money, which trade would have brought into the country, and by suppressing also the interchange of commodities, which would have produced much the same effects as the circulation of specie. Trade languished after the war ceased, as the products of labour, for a foreign market, and consequently commerce, are never suddenly brought into activity.

Several of the states resorted again to the colonial expedient of issuing bills of credit, and of framing *tender laws*. Under the latter, personal property was sometimes made a tender for the payment of individual debts: the value of the property being decided by appraisers.

On the adoption of the constitution of the United States, the issuing of bills of credit was abolished. Gold and silver were, alone, declared to be a legal tender, either for the payment of taxes, or of personal debts. This measure was prudent,—but it was embarrassing, when it was ascertained, that for a circulating medium there existed in specie only the savings of thrifty and non-speculating individuals, who would not consider it wise, under a new state of circumstances, to risk the fruits of non-expensive habits, and of industry; and that no more than 2,000,000 dollars constituted the banking capital of the whole United Republic. This capital was invested in the bank of North America; the bank of New York, in the city of New York; and, the bank of Massachusetts, in the city of Boston. It became absolutely necessary to provide for the general emergency. Mr. Alexander Hamilton, a high authority, was secretary of the

treasury in 1790. He boldly recommended the establishment of a national bank, under charter, to be granted in accordance with an act to be passed by Congress for the purpose. Washington was president. Both Jefferson and Maddison were, on constitutional grounds, strongly opposed to the projected institution. The power of calling into action the necessary and proper means of regulating the currency, undoubtedly vested in Congress by the constitution, was argued by the supporters of the national banks, as including the constitutional right to pass the law. Jefferson, Maddison, and others, who opposed the measure, contended that the meaning was restricted to *those means being absolutely necessary.*

It was opposed chiefly, on the ground that the government was restricted to the exercise only of those powers literally specified in the constitution; that the power to incorporate a bank was not specified as one of them; and "that the power given to Congress to pass all laws necessary to execute the specified powers must be confined to all the necessary means to accomplish the ends incident to the nature of the specified powers. Upon the other side it was contended that incidental, as well as specified, powers belonged to the government; that where general objects were stated as within the province of the government, all the usual means necessary to accomplish those objects were incidental to them; and that a bank was a well-known, and usual, instrument for accomplishing the objects specified by the constitution." It was further maintained, that the power to incorporate banking institutions of any kind whatever was not among the enumerated powers, and that, "to go beyond the specified powers, prescribed by the constitution, was to take possession of a broad, undefined, and dangerous field of jurisdiction." The bank bill, however, was passed by the two houses of Congress, probably as much through the emergent necessity of regulating the currency, as from an absolute conviction of the constitutional right of Congress to pass a law for granting a charter of incorporation; but certainly not, until after its constitutional principle was argued with extraordinary ability in both houses. "It was also discussed on its constitutional grounds, with great and conflicting ability in the cabinet. The secretary of state and the attorney-general considered that Congress had *transcended its powers;* but a contrary opinion was maintained by the secretary of the treasury. After profound and able debates by his cabinet, the question was referred to President Washington, and he gave it as his deliberate conviction that the power was invested in the government by the constitution to incorporate a bank, and in conformity therewith the bank was established."*

It was not, however, until February, 1794 that the bank of the United States, in its corporate form, began its operations. The capital of the bank was above ten millions of dollars, of which eight millions were to be subscribed by indi-

* Kent's Commentaries, vol. i., p. 251.

viduals, and two millions by the United States. Two millions of the amount subscribed by individuals were to be paid in specie, and six millions in six per cent stock of the United States. The charter of the bank was limited to the 4th of March, 1811: during which period no other national bank was to be established. This institution was certainly beneficial to the country, and profitable to its stock-holders; for it paid them an annual dividend of 8½ per cent.

As the charter of the bank would expire in February, 1811, Mr. Gallatin, secretary of the treasury, on the 3rd day of March, 1809, reported in favour of a renewal of the charter.

The general condition of the bank was stated by Mr. Gallatin, in his report, as follows:—

	dollars.	dollars.
Cr. I. Debts due to the bank—		
1. Six per cent stock, remaining part of the original subscription . . .	2,230,000	
2. Loans to individuals, consisting chiefly of discounted notes, at sixty days . .	15,000,000	
3. Due by banks incorporated by the States	800,000	
		18,030,000
II. Specie in the vaults		5,000,000
III. Cost of lots of ground and buildings erected . . .		480,000
Total, Cr.		23,510,000
Dr I. Capital stock of the bank . . .	10,000,000	
II. Moneys deposited by government and by individuals	8,500,000	
III. Bank notes in circulation . . .	4,500,000	
Total, Dr. . .		23,000,000
Leaving a balance for contingencies of . . .		510,000

The secretary contended that this statement proved that, as a bank, its affairs "had been wisely and skilfully managed."

Mr. Gallatin proposed that, on the renewal of the charter, the capital should ultimately be increased to 30,000,000 dollars.

The report was laid before the senate, and Congress rose the same day. Various plans were brought forward the following year: one, which had few advocates, for establishing a national bank in the city of Washington. The charter of the bank of the United States was allowed to expire. Party feeling, it is alleged, as much as patriotism, prevented its renewal. Mr. Pitkin observes—

"The influence of state banks was also brought to bear on the great question then before Congress; and, when it is considered that the number of these banks had at that time increased to nearly ninety, located in most of the states, with a capital of more than forty millions, their influence could have had no inconsiderable weight. With this union of views and interest against the bank, it is not strange that the charter granting it should be suffered to expire." *

* Mr. Crawford, of the senate, as chairman of the committee on the bill, says, "The democratic presses in these great states (referring to the states opposed to the bank) have, for more than twelve months past, teemed with the most scurrilous abuse against every member of Congress, who has dared to utter a syllable, in favour of a renewal of the bank charter. The member who

War followed, and the state banks furnished to the government the greater part of its loans, in order to carry on the war, and, at the same time, aided in the collection and disbursement of the revenue. Increased issues of paper, and the depression of commerce, occasioned the banks south of New England to suspend payment in specie. Depreciation followed, and the government raised loans, for carrying on the war, upon the most disadvantageous terms.

During the session of Congress of September, 1814, Mr. Dallas, then secretary of the treasury, submitted a plan for a national bank. He contended that its direct tendency would be to restore and continue an uniform national currency: declaring, at the same time, that this object could not be effected by the state banks. The nation had been labouring under the evils of a disordered currency, and Congress, it was believed, felt disposed to organise an institution that might, if possible, afford relief, and establish the credit of the country upon a solid foundation.

Mr. Dallas, secretary to the treasury, brought forward in the session which met in September, 1814, a scheme for a national bank, with a capital of 50,000,000 dollars, divided into 100,000 shares of 500 dollars each; three-fifths of the capital, 30,000,000 dollars, to be subscribed by corporations or, by individuals, and two-fifths, 20,000,000 dollars, by the United States. Of the subscriptions by corporations or individuals, one-fifth, or 6,000,000 dollars, to be paid in specie, and four-fifths, or 24,000,000 dollars, either in specie or six per cent stock, issued since the declaration of war, and in treasury notes, in the proportion of one-fifth of the latter, and three-fifths of the former. The subscription of the United States to be paid in six per cent stock; the treasury notes subscribed might be paid in public six per cent stock; and no part of the public stock, which constituted a portion of the capital, was to be sold, during the then existing war, nor at any subsequent time, for less than par; nor, at any time, to an amount exceeding one moiety, without the consent of Congress. The bank was to be bound to lend to the United States treasury 30,000,000 dollars, at six per cent interest.—*Pitkin.*

A bill was afterwards submitted to the house, nearly in accordance with the above plan.

Differences of opinion, however, were soon manifested, as to some of the principles on which such a bank would be established. These differences involved the amount of capital, and whether it should chiefly consist of six per cent public stock, then issued, or of treasury notes to be issued; whether the United States treasury should hold stock in it, and have a direction in its management; whether the bank should be bound to lend the government 30,000,000

dares to give his opinion in favour of the renewal of the charter, is instantly charged with being bribed by the agents of the bank—with being corrupt—with having trampled upon the rights and liberties of the people—with having sold the sovereignty of the United States to foreign capitalists—with being guilty of perjury, by having violated the constitution."

dollars when required, and be prohibited from selling public stock, during the continuance of the war; and whether it should have power to suspend specie payments.

Mr. Calhoun proposed "that the capital should consist of 6,000,000 dollars in specie, and 44,000,000 dollars in treasury notes, to be *thereafter* issued, and which might be paid in six per cent stock, and sold at the pleasure of the bank; that the United States should not be a stockholder, or have any agency in the management of the institution; that it should not be bound to make loans to the government, nor have power to suspend specie payments." After much debate and division, the bill was amended so as to embrace the above propositions of Mr. Calhoun; and the capital was reduced to 30,000,000 dollars. The bill thus amended did not meet the approbation of the treasury department, nor that of a majority of the house, and was negatived.

"Soon after this, a bill for a national bank, in accordance with the plan proposed by the secretary of the treasury, was passed by the senate, and sent to the house. This bill contained a clause empowering the bank to suspend specie payments, in case, during the war, or one year after, there should be such a demand for gold and silver, as to 'induce a reasonable and probable belief' that it was intended to be exported, so as to endanger the specie capital of the bank, and of the country; or to be *wilfully* withdrawn from circulation, so as to embarrass, obstruct, and discredit the pecuniary transactions of the people and the government, as well as the bank itself; or should be demanded in consequence of a *wilful* accumulation of bills of the bank, with the intention of destroying the credit of the institution. The president of the United States was to have power to direct the bank to resume, or continue to suspend specie payments, as he might deem expedient."—*Pitkin.*

The details of this bill again became subjects of serious debate in the house, and every attempt to amend the bill, so as to make it a specie paying bank, was unsuccessful.

On the third reading, a motion was made by Mr. Webster "To recommit the bill to a select committee, with special instructions, to amend it by reducing the capital to 25,000,000 dollars, by striking out the provisions allowing the bank to suspend specie payments, making it obligatory on the bank to lend money to the government, and prohibiting it from selling its stock during the war." In support of this motion, Mr. Webster pointed out the defects of the bill, as it came from the Senate, and the ill effects it must necessarily have on the credit and currency of the country, with great force of argument, and with not a little sarcastic severity. "The loan of thirty millions," said Mr. Webster, "can only be made by an immediate issue of bills to that amount. If these bills should return, the bank will not be able to pay them. This is certain; and to remedy this inconvenience, power is given to the directors, by the act, to suspend, at their own discretion, the payment of their notes, until the president of the United States shall otherwise order. The president will give no such order, because the necessities of government will compel it to draw on the bank till the bank becomes as necessitous as itself. Indeed, whatever orders may be given or withheld, it will be utterly impossible for the bank to pay its notes. No such thing is expected from it. The first note it issues will be dishonoured on its return, and yet it will continue to pour out its paper, so long as the government can apply it, in any degree, to its purposes.

"What sort of an institution is this?" Mr. Webster asked; "it looks less like a bank than a department of government. It will be properly the paper money department. Its capital is government debts; the amount of its issues will depend on government necessities; government, in effect, absolves itself from its own debts to the bank,

and, by way of compensation, absolves the bank from its own contracts with others. This, indeed, is a wonderful scheme of finance. The government is to grow rich, because it is to borrow without obligation of repaying; and is to borrow of a bank, which issues paper, without liability to redeem it. If this bank, like other institutions which dull and plodding common sense has created, were to pay its debts, it must have some limits to its issues of paper; therefore, there would be a point beyond which it could not make loans to government. This would fall short of the wishes of the contrivers of this system. They provide for an unlimited issue of paper in entire exemption from payment. They found the bank, in the first place, on the discredit of government, and then hope to enrich government out of the insolvency of their bank. With them, poverty itself is the main source of supply, and bankruptcy a mine of inexhaustible treasure. They rely, not in the ability of the bank, but in its beggary; not in gold and silver collected in its vaults, to pay its debts and fulfil its promises, but in its locks and bars, provided by statute, to fasten its doors against the solicitations and clamours of importunate creditors. Such an institution, they flatter themselves, will not only be able to sustain itself, but buoy up the sinking credit of the government. A bank, which does not pay, is to guarantee the engagements of a government which does not pay! John Doe is to become security for Richard Roe. Thus, the empty vaults of the treasury are to be filled from the equally empty vaults of the bank; and the ingenious invention of a *partnership* of *insolvents*, is to restore and re-establish the *credit* of both."

The house divided, and the votes were eighty-one in the affirmative and eighty in the negative. The speaker, being opposed to the bill, gave his vote in the negative: the votes being equal, the bill was lost.

The bill was reconsidered the next day, and referred to a select committee, who soon after reported the same, with amendments, reducing the capital to 30,000,000 dollars, to consist of 5,000,000 dollars in specie, 15,000,000 dollars in treasury notes, and 10,000,000 dollars in stock of the United States, issued since the declaration of war, with a reservation of a right in the United States to subscribe an additional 5,000,000 dollars, payable in four per cent stock. Other amendments were also proposed by the committee, particularly by striking out the clauses relating to a compulsory loan, and the power of suspending specie payments. These amendments were substantially agreed to in the house, and the bill was passed by a large majority, 120 to 37; and was finally concurred in by the senate.

This bill was returned by the president, with his objections, not founded upon the question of constitutional power—a question which the president expressly waived, as being *fully settled;* but because, in his opinion, it was not calculated "to answer the purposes of reviving public credit, of providing a national medium of circulation, and of aiding the treasury, by facilitating the indispensable anticipations of the revenue, and by affording to the public more durable loans." The bill, not being *repassed* by two-thirds of the senate to which it was returned, did not become a law.* A national bank, how-

* In order to meet the expenses of carrying on the war, Mr. Jefferson recommended the issue, on the part of the government, of 200,000,000 dollars of paper money! Mr. Wharton, of Pennsylvania, in an ably written article on "Banking," observes:—"The suggestion of Mr. Jefferson was not adopted, but the principles involved in his scheme, namely, to carry on the war without disturbing the popularity of the administration, by the imposition of direct taxes—were attempted to be put in operation by the proposed establishment of a national bank. 'A bill,' says Mr. Gouge, in his excellent work, 'A History of Paper Money and Banking;' 'was got up in the senate to establish a bank with a capital of 50,000,000 dollars, of which 5,000,000 dollars were to be paid in coin, 15,000,000 dollars in six per cent stock, 20,000,000 dollars in treasury notes, and 10,000,000 dollars to be subscribed by government. In one paragraph, it was declared 'the said corporation shall be bound to lend the government, reimbursable at their pleasure, 30,000,000 dollars:' and in another paragraph, it was expressly provided, that 'until the first Monday in April, 1816, it shall not be obligatory on said corporation to pay its notes in specie.' Authority was also given to Congress to authorise, in certain contingencies, 'the suspension of specie payments, for such time or times as they may deem proper.'

This bill, it was observed, "which would have done honour to the repudiating legislation of Mississippi, or to the non-paying state of Pennsylvania," was passed, on the 13th of July, 1815, in the senate of the United States, by a vote of eighteen to sixteen.

ever, seemed the only resource left to restore public credit, and enable government to prosecute the war; the senate, therefore, immediately passed another bill, in accord-

"This scheme of paying the debts and the current expenditures of the government, not by means of taxation, but by incurring new liabilities—founded as it was on unsound principles of currency and banking, and still more unsound principles of morals—is thus forcibly characterised by Mr. Webster, at that day if not a leading member of Congress, certainly one of the most able of them:—

"From this miserably conceived, but plausible and popular scheme, founded on reasonings alike repugnant to the principles of currency, of banking, and finance; to the conclusions of common sense, and the dictates of common honesty, so happily exposed to the contempt, ridicule, and reprobation of the world; the country was only saved by the reception of news of peace with Great Britain, while the bill was on its passage through the lower branch of Congress. 'In the timely arrival of that intelligence,' says Mr. Gouge, 'we must attribute the delivery of the country from the curse of a national paper currency. If Mr. Madison, and the gentlemen of his cabinet, had been allowed to take their own way, we should have had a national bank with a paper capital of 50,000,000 dollars, issuing notes—redeemable in paper.'

"The unsound and immoral principles embraced in this plan of a bank contrived under the administration of Mr. Madison, and while Mr. Dallas was at the head of the treasury; a man wholly ignorant, as his writings and his conduct have shown, of the principles of currency and finance; or careless, if not thus ignorant of the mischievous consequences of his scheme; are similar to those on which the legislature of Pennsylvania acted, at the gratuitous suspension of specie payments in that state, in 1839. The banks of Pennsylvania were enabled, by an application to the legislature, to continue in a state of suspension, and, by so doing, to defraud their creditors; on the condition that the state, which was deeply in debt and in discredit, should have the privilege of defrauding the shareholders of the banks, by exchanging its almost worthless certificates of state debt, for the paper issues of those banks; for bank notes which, though unredeemable in coin, and depreciated, could be forced, as good money, on the creditors of the state, and on the people of other states.

"In such a dishonest and foolish copartnership, both parties, however, suffered. The banks have lost nearly all their capitals, while the debt of the state has risen since the suspension of 1839, from about 30,000,000 dollars to upwards of 40,000,000 dollars, and it is now accumulating at a rate which will double its present amount in less than ten years.

"So in respect to the operative effects of the financial principles laid down in the scheme of Mr. Madison and his cabinet. If it had prevailed, and the war expenditure been continued for a few years more, on the war scale of expenses; the national debt, at the termination of the war, instead of being 130,000,000 dollars, would have been five times, and perhaps ten times, that amount. It would, in any event, have required such a burdensome rate of taxation, direct, as well as indirect, as this nation have no practical knowledge of, and which might have made the doctrine of repudiation—or, at any rate, the doctrine of nonpayment of debt—as acceptable and popular in Congress and out of Congress, as both of them now are in some five or six or more members of the confederation.

"Of the debt incurred during the war with Great Britain, full one-fourth of it was the effect of our paper currency. From its great depreciation, the government was robbed of a considerable portion of its revenue, the taxes and duties having been paid, as they will always be in all such cases, in the cheapest circulating medium, namely, in those bank-notes which are the most depreciated in value. Secondly, their borrowings upon issues of stock certificates and treasury notes were received in the most depreciated notes in circulation, while the debt of 130,000,000 dollars was, after the conclusion of the war, paid in a sound and honest currency of the present standard value.

"But enormous as have been the direct and immediate expenses of the wars of Great Britain and of this country, considering their short duration—the indirect, collateral and remote pecuniary consequences, connected with wars and consequent upon them—have been much greater, and more burdensome; to say nothing of the political and moral evils, infinitely more destructive of the virtue and happiness of mankind, than can arise from any amount of pecuniary injuries which wars have ever occasioned.

"Of the economical effects of the wars referred to, between all our navigating and commercial competitors—in which this nation only participated for a short time—upon the production and consumption of one of our greatest staples, cotton—we shall, in the succeeding number, produce facts that will demonstrate the truth of our assertion—a truth which it is important to have sustained, admitted, believed, and felt—and what is that truth? Why, that the general, the great, the universal interests of this nation, and of other nations—limited even to the mere and mean consideration of pecuniary thrift—mean in comparison with other and higher considerations—are best promoted by a continuance of peace; of peace not merely between this country and other countries—but a peace among all the nations of the earth."—*Letters to Cotton Manufacturers.*

ance with the views of the secretary of the treasury; and which was sent to the house on the 13th of February, 1815, and would, according to Mr. Pitkin, have then passed, but for the arrival of the news of peace with England. "At the very moment when the question was to be taken on the passage of the bill, the mail arrived from New York, bringing a letter to one of the members, put in as the mail was closing, informing him that a rumour had just reached the city of a vessel's being at the Hook, bringing news of peace. The house, apprised of this, immediately adjourned without taking the question; and the next day the news being confirmed, the bill itself, on motion of Mr. Lowndes, was postponed indefinitely; and the subject of a bank was no further agitated during the remaining short period of the session."—*Pitkin.*

Mr. Wharton, of Pennsylvania, author of several articles on commercial legislation, observes with reference to the chartering (in 1816), of the new bank of the United States—

"Congress met on the 4th of December, 1815, and while, by the great body of the people, the relief to be experienced from legislation was rated at the highest pitch, the legislature itself entered into the field with an ardour and enthusiasm unprecedented since the formation of the government. The return of peace had produced a buoyancy in the hearts of the great mass of the population, which is only to be compared with that experienced by a crowd of boys, who, on a bright March morning, throw open the windows of their school-room, and discover that the frost has already begun to loosen its nets from the face of the earth. Men looked northwards, and southwards, and westwards, at the great and fertile tracts which had just been reclaimed from the hazards of border war; and, as the want of the ancient mechanist had been once supplied—as a base had been discovered on which should rest the lever by which a world could be moved, the only thing remaining was, that the lever itself should be constructed. The capitol was looked up to as the necessary shop from whence the machinery should issue. By Congress a bank must be chartered, whose influence should counteract the costiveness which had impeded the monetary circulation. To Congress was committed the task of removing, on the one hand, the national debt, and of cancelling, on the other, the existing taxes. Through Congress, not only the desolation which had followed a protracted war was to be remedied, but fresh and permanent springs of prosperity were to be opened. That wise and equal trust in personal industry and personal honesty, by which alone permanent prosperity can be insured, was forgotten, and the people rushed to the legislature for the production of a panacea which should restore the drooping energies of the land and multiply its resources.

"The tone and bearing of the new Congress was calculated to promote the popular expectation. The old lines of party demarcation vanished, and each interest, no longer checked by past professions or personal experience, was willing to enter with the fullest enthusiasm into the new plans of national aggrandisement. The old party leaders had retired from the stage, and in their place was found a generation who had known them not. There were but few members of either house who could date their legislative history to the days of the first president, and among them Mr. Rufus King, in the senate, and Mr. Randolph, in the house, were the only men whose parliamentary abilities equalled their parliamentary experience. The demolition of the federal party during Mr. Jefferson's administration, and the war enthusiasm under Mr. Madison, had gone a great way to destroy, in the minds of the statesmen who then rose into action, those restraints which party discipline or hereditary prejudice might have created. When we look over the votes of the thirteenth and fourteenth congresses, we are surprised to find that the old party landmarks are reversed, and that the nominal federalists are discovered battling against measures once deemed instinct with federalism, while the nominal democrats give their earnest support to plans at which the father of democracy shuddered. There was, in fact, a broad and defined boundary line between the statesmen of the revolutionary war, and those of the war of 1812. Ordinarily, the texture of the legislature preserves an aspect of uniformity from session to session, from the fact that though changes take place, they take place gradually, and that though new members must necessarily

arise, they appear, like fresh strands woven into a rope at intervals, so divided as to preserve unbroken the continuity of the series. But, at the time of the late war, the capitol received an instalment of young legislators, all of them about the same age, and most of them endowed with great ability."

On the 6th of December, 1816, a motion was made and agreed to, "that so much of the president's message as related to a uniform national currency be referred to a select committee; and it was ordered that Mr. Calhoun, of South Carolina, Mr. Macon, of North Carolina (who soon after was removed to the senate) Mr. Pleasants, of Virginia, Mr. Hopkinson, of Pennsylvania, Mr. Robertson, of Louisiana, Mr. Tucker, of Virginia, and Mr. Pickering, of Massachusetts, be the said committee. To their charge was committed the following passage from Mr. Madison's message:—

"The arrangements of the finances, with a view to the receipts and expenditures of a permanent peace establishment, will necessarily enter into the deliberations of Congress during the present session. It is true, that the improved condition of the public revenue will not only afford the means of maintaining the faith of the government with its creditors inviolate, and of prosecuting successfully the measures of the most liberal policy, but will also justify an immediate alleviation of the burdens imposed by the necessities of the war. It is, however, essential to every modification of the finances, that the benefits of a uniform national currency should be restored to the community. The absence of the precious metals will, it is believed, be a temporary evil; but, until they can again be rendered the general medium of exchange, it devolves on the wisdom of Congress to provide a substitute, which shall equally engage the confidence and accommodate the wants of the citizens throughout the union. If the operation of the state banks cannot produce this result, the probable operation of a national bank will merit consideration; and if neither of these expedients be deemed effectual, it may become necessary to ascertain the terms upon which the notes of the government (no longer required as an instrument of credit) shall be issued, upon motives of general policy, as a common medium of circulation."

On December 25, 1815, Mr. Calhoun, as chairman of the bank committee, received from the secretary a letter both long and elaborate, presenting a scheme for a national bank, which was reported without amendment to the house, and of which the following is an abstract:—

I. *The charter of the bank.*—1. To continue twenty-one years.

2. To be exclusive.

II. *The capital of the bank.*—1. To be 35,000,000 dollars at present.

2. To be augmented by Congress to 50,000,000 dollars, and the additional sum to be distributed among the several states.

3. To be divided into 350,000 shares of 100 dollars each, on the capital of 35,000,000 dollars; and to be subscribed—

	dollars.
By the United States, one-fifth, or 70,000 shares . . .	7,000,000
By corporations and individuals, four-fifths, or 280,000 shares .	28,000,000
Total	35,000,000

4. To be compounded of public debt, and of gold and silver, as to the subscriptions of corporations and individuals, in the proportions—

	dollars.
Of funded debt, three-fourths, equal to	21,000,000
Of gold and silver, one-fourth, equal to	7,000,000
Total	28,000,000

The subscriptions of 6 per cent stock to be at par.
The subscriptions of 3 per cent stock to be at 56 per cent.
The subscriptions of 7 per cent stock to be at 106.51 per cent.

5. The subscriptions in public debt may be discharged at pleasure by the government, at the rate at which it is subscribed.

6. The subscriptions of corporations or individuals to be payable by instalments.

	dollars.
(1.) Specie, at subscribing—	
On each share, 5 dollars	1,400,000
At six months, 5 dollars	1,400,000
At twelve months, 5 dollars	1,400,000
At eighteen months, 10 dollars	2,800,000
Total	7,000,000
(2.) Public debt, at subscribing—	
Each share, 25 dollars	7,000,000
At six months, 25 dollars	7,000,000
At twelve months, 25 dollars	7,000,000
Total	21,000,000

7. The subscriptions of the United States to be paid in instalments, not extending beyond a period of seven years; the first instalment to be paid at the time of subscribing, and the payments to be made at the pleasure of the government, either in gold and silver; or in 6 per cent stock, redeemable at the pleasure of the government; or in treasury notes, not fundable nor bearing interest, nor payable at a particular time; but receivable in all payments to the bank, with a right on the part of the bank to re-issue the treasury notes so paid, from time to time, until they are discharged by payments to the government.

8. The bank shall be at liberty to sell the stock portion of its capital, to an amount not exceeding ——, in any one year; but, if the sales are intended to be effected in the United States, notice thereof shall be given to the secretary of the treasury, that the commissioners of the sinking fund may, if they please, become the purchasers at the market price, not exceeding par.

III. *The government of the bank.*—1. The bank shall be established at Philadelphia, with power to erect branches, or to employ state banks as branches, elsewhere.

2. There shall be twenty-five directors for the bank at Philadelphia, and thirteen directors for each of the branches, where branches are erected, with the usual description and number of officers.

3. The president of the United States, with the advice and consent of the senate, shall annually appoint five as the directors of the bank at Philadelphia.

4. The qualified stockholders shall annually elect twenty of the directors of the bank at Philadelphia, but a portion of the directors shall be changed at every annual election, upon the principle of rotation.

5. The directors of the bank at Philadelphia shall, annually, at their first meeting after their election, choose one of the five directors appointed by the president and senate of the United States to be president of the bank; and the president of the bank shall always be re-eligible if re-appointed.

6. The directors of the bank at Philadelphia shall annually appoint thirteen directors for each of the branches, where branches are erected, and shall transmit a list of the persons appointed to the secretary of the treasury.

7. The secretary of the treasury, with the approbation of the president of the United States, shall annually designate, from the list of the branch directors, the person to be the president of the respective branches.

8. None but resident citizens of the United States shall be directors of the bank or its branches.

9. The stockholders may vote for directors in person or by proxy; but no stockholder, who is not resident within the United States at the time of election, shall vote by

proxy; nor shall any one vote as proxy a greater number of votes than he would be entitled to vote in his own right, according to a scale of voting, to be graduated by the number of shares which the voters respectively hold.

10. The bank and its several branches, or the state banks employed as branches, shall furnish the officer at the head of the treasury department with statements of their officers, in such form and at such periods as shall be required.

IV. *The privileges and duties of the bank.*—1. The bank shall enjoy the usual privileges, and be subject to the usual restrictions of a body corporate and politic, instituted for such purposes, and the forgery of its notes shall be made penal.

2. The notes of the bank shall be receivable in all payments to the United States, unless Congress shall hereafter otherwise provide by law.

3. The bank and its branches, and state banks employed as branches, shall give the necessary aid and facility to the treasury for transferring the public funds from place to place, and for making payments to the public creditors, without charging commissions, or claiming allowances on account of differences of exchange, &c.

V. *The organisation and operation of the bank.*—1. Subscriptions to be opened with as little delay as possible, and at as few places as shall be deemed just and convenient. The commissioners may be named in the act, or appointed by the president.

2. The bank to be organised, and commence its operations in specie as soon as the sum of 1,400,000 dollars has been actually received from the subscribers in gold and silver.

3. The bank shall not at any time suspend its specie payments, unless the same shall be previously authorised by Congress, if in session, or by the President of the United States, if Congress be not in session. In the latter case the suspension shall continue six weeks after the meeting of Congress, and no longer, unless authorised by law.

VI. *The bonus for the charter of the bank.*—The subscribers shall pay a premium to the government for its charter. Estimating the profits of the bank from the probable advance in the value of its stock and the result of its business, when in full operation, at seven per cent, a bonus of 1,500,000, payable in equal instalments of two, three, and four years after the bank commences its operations, might, under all circumstances, be considered as about four per cent upon its capital, and would contribute a reasonable premium.

On Mr. Calhoun, as the chairman of the bank committee, did the duty devolve of presenting the charter to the house, and supporting it after it was presented. Mr. Calhoun, though not much beyond thirty years of age, had been present, and had taken an active part in the house during the two preceding sessions; and from his great ability, his boldness, his freedom from those points of offence which so often detract from the power of a parliamentary leader, he had been selected by the administration as its organ, not only on the bank question, but upon most of the remaining points to which the attention of Congress was directed.

There were objections to the bill urged, at the time, with great force. It was maintained that the establishment of the bank would in no degree facilitate exchanges. "Supposing that the paper of any one particular bank, state, or town, was fifteen per cent below par, and that it was necessary to purchase exchange on a distant point, it was deducible, from actual calculation, that to buy at once a draft on the place to be reached would cost no more than to exchange the depreciated paper into the notes of the national institution. In either case the fifteen per cent depreciation was to be overcome; and since the bank did not lessen the difficulty, the argument in its favour, drawn from exchange operations, was of no value."

It was agreed also, "that great danger would accrue from the want of responsibility of both president and directors. Great sums of money would constantly ebb and flow through their hands, and it was to be feared lest, by those temptations which in the strain of mercantile vicissitudes were presented, facilities so great might be abused. It was suggested that the directors should be salaried, and be made responsible; but so anxious was the house to pass a bill which would be acceptable to the new stockholders, that the proposition found little support. As the discussion progressed, however the doubts felt by a few at first began to be more generally entertained, and the

large minority which was found against the bill on its passage, exhibited the great reluctance of even the administration members to adopt in full the administration scheme.

"It was argued, in the third place, that all that the country wanted was to be left alone, and that it was most unwise to fasten upon her, for twenty-five years, a measure which was meant, and constructed to meet, a temporary emergency. The great exertions which the war had induced, had been succeeded by a state of lassitude and exhaustion; but was it just to suppose that such a state would continue, and to frame a system of stimulants, which must be used not only for the present, but for the future? If the country wants to be lifted up, apply the proper machinery for the purpose; but do not, after she is once upright, subject her to a continual upward strain. In the words of Mr. Hopkinson, 'In this young nation, with its vast resources and solid wealth, the remedies would come of themselves, in a great degree, if we have patience to wait for them.' The best policy, in such a case, is to let alone; to legislate, at all events, for the present and not for the future, and to trust much more to the active and permanent exertions of the people themselves, than to the insubstantial labours of their legislature."

On the appearance of the bill in the house, it was saluted by a series of amendments, the most of which were unsuccessful, and the bill was finally carried, and the charter signed by the president on the 10th of April, 1816.

The bank of the United States did not immediately commence business. It was considered necessary first to provide for the disordered state of the currency, and against future depreciations. A special agent was sent to Europe to contract for specie, 7,311,750 dollars value of which was, between July, 1817, and December, 1818, imported into the United States for the use of the national bank, at an expense of 525,277 dollars. Mr. Pitkin observes that—

"In addition to this expense, during the year 1817—18, a scheme of stock-jobbing was devised and carried on in the shares of the bank, highly injurious to the bank itself, as well as the public, in which some of the directors, and even some of those appointed by the government, were concerned.

"In this scheme, a large amount of the money of the bank was used, being loaned to those concerned in it, on pledges of the very stock purchased with the loan, at 125 dollars per share. In consequence of these profligate speculations, the price of shares, about the 1st of September, 1817, rose to 156⅓ dollars. The bubble, however, at last burst, and, in December, 1818, the price fell to 110 dollars per share.

"In consequence of this mismanagement, the bank lost between two and three millions of dollars; the loss at the office at Baltimore alone, amounted to 1,671,221 dollars; and the bank was unable for a long time to make dividends.

"On a change in its direction and presidency, the bank gradually recovered from its losses, and has since been managed in a manner, not only highly beneficial to the government, but greatly conducive to the interest of the community at large. In the course of sixteen years, this institution has collected and received in its vaults public money, to the amount of from three to four hundred millions of dollars; and this vast amount it has disbursed and distributed through the United States, in the payment, not only of the various ordinary expenses of the government, but the interest and principal of the public debt, and the numerous government pensions, &c.; and this has been done without the loss or expense of a single dollar to the government. It has also aided the government by temporary loans; and in this way, in one instance, saved the public credit. A large instalment, being the balance of the Louisiana debt, became due on the 21st of October, 1820, and was previously advertised to be paid on that day; *but, in consequence of an unexpected defalcation in the receipts of the revenue, the funds of the government were insufficient to meet so large a payment. In this situation, the treasury department made application to the bank, stating that it 'had not the means of paying the balance,' at the time specified, and requesting it to 'advance the amount to the holders of the stock, or their agents, in such a manner as to* save the public credit, *and to satisfy the holders.*

The bank immediately complied with this request, and made such arrangements as saved the credit of the public treasury.

"That this institution, with its twenty-five branches located in different parts of the union, has, in a variety of ways, essentially contributed to advance the United States to their present prosperous condition, no one acquainted with its operations and effect can entertain a doubt. It has afforded aid, either directly or indirectly, to the merchant, the manufacturer, and the agriculturalist; and thereby contributed to the advancement of the internal as well as external resources of the country. One of the great objects for which it was established, and which is of common benefit, has been accomplished—it has rendered and continued the currency as uniform as any currency consisting of paper can be. The aids it has afforded the merchant and the manufacturer, by loans, and by furnishing facilities for foreign and domestic remittances, are too common and too well known to be here noticed. Nor should it be forgotten, that this institution has also furnished the East India and China merchant with a credit in Europe, and thereby saved him the necessity of carrying so much specie to those distant markets; and the public has been thereby relieved from embarrassments, sometimes occasioned by a sudden demand of millions of dollars for exportation to those countries.

"In the message of President Jackson to Congress, in December, 1829, referring to the national bank, the message declared, that 'both the *constitutionality* and *expediency* of the law creating this bank *are well questioned* by a large portion of our fellow-citizens; and it must be admitted by all,' the message added, 'that it had failed in the great end of establishing *a uniform and sound currency*.' This declaration created no little surprise in the minds of all who had made themselves acquainted with the nature and benefit of banking operations, and, particularly, with the effects produced by the bank in question on the currency of the United States."

The Senate and House of Representatives appointed committees each to report on this communication, and they expressed opinions decidedly in opposition to those of the president.

On the 1st of January, 1833, the directors of the bank prepared and delivered to the committee of ways and means, a statement of their condition, which exhibited

CLAIMS AGAINST THE BANK.

	dollars.	cts.
The notes in circulation	17,459,571	79
The deposits, public and private	13,547,517	95
The debt to the holders of the funded debt of the United States, for principal and interest	6,723,703	16
Total	37,807,322	74

ITS RESOURCES.

Specie	8,951,847	60
Notes of state banks	2,291,655	40
Balances due by state banks	1,596,252	08
Funds in Europe, and foreign bills of exchange	3,190,225	43
Real estate	3,036,241	52
Debts due by individuals on notes discounted	43,626,870	32
" " on dom. bills of exchange	18,069,043	25
Mortgages, &c.	103,330	75
Total	80,865,465	99
Claims as above deducted	37,807,322	74
And there remained, according to this estimate, a surplus of	43,058,143	25

This statement being considered highly satisfactory, the funds of individuals as well as of the government, continued to be intrusted to the national bank; and the price of its stock was a proof of the confidence in its condition and management. In loans and discounts, by the actual distribution and application of its capital, the southern and western states, that is, the states south and west of Philadelphia, had received an amount exceeding 43,000,000 dollars, in May of 1832, which were then in circulation. In the states bordering upon the Mississippi and its valleys and streams, it had exceeded 30,000,000 dollars, of which, nineteen or twenty were in discounting promissory notes, and the remainder was composed of discounts of bills of exchange, foreign and domestic.* President Jackson, in his message, December, 1832, not only called in question the constitutionality and expediency of the bank, but also its solvency. In 1833, the treasury withdrew from the bank 8,000,000 dollars, within a fraction. The national bank and the state banks curtailed, at the same time, the amount of credit upon which the business of the country was carried on. Property declined in value. Innumerable failures occurred in consequence of the want of bank accommodations. Those which stood, maintained their credit only by enormous sacrifices. Public works and private enterprises were arrested. The means of labour were cut off from those who most required it, and a general pecuniary distress seemed to pervade the country.

"When it was finally settled," observes Mr. Lawrence, in an article on banking in the United States (1844), "that no re-charter of the national bank was to be obtained, a plan was projected to combine the advantages of the long established correspondence, name, and machinery of the former bank, by incorporating its stock with a new institution, under the name of 'The President, Directors, and Company of the Bank of the United States of Pennsylvania,' which was chartered on the 18th of February, 1836, by the legislature of that state. The transfer of the funds of the old institution was made into the new state bank.† More than fifteen per cent was restored to the government, beyond its subscription, at the period of the transfer; and three and a half per cent had been paid to the treasury every six months, for a long course of years. In consequence of the advantages to be derived from the new state institution, the stockholders were content to subscribe anew in the state bank; and it is alleged that all of them might, at this juncture, have received their investments back, not only at par, but with a large advance. This the government actually did; and no power was possessed by the government, that was not equally enjoyed by every individual. Indeed, it was alleged by Mr. Nicholas Biddle (who had held the administration of the affairs of the state bank, as he had done that of the national bank), as recently as April, 1841, that the state

* Pitkins's Statistics—Webster's Speeches; vol. ii., p. 100.

† Mr. Pitkins observes: "The removal of the public deposits, from the vaults of the bank of the United States, produced a general distrust and want of confidence, not only in the moneyed concerns of the banks, but of individuals; and for a time occasioned such a derangement of the great money transactions, in their infinite ramifications, as to cause great pecuniary distress, throughout this extensive country. To a superficial observer, the cause appeared inadequate to the effect; not so, to those who had observed similar effects, even from slighter causes, in commercial countries, where credit was the basis of their various moneyed operations.

"Had the Chancellor of the Exchequer, in Great Britain, by royal mandate, removed the public money from the vaults of the Bank of England, who can doubt, that it would have produced, for a time in that country, such a distrust, panic, and pecuniary distress, as it had never before experienced."—p. 457.

institution was prosperous down to the end of his administration in March, 1839. The downfall of the state institution, however, soon occurred, bringing disaster upon a large circle of stockholders who had intrusted their funds to its keeping. Without entering into a consideration of the particular causes of that event, it may be remarked that the period in which it occurred was a crisis bringing disaster upon the greater part of the stocks throughout the country; and it is believed that its fall arose out of causes which had not acted upon the national bank. From March, 1839, to March, 1841, the stock of the state bank declined from 116 to seventeen per cent; and this loss fell in considerable part upon those who had been the original stockholders of the bank of the United States, from which this was created. But that new institution did not rest upon the broad foundation of national aid; it was not backed by the national confidence; it had a more local and a narrow basis, and it is believed by many judicious and honest minds, that the facts to which we have alluded, were among the principal causes of its downfall."

We do not propose here to enter into a discussion of the various projects that have been urged on the one side and the other for or against a national bank. Since the expiration of the last national bank, in 1836, a bank charter, which passed both houses of Congress, was vetoed by President Jackson; and another bank bill, passed by both houses, was presented to and vetoed by President Tyler. The question, however, of a national bank and the tariff have been the source of more party discussion, of late years, than any subject. In regard to the general principles which should regulate the emission of bank paper, Mr. Webster, in June, 1844, in a speech delivered at Trenton, expressed the following opinions:—

"There are dangers and evils, as well as benefits and advantages, in that mixed circulation of coin and paper which now exists among us. That that mixed circulation will continue, seems certain. That far the greater part will consist of paper, until there shall come another day of disaster to the banks, seems certain, also. That this circulation, in its present state, while the banks which issue paper are solvent, and do not issue it in excess, is convenient, and as beneficial as any local circulation can be, may be also admitted. But neither of these things is more certain than that danger hangs round the system, calling for care and discretion, oversight and watchfulness from the government, or in the absence of the exercise of any powers of the government, from the banks themselves, and from the community. I have ever been and still am of opinion that this guardianship and superintendence of the currency, is one of the constitutional, appropriate, and necessary exercises of the authority of the national government. But that point I do not now propose to argue, or to touch. But I wish to state what I consider the danger to be, and whence it arises, to the end that the country may not be led to forget the existence of that danger, although it be not, at the present moment, standing in an appalling attitude before us.

"Gold and silver are the universal standard of value, and medium of payments, among all civilised nations. All the coin in the world belongs to all the commercial nations in the world, each having naturally a share of it, proportioned to its commercial business and use. If bills of exchange were unknown, then coin would exchange hands from country to country, in order to pay debts and settle balances, as the course of trade should have created such balance, on the one side or the other. Coin is the universal solvent of commercial balances, the general paymaster, whose office it is to square accounts, arising from the interchange of commodities. If produce exported becomes debtor to produce imported, coin must pay the difference; and where exports throw a credit over import, coin returns to adjust the accounts. All this is as simple, in the order of things, as is the proceeding of a farmer, who goes to the market town, with the produce of his farm, and with money in his pocket, if he wishes to buy more than he has to sell, or bringing home more money, if his sale exceed his purchases.

"But in the intercourse of nations, there are things which affect the simplicity of this proceeding, and render it a little more complicated, without changing its nature. The use of bills of exchange is universal. Bills of exchange prevent, in a very great degree, in a settled state of trade, the actual transmission of coin from country to country. They run the round of the whole mercantile world, bringing nations to a settlement, each one with all the rest, one paying its debts to another, by drawing on its funds in the hands of a third, and leaving coin to be called for, only where balances of debt are considerable, or appear to be accumulating at some one point. London may be regarded as the centre of exchanges for Europe, and the city of New York, for this country; Paris, Hamburg, and Amsterdam being auxiliaries to London; and Boston, Philadelphia, Baltimore, Mobile, and New Orleans, auxiliaries to New York.

"The state of exchange, then, at any time, between New York and London, shows substantially the state of trade, in the aggregate, between this country and Europe, and the balances actually existing, or soon to arise, on the one side or the other. Speculations founded on calculations respecting future events, such as the probable amount of the staple articles, for the year, or the results of manufacturing industry, the probable rise or fall of prices, and other such things, affect, to a certain degree, the actual rate at which bills of exchange are bought and sold, and thus qualify that which would otherwise be the mere result of facts, with more or less of the influence of opinion. Still, the general and the safe index of the state of trade is the state of the exchanges.

"To an accurate understanding of the subject, however, it is necessary to bear in mind that the nominal exchange between the United States and England does not correspond with the real commercial exchange; by reason of the difference which the laws of the two countries have established in regard to the value of gold, and of the incorrect estimate, usually made here, in the business of exchange, of the value of the pound sterling. In exchange the pound sterling is received at 4 dollars, 44 cents; its real value may be put at 4 dollars 80 cents, and so the laws of Congress regard it. This difference amounts to eight per cent. So that when a bill of exchange is bought in New York, payable in London, in sterling money, if the premium given for it do not exceed eight per cent, it is really purchased at about par; and in this state of exchanges there is no danger of the export of specie.

"Gold and silver, as I have already said, constitute the standard of value, and medium of payment among nations. The same is true, in effect, in domestic trade, and among individuals. But here comes in the modern use of bank paper as the representative of gold and silver, which supplies the place of coin, and almost supersedes it in domestic transactions. Most commercial countries authorise the circulation of paper, and this circulation is greater or less, according to circumstances, and to the habits of the people. In the United States and England it is large, in France it is less.

"I am not now speaking of government securities, irredeemable treasury notes, or any thing of that kind; I am speaking of bank notes, promising payment in specie on demand, and circulating as cash. In the United States such bank notes are issued by many hundred different banks. They pass from hand to hand, as money, and little gold and silver is seen in the daily business of life. This state of things is convenient, so far as local circulations are concerned, and while the use of paper is restrained within just limits. But then comes the question, what are the just limits, and who is to preserve them? What is the standard by which we are to decide the question of excess, or no excess? and who is to support the standard?

"Is there, or is there not, or may there be, or cannot there ever be, excess, so long as the banks are able to redeem their paper? What do we mean by excess, or over issues, or injudicious superabundance of paper?

"*To answer these questions, we must remember that the true operation of bank paper is of a representative character. It represents coin. But this representative, like other representatives, sometimes forgets its constituents, and sets itself up to be somebody or something; when of itself, it is nobody, and nothing.* The one dollar bill which you have in your pocket is no better than blank paper, except so far as you have confidence that it will, whenever you wish, bring a dollar into your hands.

"A bank note, professing to represent coin, and being a true representative, acts a

respectable part in the drama of commercial affairs; but when it sets up for itself, or offers itself in an independent character, it only 'presents the person of moonshine.' The security of paper, first against the insolvency of banks, and secondly against the general evil of over-issues and inflated circulation, consists in maintaining a just and direct relation between the amount of paper and the gold and silver which it represents. I do not, of course, say a relation of equality, but a just relation, and a direct relation. In other words, I mean to say that when the course of trade withdraws specie from the country, then the amount of circulating paper should be proportionally diminished.

"Bank notes will not pay foreign debts. Strangers will not trust this representative of coin. They cannot judge of his credentials, and, therefore, demand the presence of the constituent itself. Here, I think, lies one of the great temptations to excessive issues of paper. Then trade is such that balances are rising against us abroad, and the exportation of specie commences. There are those who always desire an enlargement of the paper circulation to supply the deficiency, and to keep up prices. But enlargement of paper issues under such circumstances, is the first step towards a *crisis*, commercial distress and revulsion. The country is full of enterprise. No people have more. Almost every man is active, while, at the same time, and for the same reason, capital is less abundant than in older countries.

"These circumstances keep up a demand for loans and discounts, especially in times of activity; and although it is doubtless true that a well-conducted system of paper circulation may, to some extent, act as expansion of capital, and in that way be useful in a new country, yet men are too apt to delude themselves with the idea that paper is currency.

"But I am now considering mainly, paper currency at home, in its consequences upon importations, and other branches of foreign trade, and a just limit to its, or these discounts.

"An opinion has prevailed, in England, and I suppose still prevails, that it is safe in banks to discount every good bill of exchange or promissory note, which bill or note is business paper, as it is called; that is, if it has been given in a real transaction of buying and selling. This has been, heretofore, the rule with the Bank of England.

"Now, if by this, no more were meant than it might be safe for the bank itself, and so far as its own interests are concerned, to discount all such paper, the proposition might be admitted. Business paper, generally speaking, may be regarded as safe paper. But that all good business paper may be discounted by banks, and the discount paid in bank notes, without danger of injury to the public from an excess in the paper circulation, is a proposition which I do not admit, and which I think of dangerous tendency. I am persuaded that enlightened bank directors, disposed to regard the public good, as well as the interests of their own stockholders, can never act on such a principle.

"It is a fundamental error; and in a country so full of enterprise, and so much disposed to activity as ours, its practical tendency is to stimulate business too highly, too inflate prices unnaturally, to cause overtrading, over production, and over action in all departments of business. It swells the amount of paper beyond its just relation to specie, and exposes the country to sudden revulsions. While specie is departing, to pay debts abroad, it is the effect of this shallow and short-sighted policy to increase the paper circulation at home. How can such a course of things terminate but in disaster and distress?

"We are now just recovering from a deep and long-continued depression. All branches of business give evidence of revival and of healthy action. The danger is that we shall not be content to make haste slowly; that a spirit of speculation may spring out of our state of prosperity when it shall become flushed. The danger is that paper will be issued to excess, prices become extravagant, and the symptoms of crisis be upon us before we are aware. All this may not happen; but the only security that it shall not happen lies in this, viz.:—that bank issues be kept within just bounds, *with direct reference to the amount of gold and silver.*

"Let me illustrate my meaning by a supposed case. Suppose the amount of coin in the banks of New York to be five millions. Suppose them to have issued, in paper, three millions for one, that is to say, fifteen millions. I do not intend to say that this is a just proportion, but it may be assumed, for illustration.

"Now, suppose the holders of one of these fifteen millions demand specie for it, for exportation. Then fourteen millions of paper remain resting on a basis of four millions. If a second million of specie be called for, then thirteen millions of paper rest on three millions of specie, and so on. Now, it is evident that if such a process as this begins, and threatens to go on rapidly without contraction, general distress, and perhaps explosions of the banks themselves, would be the inevitable and immediate consequences.

"This catastrophe, and the tendency of things toward it, is to be guarded against by just restraints upon the amount of discounts, by waiting the course of trade, and observing continually the index of exchange. It is not sufficient guard to look at the supposed responsibility of paper offered for discounts, or to inquire whether it arose in any case from real transactions of sale and purchases. If the exchanges indicate that exportation of specie may be apprehended, more caution is necessary; and when exportation ordinarily commences, it should be met by an immediate and corresponding diminution of the paper circulation. This will slacken that exportation, check it, and finally stop it. The process may be inconvenient for the moment. It may more or less depress prices, and dash men's hopes a little. But it is infinitely better to meet the occurrence by its proper remedy in the beginning, than to attempt to hold up against the natural course of things, to maintain trade in an artificial and forced state, tending every day to a final, ruinous, and overwhelming fall of prices, and to a general prostration of credit.

"That which every branch of industry in this country most needs, is reasonable and steady, not extravagant or fluctuating prices; sudden changes deprive men of employment, and distress families.

"Steady occupation, with reasonable gain, constant markets, with fair prices, with no apprehension of sudden change, and the security which a man feels that that is money which he has taken for money, freedom from alarm and panic, and no fear of disorder or violence; these things compose the elements of general and enduring prosperity among the industrious and producing classes of the community.

"In the present state of things, in the absence of all oversight by government, the continuance of the public prosperity very much depends on the banks themselves. Subject to no control but their own discretion, they ought to feel responsible for the exercise of that discretion.

"The great cities near to us, and other great cities, the sources of a great proportion of bank paper, are jointly called on to guard the country against such evils as it has already more than once experienced.

"There ought to be an understanding among the leading institutions, and a just disposition to discountenance everywhere either extravagant lending or extravagant borrowing. I do not presume to admonish the banks; but I hope they will receive these suggestions as made in a friendly spirit. If discretion and candour in this respect be not exercised, our present state of health will itself bring on disease; our very prosperity will plunge us in disorder. We are well instructed by experience—let us not be lost to experience. Let not all the good, all the comforts, all the blessings, which now seem in prospect for all classes, be blighted, ruined, and destroyed, by running into danger which we may avoid. The rocks before us are all visible—all high out of water. They lift themselves up, covered with the fragments of the awful wrecks and ruin of other times. Let us avoid them. Let the master, and the pilots, and the helmsman, and all the crew, be wide awake, and give the breakers a good berth."

Two prominent parties have arisen in the country, the one advocating the charter of a bank, on the ground that such an institution is constitutional and expedient, and the other opposing it upon opposite grounds. If we trace the political history of the national banks of the country back to the early controversies which have arisen upon the subject of their establishment, we find that the discussions have not always been made strictly party questions. The bank of 1791, as has been seen, was established under the auspices of President Washington, and was at that time deemed by him constitutional. The refusal of Mr. Madison to sign the bank bill of 1811, appears to have been founded in honest doubts as to its expediency, and the bill of 1816 was passed into a law with his approval. The vetoes of some of his successors seemed to have been based upon its alleged in-

expediency and unconstitutionality. It would seem that a solemn decision of the Supreme Court has fully set at rest the constitutionality of a national bank;* but its expediency, of course, must depend upon various considerations connected with its structure and operations.

During the existence of the charter of the late bank of the United States, banks multiplied in the respective states with reckless and fatal rapidity. On the adoption of the constitution of the United States, three state banks only existed, and their aggregate capital amounted to no more than 2,000,000 dollars, about 430,000*l.* On the 1st of January, 1811, their number had increased to eighty-eight, with an aggregate capital, real or fictitious, of 42,610,000 dollars. Between the 1st of January, 1811, to 1815, 120 new state banks appeared, with a presumed capital of 40,000,000 dollars. The secretary of the treasury, Mr. Crawford, estimated the paper circulation of the country, during the year 1816, at 99,000,000 dollars, and the specie circulation at 11,000,000 dollars, making the whole 110,000,000 dollars. Loans to the government were effected by some of the banks of the middle states during the war; and as those were made, for the most part, in bills, the issues must, through that means, have become greatly increased. The pressure before September, 1814, caused those banks to suspend the payment of specie for their bills.

The rapid depreciation of their bills was the natural consequence. The bills of the bank of Baltimore were at a discount of twenty per cent; those of the banks of the city of New York, of ten per cent; and in January of the following year, the discounts at Baltimore were twenty per cent, and at New York, fifteen per cent. In consequence, the revenue was paid in bills of unequal value, and loans could only with difficulty be procured by the general government. Peace, in February, 1815, restored confidence in the state banks; but they did not resume specie payments. The depreciation of their bills continued. The debts due to the United States, as well as those due for the payment of large importations after the peace, could only be paid in those depreciated bills. Gold and silver, it is true, constituted the only legal tender of payment after the charter of the first bank expired; yet necessity compelled the government and other creditors to receive depreciated bills in the absence of other payment. In consequence of this disordered state of the currency, it was found difficult, by the secretary of the treasury, to make payments in the various parts of the United States; and efforts were accordingly made to unite the state banks in resuming specie payments, but without success. The bills received in the different states in payment of the revenue, were of unequal value. When the United States bank was re-established in 1816, measures were adopted to collect the revenue in the new legal currency of the union; Congress instructed the secretary of the treasury to receive nothing in payment but the legal currency, or treasury notes, or notes of the national bank, or notes of banks that were paid in specie on de-

* M'Culloch *v.* State of Maryland, 4 Wheaton, 316.

mand. In 1817, an arrangement was agreed upon between the bank of the United States and the state banks of New York, Philadelphia, Baltimore, and Virginia, which enabled those banks to resume cash payments.

From 1811 to 1830, no less than 165 state banks, possessing an aggregate capital of about 30,000,000 dollars, either failed or discontinued their business; those failures occurring in nearly every state and territory of the union. The treasury had about 1,400,000 dollars deposited within their vaults: the greater portion of which it lost; while the loss to individuals was that of many millions, —the bulk of which fell upon widows and orphans, whose property had been intrusted to those banks. These failures arose in some cases from the multiplication of banks in places where they were not required; from injudicious discounts and over issues; from ignorance of the principles of banking, and the nature and operation of banking institutions; and, in some cases, from a desire of gain, at the expense of individuals and of the public.

In a recent letter written by Mr. Hamilton, of New York, on the subject of banks and the currency, and in which he proposes the creation of a state bank of issues, and the restriction of private banks to circulation, discounts, and deposits, addressed to the Legislature of the State of New York, that gentleman observes:—

"In the project I am about to suggest, there will, perhaps, be found no other recommendation than an attempt to reconcile the ultra speculations of an exclusive metallic currency with one of a representative character, based on absolute responsibility, convertible into specie.

"It may be asked why any effort should be made, at the outset of an experiment (the new banking law of New York), the advantages or defects of which could not have had an opportunity for development, that a project, essentially changing the whole system, should be brought forward. I, however, contend, inasmuch as the general banking law is only on trial, it is the duty of the legislature to have in view some substitute in the event of a failure, and not be taken entirely by surprise at the moment of embarrassment. In the present experiment, there is nothing of real novelty, except it be the extraordinary fact, that government has relinquished the control over one of the most delicate attributes of sovereignty,—the power to create money, and that, to an unlimited extent.

"The door has been thrown wide open for the issue of a paper currency; the old system and the new are in full operation, each dependant on the other for permanent existence, while, in fact, in their action, the several banks are heterogeneous, antagonist, independent. There are no two institutions having a common interest, and none governed with reference to the public welfare. The polar star of each is profit; this is the guide, aim, and object of private banking, and the legitimate pursuit, when restricted to honourable and honest operations. It is, nevertheless, equally correct, that, while these associations ought to be unlimited in the use of their capital, and its intelligent employment, they should never be intrusted with a power which, if abused, may shake the national prosperity to its foundation. Is not the reason as powerful now as at the recent crisis it was represented to be, that one of the chief causes of the embarrassment resulting in a suspension of specie payments, was the existence of an *inconsiderate multitude of currency purveyors?* If so, what is to be the influence of our general banking system? Does it tend to curtail or to expand the difficulty; or, has it, by some new light, been discovered that the paper medium is more stable in proportion to the sources of its creation? There is now no check to the creation of these money mints; any body and every body, with or without character, has a right to enter the fair field of competition. The

amount of corporate bank capital has no limits, and for the wants of the country the currency will prove equally redundant. The whole wealth of the community, in money, ingenuity, contrivance, and chicanery, will soon be monopolised by these prolific paper-money creating concerns; every species of disguise will be resorted to; and some, not less contemptible than the miserable trick of that respectable institution, the Delaware and Hudson, of issuing notes payable on DEMAND, six months after date, 'demand' in conspicuous letters, the residue scarcely legible, a fraud without any more honest motive than the gratification of a successful imposition on the unwary.

"It is not in the state of New York alone that the fascinating project of free banking is to be experimentally essayed; the speculative example has been infectious, and while the anomalous absurdity of unrestrained paper issues is preserved perfect, the modes of giving full effect to the scheme will be as varied as the capriciousness of legislative fancies shall dictate.

"Entertaining these views, I am induced to suggest a premonitory modification of our banking system, which, although radical, as it curtails the money creating powers of the banks, is nevertheless essentially established on the known and intelligent principles that have heretofore, in a different shape, proved so successful an auxiliary in the progress of our great national prosperity. The project I propose is, to preserve the good, and discard, as far as is compatible with prudence, a feebleness in our currency, which has, unfortunately, in some measure become identified with our established experience in fiscal economy. In my estimation, it would be absolutely impolitic, and equally pernicious, altogether to repudiate a paper currency, if such a measure were practicable; it is, notwithstanding, imperatively important that the public should resume the supervisory government of this subject. The superintendence of a power of such immense and vital consequence to the integrity, stability, and permanent interests of the public, as that of money making, ought not, in the very nature of its operation, to be legislatively lodged in the exclusive hands of individuals. The value of no man's property, much less that of a community, should ever be placed at the capricious will of private cupidity and speculation. To effect a permanent change, the private banks must be gradually shorn of their improvident and unconstitutional powers, before the public mind can settle down into any intelligent knowledge of its pecuniary responsibilities.

"*In order to effect this object, and at the same time preserve the harmony of our fiscal operations, the legislature ought to establish a state bank of issues, and simultaneously convert the private banking associations into simple banks of circulation, discount, and deposit.*

"In referring to the report of the secretary of the treasury of the United States, it will be found that there were in 1830 about 320 banks, with an aggregate capital of 145,192,263 dollars, with a circulation of 61,324,000 dollars; which, by January, 1837, were increased to 973 banks, with the immense capital of 324,240,293 dollars, sustaining a paper circulation of 185,782,506 dollars; to which the state of New York has, within one year, under the general banking system, prospectively added more than 200,000,000 dollars of capital.

"If we compare our condition with that of Great Britain, the contrast will present a most extraordinary contradiction. The national debt of that great and powerful nation is eighteen times larger than the entire public indebtedness of this country. In referring to official statements, the amount of our public stocks, exclusive of the 6,000,000 dollars of treasury notes of the federal government, are estimated at 200,000,000 dollars; while the sum due by Great Britain is about 3,600,000,000 dollars; and, on the other hand, her paper circulation does not exceed 140,000,000 dollars, while ours has been expanded to more than 190,000,000 dollars. What must be the conclusion from this exhibition? Does it not exhibit an inconsistency fatal to the permanency of our currency? The solution of the enigma resolves itself into the fact, that in proportion as we create bank capital, we expand an artificial currency without increasing the wealth or accommodation of the public.

"*In the event of a renewed embarrassment, it is to be hoped that the suicidal course*

pursued by the banks in the spring of 1837 *may not be re-enacted. The commercial community will not again submit to be annihilated; there will be no discrimination between banks and merchants, the whole will be involved in a common chaos."*

Mr. Henry Lee, of Boston, in his forthcoming work, "Letters to Cotton Manufacturers" (parts of which he has kindly forwarded to us), exposes, with great boldness and ability, the banking systems on which the majority of the banks of the United States were conducted. He contends that they have been founded and conducted on much the same principles as those inculcated and acted upon by Mr. Law, in France.

"The banking and currency hallucination," says Mr. Lee, "which extended through all the states at the period in question, was hardly less general, though perhaps much less violent, than the illusions which prevailed on the same subjects in France, during the banking operations of John Law, spreading as they did to England and Holland, where they produced effects similar to those experienced in the former country. In this country, the effects of managing the currency on principles similar to those of Mr. Law did not exhibit themselves so suddenly, and in such a destructive, such a terrific form, as they did in France, but, from their more frequent recurrence, and much longer duration, the practical operation of those principles has been infinitely more disastrous in their moral as well as economical consequences to the people of these states, than were produced in France and the neighbouring nations by the operation of the schemes of Mr. Law. Nor have there been in this country, as there was in France, any compensating effects experienced from the dreadful evils we have endured by a renunciation of the unsound, impracticable, and dishonest principles of currency and banking which have led to all our monetary embarrassments, difficulties, sufferings, and immoralities.

"In France, the historical record of the ruinous effects of Mr. Law's Mississippi scheme, and of his bank projects and bank bubbles, and the later and fresher reminiscence of the revolutionary *assignats*, have taught that intelligent nation valuable lessons on the subjects of banking, currency, and financiering, from which they have profited by the establishment of a permanently sound and practicable system. To the issue of those *assignats* the nation was driven, as it were, by the outbreak of a terrible revolution, the reaction of centuries of bad government, and whose convulsive and frensied movements threw into a state of disorder and mismanagement, which continued for a considerable period of time, all the functions and powers of government under the various forms it assumed. In that difficult and distressing emergency, the French government resorted for relief to the use of an unlimited issue of paper money, which was forced, in its various stages of depreciation or worthlessness, upon the people of that country by the severest enactments of government. The people of this country, in their national capacity, resorted to similar expedients for relief, or for salvation in the difficult and trying circumstances in which they were placed at various periods of our revolutionary struggles for national independence.

"No such apology as we have suggested in favour of the French nation in the issue of their *assignats*, could be offered in alleviation of the criminal conduct of Mr. Law and the government of France who encouraged his scheme, and co-operated with him in promoting its success. The basis of Mr. Law's project for creating wealth was *confidence*—not confidence resting on a just and solid foundation—but having for its sole support a fraudulent reliance on the gross ignorance or the blind credulity of one portion of the nation who were to be its victims, and the base unprincipled cupidity of a smaller but more intelligent portion, who expected to profit by it. The means by which this stupendous fraud was practised upon the country, independently of the ignorance and credulity of one part of the nation, and the dishonesty of another portion of it, were derived from the unjust and arbitrary acts and decrees of the government. But, although the government, aided by speculators, gamblers, sharpers, ruined courtiers,

and other venal and unprincipled men, who expected to profit by the monetary and financial disorders caused by Mr. Law's nefarious contrivances, could raise the bubble, it was beyond their ability to prevent its explosion, or to save, from the ruin which it spread over the whole country, many of those persons who were among the most instrumental in its inflation.

"The proposed purposes of Mr. Law's plan of financiering and banking were first, to enable the government to pay its debts without taxing the people; secondly, to enable every man in France to augment his property to any wished-for extent, and to do it solely by unlimited issues of paper money, by multiplying the *signs* of wealth, and considering them as equivalent to a corresponding augmentation of *wealth*—to regard the *sign* of a thing as the *thing* itself,—the *shadow* of a substance as the *substance* itself,—and consequently, as by increasing those *signs* of wealth, in the form of paper money, to twice or thrice their existing amount, or in any other given ratio, the wealth of a nation would be increased in a corresponding degree. Having given these fallacies the appearance of truth to the minds of the people of France, an appearance which they still maintain in the minds of the great mass of the American nation,* there was no further obstacle to the accomplishment of the designs of Mr. Law, and of the government which acted in concurrence with, and in support of, the designs of that unprincipled, or that insane projector.

"The system of banking and currency on which we have been acting and are still acting, is based, in a considerable degree, on the erroneous principles involved in the operations of Mr. Law. It is true that, theoretically, there are some guards against a similar abuse of the money-making power; but, practically they have been of but little benefit to the country. The revulsions in business, resulting from the alternations of an overflowing or of an insufficient currency, have become more frequent, more sudden, more violent, more ruinous, and more enduring in their consequences, as we have enlarged our banking capital, and extended the number of our creators and administrators of the circulating medium of the country.

"The managers of the banks, then, if they have learned any thing from experience, it has only been evinced, first, in their increased boldness of action,—showing therein a wider departure than formerly from the true principles of banking; and, secondly, when

* Mr. Gallatin, in his "Considerations on the Currency and Banking System," published in 1831, makes the following remarks upon the erroneous notions then current in respect to the nature, uses, and effects of paper money. "Some persons are yet found (says this able writer), who contend for issues of paper money to an indefinite amount, without regard to the fundamental principle, that the demand is for value, and that it is impossible to increase the amount of currency beyond certain limits, without producing a corresponding depreciation in its value. A recurrence to that principle is sufficient to dissipate the singular illusion under which that opinion is advanced.

"After having tried to discover what was meant by those who pretend to argue in support of excessive issues of paper money, we have found nothing but a repetition of the erroneous assertions on which the famous Law attempted to build the stupendous scheme which bears his name, and desolated France in the year 1720. He asserted, first, that gold and silver were only the representative or the sign of wealth; secondly, that paper might be that sign as well as the precious metals; thirdly, that by doubling or trebling the amount of that sign, the national wealth would be increased to that amount; fourthly, that such increase of the currency would reduce the rate of interest, and thereby promote industry. It is hardly necessary to show that those assertions are a series of errors. The precious metals are not merely the sign or representative of wealth; they have an intrinsic value, on account of the cost of their production, and of the demand for other uses than currency, and are, therefore, wealth itself. It is because they have an intrinsic and comparatively stable value, that they have become the standard of the value of every other commodity, or, according to Law's vocabulary, the representative or sign of wealth. A certain quantity of those signs is necessary for a circulating medium; but the quantity used adds nothing more to the wealth of any country than the intrinsic value of that quantity."

The mistaken views in reference to the qualities and uses of paper, on which Mr. Gallatin was commenting in 1831, have been signally manifested, since that period, in the operations of the 901 banks that were at one time in operation.

the evils have come upon the country which always flow from the mismanagement of a currency, in the increased dexterity that has been shown by those gentlemen in not only escaping the blame justly imputable to their ignorance or their imprudence, but of diverting public attention and public dissatisfaction from consequences wholly due to their acts, and to the principles on which they act, to the agency of other causes having, in reality, little or no connexion with the operations and the results of banking.

"In these remarks upon banks, we refer generally to the conduct of the eight or ten thousand *manufacturers* and *managers* of the currency of the country. That there are some honourable exceptions we cheerfully and gladly admit; but they are too few in number, and too divergent in their principles and practices of banking from the popular notions current in this quarter, and in every quarter of the country, to exercise any beneficial power or influence over the general banking concerns of the nation.

"The loss of a considerable portion, if not the entire capital of a bank managed on the principles of banking current among us is, sooner or later, one of the natural consequences flowing from the operations of these principles. If, in the midst of the frequent and violent revulsions in trade, with which the country is periodically afflicted, and which we shall continue to experience on the present system of banking, the capital of a bank is unimpaired and productive, it must be owing, either to fortunate accidents, or, what is more probable, to the circumstance of its being governed by men who, in spite of their *bad principles*—we use the term in an economical sense—have exercised a degree of prudence and skill, which have counterbalanced the usual and natural effects of the unsound and pernicious system on which their concerns are conducted.

"The popular notions of banking, then, generally entertained throughout the country, are in accordance with those acted upon in France by John Law; namely, that, by augmenting the *money* of a country, you increase the *wealth* of a bank.

"In Philadelphia, on the occasion of a third suspension of the banks of that city, within the space of a few years, there was a meeting of the '*friends of equal rights*,' at which, among other proceedings, the following propositions, relative to the rights of property were advocated, and unanimously adopted:—

"'Resolved,—that the constituted authorities of the commonwealth are fully competent to support the institutions of the state created for banking purposes, in a liberal and proper exercise of their appropriate functions; and one of the chief of those functions is to furnish a circulating medium resting upon the confidence of the community, as much as upon the specie in the vaults and other assets of the banks for its use; and that all legislation calculated to strengthen and support such institutions in that particular, shall have our co-operation and confidence.

"'Resolved,—that in order to enable the banks of the city and county of Philadelphia to be of service to the community in the present crisis, we would respectfully recommend to the legislature a repeal of those provisions of the existing laws, by which their charters may be forfeited, or other penalties imposed for the non-payment of their notes and obligations in specie,' &c.

"Thus the banks of that city and state, having suspended specie payments—although in a better condition, according to their own statements, than the banks of New York city (which maintained specie payments)—for the purpose of accommodating themselves at the expense of their creditors—they were supported in this act by the '*Friends of Equal Rights*.' And what was the object of the friends of equal rights? Why, first, to applaud and sanction an act of folly and injustice; secondly, to require of the legislature of Pennsylvania, that they should, in their sacred character as legislators, sanction and legalise the impolitic and dishonest act, and thus protect them against the just demands of those persons who had, on the faith reposed in the honour and honesty of the banks, and in the laws of the state of Pennsylvania, trusted to their paper promises, under the guarantee of the laws of that state.

"The moral character of this proceeding, however low it may appear to men of sound and honest views of banking, and who have been taught to respect the rights of property,

was about on a level with similar proceedings in most of the other states,* and with the opinions generally current throughout the country in respect to the duties and obligations of banks, and of legislators by whose acts banks were brought into existence.

"These resolutions of the 'Friends of Equal Rights,' as they complacently described themselves, were assigned to a committee of gentlemen, one of whom was an alderman of the city, and another a judge of one of the courts of law, for the purpose of being presented to the legislature of Pennsylvania.

"That enlightened and honest assembly, in pursuance of the prayer of these 'Friends of Equal Rights,' and in conformity with petitions from other bodies, founded on a *similar regard for equal rights*, shaped their measures in accordance with the demands made upon them; and what has been the result of 'banking upon *confidence*,' as the petitioners recommended? and considering it as a 'substitute for specie in the vaults and the other ordinary assets of a bank?' This is a question which admits of a full and correct answer, by reference to notorious and indisputable facts, which shall now be adduced.

"A reference, then, to authentic statements of the market value of the shares of the sixteen banks of the city of Philadelphia, published in its best conducted journals, exhibits the following facts:—

"'On the 14th of August, 1838, after the return of most of the banks in the country to specie payments, the shares of the sixteen banks were worth, in the market, payable in a sound currency, 63,565,430 dollars. In about twelve months afterwards, they had sunk to 15,065,910 dollars. In January, 1842, they had fallen to 7,119,520 dollars; allowing the shares of the United States Bank to be worth 1,050,000 dollars. Subsequently they sank to a still lower sum.'

"This enormous destruction of bank capital is, however, not the largest item in the list of pecuniary losses which the state of Pennsylvania has sustained, directly and indirectly, from the workings of a bad system of banking and currency, since a considerable portion of the capital of the United States bank was owned in other states of the union and in foreign countries.

"If, then, it were possible to obtain all the data on which to found an estimate of the pecuniary loss of capital—by what are termed internal *improvements*, created at double the expense which they ought to have cost, and, in many cases, where they cannot become productive for a long period—and which were promoted by bank loans, and some of them originated by bank management. If to this waste of property, and misdirection of capital, be added the loss of bank capital, and a still larger sum, perhaps, for the injury sustained by all branches of industry, it might probably be found, that the state of Pennsylvania is, at this day, at least 100,000,000 dollars poorer than she

* On the influence of party feeling and party interests upon the subjects of currency and banking, Mr. Nathan Appleton, in his work on the currency, makes the following remarks:—

"Unfortunately the subject (currency and banking) has been connected with the party politics of the day. Nothing can be more unfavourable to the development of truth, on questions of political economy, than such a connexion. A good deal which is false, with some admixture of truth, has been put forward by political partisans on either side.

"The existence or non-existence of a national bank, has been so mingled with the contests of the political parties into which the country has been divided, that the attempt to discuss it on its own merits, without reference to its political bearing, may be considered rash, if not visionary. Yet it involves questions of political economy of the most difficult and abstruse nature, which can be little and imperfectly understood by the masses of the community. President Jackson made this question the symbol of party. The consequence has been, that for nearly ten years the mercantile business of the country has been agitated, and sometimes paralysed, by the connexion of banking operations with the struggles of party."

In Mr. Gallatin's last pamphlet there is the following reference to the same subject:—

"The fault, or error, originated with the people themselves. The traders and speculators have attempted to ascribe their disasters altogether to legislative acts; to those of the administration, or to other collateral causes, which have, indeed, aggravated the evils, but the effects of some of which have been exaggerated."

would have been under the action of a sound and steady system of banking and currency."

Mr. Lee, in exposing the reckless banking operations in the United States, makes the following observations:—

"It was about 1832 or 1833, that banks began to be multiplied, not for the purpose of supplying a currency for the country, or of safely and profitably loaning the funds intrusted to them by the stockholders, but to enable, in most cases, their managers, who either had no capital of their own, or an insufficiency of it, to get possession of the capitals of the stockholders. They succeeded in their efforts, and what have been the consequences as respects the shareholders in the 704 to the 901 banks that were in operation from 1835 to 1840? Why, of the aggregate amount of capitals which extended at one period to 358,442,692 dollars, not 200,000,000 dollars now remain, taking the shares of the banks still in existence at par. But would such an estimate be a correct one? Why, even in the city and state of New York, where banks, according to Mr. Gallatin's late pamphlet, have been managed as well as in any of the states, and far better than in most of them, something like a third of the bank capital has been sunk; nor are there many banks in the city or in the state of New York, whose shares will bring par; while in a large majority of them, they will not average 75 cents per 100. The banks in New England, as we apprehend, have not met with much better success, as may be seen by the current prices of their shares, and still more clearly by the actual results of their operations, whenever the stockholders have examined into them.

"The direct loss, however, of more than 200,000,000 dollars by banking, and perhaps 50,000,000 dollars in addition, from depreciation, or from the entire valueless condition of the immense amount of false and fraudulent issues of those banks—fraudulent, because in many cases based on nothing but the false promises borne on the face of them—is as nothing in comparison with the destructive effects of free and unlimited banking, and the free and reckless system of trusting, upon all the great branches of industry, and more especially upon the manufacturing interests of New England, exposed as they are from the manner in which we conduct our sales—to the worst consequences resulting from the action of a vicious system of banking, and its concomitant, an equally vicious system of trusting.

"A currency always tending to redundancy, and usually in that condition or in its opposite one—that of insufficiency—united with a long-credit system, both at the banks and between individuals, as has been the case in this country—must necessarily produce those sudden and extreme variations in the value of money, with all their direct and collateral evils—which have proved so injurious to the whole country, and so utterly ruinous to the most active and useful portion of it—whose stability and success depend almost entirely on the maintenance of an unfluctuating, *permanent measure of value*—the most important function of money—the currency of a country."

"For the past twelve months there have been but few failures in Boston, and business has been in a safe if not very prosperous condition; and, consequently, the banks ought to have done a fair if not a prosperous business. The returns, however, to the legislature, down to October, 1842, show an average dividend of only 4 52-100 per cent per annum. But even a portion of that dividend, if one may judge from the low prices of the stocks of some of the banks, may have been made from the capitals of some of the weak banks. And what are the future hopes of the stockholders founded upon—when the loans are now made at four or five per cent per annum, on capitals subject to from one and a half to two per cent charges, superadded to bad debts, which they can hardly expect to escape when the next revulsion arrives."—*Letter to Cotton Manufacturers.*

The following remarks are extracted from a communication of a gentleman who once enjoyed a higher degree of popularity in this community, among its most influential members, than any man in the country, on account of his skill in banking, borrowing, loaning, and regulating the currency—and, perhaps, continues to do so, since his principles of banking are generally acted upon among us. We mean Mr. Nicholas Biddle,

who, in his letters and other public communications, of the interference of the government in his banking concerns, and in the affairs of the business classes generally. To the interference and hostility of the executive, sustained by his followers and partisans, Mr. Biddle imputes the necessity imposed upon the banks of suspending cash payments. Mr. Biddle, after enumerating what he considers some of the leading causes of the suspension, adds :—

"Lastly and mainly, the alarm about bank-notes, propagated by the government, has been deeply spread through the country, till what was at first a passing outcry, has settled into an implacable hostility. No man, I think, can doubt for a moment that the executive of the United States seeks to maintain his power by exciting popular passion against the credit system—and that the whole influence of the government is employed to infuse into the minds of the people, distrust and hatred of all banks.

"I go further. There is an outcry abroad, raised by faction and echoed by folly, against the banks in the United States. Until it was disturbed by the government, the banking system of the United States was at least as good as that of any other commercial country.

"Now, supposing it true that men have bought much land. What right has the president to dictate to the citizens of this country, whether they buy too much land or too much broadcloth? They might be permitted to know and to manage their own concerns quite as well as he does, leaving the evil, if it be one, to correct itself by its own excess, &c.

"These troubles," continues Mr. Biddle, "may not, however, be wholly useless, if we extract from them two great lessons. The first is, that we can have no permanent financial prosperity, while the public revenue is separated from the business of the country, and committed to rash and ignorant politicians, with no guides but their passions and interests. I have little doubt that the specie order is the revenge of the president upon Congress for passing the distribution law. I have less doubt that the dispersion of the revenue among a multitude of banks was to advance the obscure aspirings of some treasury Cæsar.

"The other lesson is—one a thousand times repeated and a thousand times forgotten—to distrust all demagogues of all parties who profess exclusive love for what they call the people. For the last six years, the country has been nearly convulsed by efforts to break the mutual dependence of all classes of citizens—to make the labourer regard his employer as his enemy, and to array the poor against the rich. These trashy declaimers have ended by bringing the country into a condition where its whole industry is subject, far more than it ever was before, to the control of the large capitalists—and where every step tends inevitably to make the rich richer, and the poor poorer."

Mr. Lee observes, "By such representations as are here made by the ex-president of the United States Bank, the political party, who were desirous of overturning the administration, in order that their leaders might occupy the places that were then filled by their opponents, were made to believe that the monetary troubles, which began to be seriously felt in 1834, were caused almost wholly by the action of the government.

"In respect to what Mr. Biddle has said about '*the demagogues of all parties*,' comprising, perhaps, a large majority of the men in power, and possibly a still larger portion of those who are seeking to displace them for the sake of obtaining their offices, few persons, we imagine, would contest the correctness of his description of their conduct and motives; for, independently of their own observations of passing events, and of the sentiments and acts of public men, great reliance may be placed, one might conceive, on the judgment of a man of Mr. Biddle's shrewdness and observation, and whose experience in public concerns may have furnished him with extraordinary opportunities of verifying the truth of his remarks.

"Although one might be ready to fall in with Mr. Biddle's opinions as to the importance of 'distrusting demagogues of all parties, and rash and ignorant politicians, with no guides but their own passions and interests,' yet that gentleman cannot be considered as a safe guide to the formation of opinions upon the causes which led to the suspension of 1837, and those which, in 1839 and 1841, succeeded that event. In commenting upon the ill effects of party ignorance, party spirit, and party venality, upon the general interests of the nation, Mr. Biddle could speak with an impartiality common to every independent and reflecting citizen interested in the prosperity and honour of his country, and who participated with that gentleman in the feelings of disgust and indignation which he has expressed at the meanness and immorality of that class of public men who are ready to desert or to sacrifice the great interests intrusted by the nation to their guardianship, to their own party and personal views, whenever they shall appear to them to stand in opposition to each other.

"The following extract from a communication of an experienced statesman, who has evinced more than common courage in the promulgation of wholesome but unpalatable truths to the people, and the rulers over the people, expresses opinions, coincident in some degree with those put forth by Mr. Biddle, in reference to the motives and conduct of *party politicians*—a description of persons comprising, we suppose, very nearly the whole of that class of patriotic citizens who are now in power, or who have been in power, in the latter stages of our history, or who are likely henceforth to be in power; judging upon the principles *acted upon*, although not *professed*, by most of the prominent candidates for public favour:—

"'As our views of expedient action for the future might (says Mr. John Q. Adams in a letter to a correspondent) in a great degree depend upon the conclusions to which we have come upon the past, it is impossible that the measures which I should deem the only effective remedies for our complaints, should be acceptable to the ruling powers or the country. I am, and during a great part of my life have been, in a minority. It is the business of a majority to prepare and accomplish measures. It is too much the practice of minorities to expend all their energies upon devices to defeat the measures of the majority. *The question of right and wrong, so far as my experience goes, is of use to either party only for the purpose of making professions.*'

"These are the reflections of a man of great abilities and of careful observation, who, for upwards of half a century, has been constantly engaged in the most important public employments that were within the gift of his own state and of the nation. These opinions are, no doubt, in accordance with those held by other intelligent and experienced persons, though, unfortunately for the good of the country, and equally so for the reputation of public men, they are too seldom manifested by those who, from the stations they occupy, are bound to proclaim to the nation the deficiencies, delinquencies, and corruption of their rulers.

"Having given Mr. Adams's views of the principle which governs the conduct of professing patriots and party politicians, we subjoin one other extract from the same communication, conveying some of his notions and feelings, in respect to the conductors of banks, who, by their imprudence, their ignorance, or their want of integrity, bring the institutions under their control into a predicament which renders it necessary or expedient for them to violate their duty to the country as administrators of the currency, although conferred upon them as a valuable privilege, and, at the same time, break the laws of the land, infringe the rights of property, and furnish an example to the country more depreciating in its effects to the standard of morals, than the act of suspension was to the currency of the country. 'The worst part of a suspension (observes Mr. Appleton in his pamphlet) is its moral effect on the community.' That is an assertion the truth of which, after the experience the public have had, few persons will call in question.

"We are now (says Mr. Adams, in referring to the suspension of 1837), in the midst of a national bankruptcy, occasioned by the insolvency of multitudes of individuals. We are told that all the banks in the United States have suspended specie payments—and what is the suspension of specie payments, but setting the laws of property at defiance? If the president and directors of a bank have issued a million of bills promising to pay five dollars to the holder of each and every one of them, the suspension of specie payments is, by one act, the breach of one million of promises. What is this but fraud upon every holder of their bills? And what difference between the president and directors of such a bank, and the skilful artist who engraves a bank bill, the fac-simile of the bill signed by the president and directors, and saves them the trouble of signing it, by doing it for them? The only difference that I can see in the two operations is, that the artist gives evidence of superior skill and superior modesty. It requires more talent to sign another man's name than one's own, and the counterfeiter does, at least, his work in the dark, while the suspenders of specie payments brazen it in the face of day, and laugh at the dupes and victims who have put faith in their promises."

In reference to some of the remedies which had been suggested for the purpose of overcoming the effects of the suspension, and restoring the currency to its natural and sound condition, Mr. Adams makes the following remarks:—

"I thought of this, as I thought of the dry dock, gun-boat, restrictive, and anti-navy system of Mr. Jefferson. It cost the country a terrible war to be delivered of that, but the nation was effectually cured of its hydrophobia. The war (1814) was a drastic-purge, but it effectually worked its cure. I fear that our present bankruptcy will need a more violent cure of alteratives, but the cure will come when the people are prepared to receive it. They are certainly not so now; they will most probably not be so during the remainder of my term of life. I hope you will live to witness and enjoy the convalescence."

Mr. Lee observes:—"Now, as to the suspension of the banks, it was contended by the managers of them, that such an act was necessary for the salvation of the business community, and the stockholders of the banks; and had it been otherwise, that their condition was such as to render it inevitable. We admit the truth of these allegations, and find no fault with the directors of those establishments for having yielded to the force of circumstances which, situated, as they were, they had no power of resisting.

"But the question arises, how came the banks in a condition which rendered a violation of

their duties to their creditors, to their stockholders, and to the public generally, a necessary, an unavoidable measure? The answer is an obvious one. Because the conductors of most of the banks, for the gratification of their own purposes, and alike regardless of the safety and interests of their constituents, and of a just sense of their obligations to the public, chose—ignorantly, wantonly, or dishonestly—to conduct their affairs in disregard of, or in opposition to, those principles of currency, credit, and banking, which ought always to guide men clothed with the important trust which they had assumed. And what was that trust?

"But it is oftens aid, in exculpation of the directors of banks which have been badly managed, that, as they receive no compensation for their services, it would be unreasonable to hold them to strict account for their mismanagement. The want of compensation may furnish a sufficient cause for the refusal of a trust, but will not be admitted as a valid one for the neglect or abuse of a trust when once accepted.

"But, the office of bank director has not usually been pressed upon persons reluctant to serve in that capacity. It is a situation desired by men of influence and character. 'The directors of banks (says Mr. Appleton) are selected from those of the highest standing in the mercantile community.' In this view of the case, the directorship of a bank is a mark of confidence in the judgment and honesty of an individual, which is a sufficient compensation to many persons who have held that important, responsible, and useful station—and the only one which many of them have received or desired—for services ably and faithfully performed.

"The office of bank director has been eagerly sought for, and too often obtained, by persons who, destitute wholly of property, or having an insufficiency of it to carry on their enterprises and schemes, were desirous of gaining the control of the capital of others. The necessary effect of having for the managers of banks men so circumstanced, and whose sole purpose it was to use the property intrusted to them for safe investments, for the prosecution of their own plans, was to throw upon the stockholders whatever losses might be incurred, while the gains, if any, would go into their own pockets. It is obvious, that a copartnership, where one partner has all the gain, while the other party bears all the losses, must always terminate injuriously, if not ruinously, to the lending party.

"Now, if there are persons who distrust the correctness of what has been asserted in regard to the abuse of confidence and power of a portion of the directors of banks, and the injurious results flowing therefrom to their constituents, we would refer them to the numerous reports of investigating committees, who, for the past thirty years, have been employed in searching into the condition and management of banks. Such an inquiry would show that the principal source of loss of bank capital may be traced to loans made to directors, and to their friends and connexions, upon improper and insufficient securities—upon lands, houses, ships, railroads, canals, stocks, and other kinds of property, or titles to property, which are generally inconvertible, and always so in a money pressure, when the wants of a bank require their immediate conversion into money.—Secondly, upon *accommodation notes or acceptances*—resting on nothing but the mere promises of the borrowing parties. Notes created and tendered to a bank—not for the purpose, as in the case of *business paper*, of anticipating the receipt of capital already in existence, but for the purpose of obtaining possession of the capital of the bank proprietors upon a mere piece of paper—founded, not upon capital passing between buyers and sellers, but on promises passing between borrowers and endorsers;—this fictitious paper is seldom resorted to except where the party using it is without capital, or having some capital has, in his operations, gone beyond his capital, and beyond his credit, everywhere but in the bank where, from his official influence and power, he is allowed to borrow without securities or without credit.

"We will not go the length of maintaining that loaning the capital, the credit, and the deposits of a bank, on the two classes of notes and securities referred to, is a fraud upon the stockholders and the public, because the usages of banks, under the direction of men of tried and unquestioned integrity, have given a sanction to the practice. Nevertheless, it is, we apprehend, a practice opposed to all sound and safe principles of banking—and the ill consequences experienced from its exercise, in this country, from the origin of the banking system to this day—have shown its unsoundness and its insecurity.

"It is no justification to say, and to prove that accommodation notes may be as safe as notes founded on business transactions. It is admitted, that on our Exchange there are hundreds of individuals whose single promises might, and for a long period of credit, be considered as perfectly secure; whose promissory notes, without an endorser, would command more money than any state stocks in the union—and more than the United States stocks actually sold for till within six months. The objection, however, to discounting on paper of this description, is not to be overcome by showing its solidity in particular cases—although, we will add, that, under no circumstances would it be creditable to men in such high credit as we have imagined, to tender, to a bank, notes of that character, since it would be wholly unnecessary as a mode of obtaining money—and at the same time it would be requiring a bank to violate a sound principle—affecting the safety of property—which it is important to property men to maintain inviolate.

"The objection, then, to the practice in question, *lies in the abandonment of a safe principle*, and

one which, if disregarded in one instance, would be likely to be infringed in another case; or else bring upon an institution the charge and the odium of injustice or partiality. If mere safety in particular cases of individuals were to furnish a rule of action, why not loan upon mere verbal promises of highly responsible persons? It would not be from an apprehension of insecurity, since, in all the great Atlantic commercial cities, there are numerous individuals, whose verbal promises, recorded in a memorandum book at the bank, would command more money, at a given term of credit, than many of the notes of directors of banks—which pass freely at their own boards—although they should be covered with endorsers of the quality of the promissors. No intelligent man will dispute the correctness of that assertion; yet it would be inexpedient and improper for a bank to invest its capital and its credit, or any portion of them, in such recorded promises, although it would not be worth one-tenth part of the sum to guarantee their payment, which would be demanded to guarantee millions of business paper, or one-thousandth part of the premium which a prudent and intelligent person would require to insure the greatest portion of the accommodation paper discounted at most of the banks through the union between 1833 and 1842."

"Matters," says Mr. Lee, "are differently managed in the banking institutions of this country from what they appear to have been in the Bank of England. The directors of many of the banks in the United States have been deeply concerned in speculations in the shares of the banks under their control, and in many cases without having been possessed of sufficient capital, or any capital of their own, to sustain the losses which may have resulted from those stock operations, or from any other transactions carried on with the money borrowed from banks upon insufficient or worthless securities.*

"A very large proportion of the managers of banks seek the office for the sake of being in a position where they can borrow more money, and on more favourable terms, than they

* The president of the late United States Bank, Mr. Nicholas Biddle, in a communication before the public, makes the following remarks:—

"Banks are often directed," says this experienced banker, "by needy persons, who borrow too much, or by sanguine persons anxious only to increase the profits, without much pecuniary interest or personal responsibility in their administration. The constant tendency of banks, therefore, is *to lend too much*, and to put too many notes in circulation. Now, the addition of many notes, even while they are as good as coin, by being always exchangeable for coin, may be injurious, because the increase of the mixed mass of money generally occasions a rise in the price of all commodities.

"If a bank lends its money on mortgages or stocks, for long terms, and to persons careless of protests, it incurs this great risk, that, on the one hand, its notes are payable on demand, while, on the other, its debts cannot be called in without great delay—a delay fatal to its credit and character. This is the general error of banks, who do not always discriminate between two things essentially distinct in banking, a debt ultimately secure, and a debt certainly payable. But a well managed bank has its funds mainly in *short loans* to persons in business—*the result of business transactions*—payable on a day named, which the parties are able to pay, at any sacrifice, in order to escape mercantile dishonour. Such a bank has its funds, therefore, constantly repaid into it, and is able to say, whether it will, or will not lend them out again.

"Banks are the guardians of the currency, the depositories of the coin—and every feeling which can appeal to their own honour, as well as to their public duty, should urge them to maintain their credit at the sacrifice of their profits. To the Bank of the United States such considerations specially apply; but as that institution has set the example of the restriction, it forms naturally the principal subject of reproach among those who complain."

Again—after describing the process of correcting, through the operations of the banks, the evil tendencies and effects of a redundent currency, Mr. Biddle adds:—

"Such is the circle which a mixed currency is always describing. Like the power of steam, it is eminently useful in prudent hands, *but of tremendous hazard when not controlled*; and the practical wisdom in managing it lies in seizing the proper moment to expand and contract it—taking care, in working with such explosive materials, whenever there is doubt, to incline to the side of safety. These simple elements explain the present situation of the country. Its disorder is over-trading, *brought on by over-banking*. The remedy is to trade less and to bank less."

"How much cause has the country to regret, that a man whose theoretical views of banking were so correct, did not always adhere to them in the management of the institution under his direction and control? Mr. Biddle refers to the complaints against the restrictive measures of the Bank of the United States, coming, no doubt, from the local banks, whose operations would thereby be restrained—and he justifies the course the United States Bank had taken. Now, in reference to the returns of that bank, we find the following facts:—

otherwise would be able to do, and at the same time have an opportunity of accommodating their friends and dependents. This, in a country where money is frequently worth two or three per cent per annum beyond the bank rate of interest, and occasionally a much higher rate, is a strong inducement for men transacting a heavy business on a small capital, and in numerous instances merely on credit, to endeavour to obtain the

BANK RETURNS.	1828
	dollars.
Loans	33,682,905
Circulation	9,855,677
Deposits	14,947,330
Coin	6,170,045

"The currency of the country, including the issues of the United States Bank, could not have exceeded 55,000,000 dollars of bank-notes—and the deposits may have been 45,000,000 dollars or 50,000,000 dollars: There are no returns published for that year, but as the circulation and deposits, by Mr. Gallatin's estimates, amounted, in 1830, to only 119,000,000 dollars, the inference is—since the currency of the country was not in a state of expansion—that the bank liabilities did not exceed 100,000,000 dollars, or 105,000,000 dollars.

"Now, if the currency could have been maintained at the point it was established, when Mr. Biddle thought it expedient to exercise his restraining power over the local banks, the country would have been saved from the immense injury, suffering, and disgrace, inflicted upon it by the subsequent over-issues and long loans of the banks.

"But, did the subsequent conduct of Mr. Biddle evince an adherence to the sound principles and the prudent course which he had, in the communication referred to, prescribed to himself and to others, intrusted—as he well remarks—with the guardianship of the currency? A reference to the returns of the Bank of the United States, furnishes a reply to that question.

"The liabilities and loans of the United States Bank, in 1828, the date of the publication of the letter from which extracts have been made, and which has always been ascribed to Mr. Biddle, have already been stated. The bank at that period, and for two years subsequently, appeared, by the returns, to have been carrying out the views presented to the public in Mr. Biddle's disquisition upon currency and banking. The returns after that time show a sudden and enormous extension of operations, as will be seen by the following figures:—

BANK RETURNS.	1830	1831	1832	1833
	dollars.	dollars.	dollars.	dollars.
Loans	40,663,805	44,032,057	66,293,707	61,695,913
Circulation	12,924,145	16,251,267	21,355,724	17,518,217
Deposits	16,045,780	17,297,041	22,761,434	20,347,749
Coin	7,608,076	10,808,040	7,038,023	8,951,847

"If the returns of 1828, when Mr. Biddle wrote his essay, be contrasted with those of 1832, the result will show, in a striking manner, how entirely all prudent considerations had been forgotten or disregarded by the conductors of the bank:—

BANK RETURNS.	1828	1832
	dollars.	dollars.
Loans	33,681,905	66,293,707
Circulation	9,855,677	21,355,724
Deposits	14,947,330	22,761,434
Coins	6,170,045	7,038,023

"The United States Bank, the great regulator of the currency and of the exchanges—according to the statements and reasonings of the advocates of our monetary system—led the way, followed by the state of New York, the returns of whose banks stood as follows:—

BANK RETURNS.	January 1, 1830.	January 1, 1834.
	dollars.	dollars.
Loans	20,370,693	57,669,704
Circulation	7,959,230	17,820,402
Deposits	10,354,500	19,119,338
Coin	1,560,291	2,657,508

"The banks in most of the states made corresponding movements. The aggregate returns of all the banks, exhibiting the following results, show the extravagant, the insane movements of the banks, during which period prices of every commodity rose; first, from the effects of an augmen-

appointment of a bank director; and that being once effected, the situation may generally be held as long as will suit the purposes of the elected, or as the bank may happen to continue in existence. In cases where persons who are desirous of borrowing largely fail of being elected into an establishment already existing, it is not uncommon *for them to found banks, in which they contrive to have the command of the elections*, and when once incorporated they sell out their own shares in the corporation, purchased with borrowed money, and thus accomplish the object they have in view, namely, to get the control of the capital of the stockholders, who may have subscribed for shares with an intention of holding them as a permanent investment. Even in banks established on better principles, 'the direction,' says Mr. Gallatin, 'must necessarily be placed in the hands of a few men, who have comparatively but little interest in the bank. Most of them are selected amongst men in active business, in order that they may judge of the solidity of the paper offered for discount; and as they are not paid, it is impossible to expect that they should attend without deriving some compensation for the sacrifice of a portion of their precious time. *This may consist in part of the discounts they obtain for themselves*, which may always be kept within reasonable bounds. But the power and consideration attached to the office, *can only be obtained by granting favours*; whilst, on the contrary, refusal renders the directors unpopular. To this may be added a want of moral responsibility.'

"Take the opinion of another writer upon banking, Mr. Nathan Appleton.—From one of his pamphlets, we extract the following passage: 'It has not been uncommon for

tation of money as compared with exchangeable commodities; secondly, in consequence of a spirit of speculation and gambling, which will generally, if not always, follow and accompany such an expansion of credit and currency:—

BANK RETURNS.	1830	1837
	dollars.	dollars.
Bank liabilities	116,883,826	276,583,075
—— loans	200,451,214	525,115,702
Capital	145,192,268	290,772,091
Coin	22,114,917	37,915,340

"Of this immense amount of loans, there is reason to believe, from the facts which have been brought to light by developments of the affairs of banks, that by far the largest proportion were made to men of bold enterprise, or, more commonly, to reckless speculators and unprincipled gamblers, who were trading, not upon capital, nor upon credit to which they were entitled, but upon the ignorance, credulity, or upon the fraudulent compliances of unfaithful and dishonest managers of banks. The largest portion of the unbankable, doubtful, and worthless securities which the banks discounted at the period referred to, were probably for the account of the officers and directors of banks, and their relations, friends, and associates.

"Of the two classes of favoured borrowers of bank capital and bank credit, a very large majority have failed of success, or were utterly ruined; and the bank stockholders, who had furnished them the means of doing business, were, of course, sufferers to the extent of the support given them. Such has been the manner in which the capitals of banks, in a majority of cases, have been disposed of. Nor is there any reason, suggesting itself to our mind, why they should not hereafter pursue a similar course, so long as the proprietors of bank capitals confide the care and management of them to persons who, from the position they are placed in, have an interest, to thus mismanage them, too powerful, judging from the past conduct of bank directors, to be restrained and over-ruled by considerations of duty to their constituents, the corporators, or, to the public, who have an interest in the safety and solvency of banks as holders of their paper issues.

"'Banks,' as Mr. Gallatin has told us, and it should never be forgotten, 'are governed rather by borrowers than lenders;' and, as we will add, the principal borrowers of banks, especially in a money pressure, are the directors of banks and their relatives, friends, and dependants. 'It is believed, that in all cases,' says Mr. Nathan Appleton, 'of bank failures in Massachusetts, the failure of the principal stockholders and directors has accompanied, or preceded, the failure of a bank.' 'Banks are too often directed by needy persons, who borrow too much, or by sanguine persons anxious only to increase the profits, without much pecuniary interest or personal responsibility in the administration. The constant tendency of banks, therefore, is to lend too much, and to put too many notes in circulation.' This is the opinion of Mr. Nicholas Biddle, and his experience of bad banking has been large enough to enable him to form a correct judgment on the point in question.

banks to have been gotten up, with a view to furnish funds for private speculation, or the private use of the principal stockholders; or the same object has been sometimes accomplished by buying up a majority of the stock, so as to control the choice of directors.*

* "That there is a considerable amount of banking capital, belonging to persons of great wealth we know to be the case, and if, we would ask, if any one can doubt that they all regret having placed their confidence in those institutions? It is true, however, that those capitalists who have been directors of banks, or who have been so much in the current of business as to be well informed of the principles on which they are conducted, avoid bank stocks as unsafe for a permanent investment of property. If they depart from that rule, occasionally, it is by compulsion as it were. It arises from the difficulty, of finding any better mode of investing trust property, owing to the restraints legally imposed on guardians, executors, and trustees, as to the class of securities on which property intrusted to them shall be loaned or invested. But, under any other circumstances, we imagine that the prudent and foreseeing capitalists shun investments in bank shares, not that they would be dissatisfied with a moderate rate of interest, but because they are afraid of losing their capital. 'It is a well known fact,' says Mr. Appleton, 'that the most intelligent and knowing capitalists avoid bank stock as an unprofitable investment; they can manage their funds better. An examination of the lists of stockholders in the large banks will show, that a very great proportion of the stock is the property of minors, widows, single women, and of charitable and religious societies, a class of persons and institutions entitled to the especial protection and care of government, rather than to be made to support the burdens which properly belong to others who are more able to take care of themselves.'

"These remarks were made in 1831, since which period the stockholders of banks have lost a much larger sum, by the mismanagement and the misconduct of bank directors, than the entire banking capital of the country, as it stood by the returns coming down to the close of the year 1830. What may remain of the wasted and impaired capitals of the 901 banks is a matter of uncertainty. There can be no doubt, we conceive, that a considerable portion is invested in state stocks, lands, mortgages, accommodation notes, and other uncertain securities—always difficult of realisation, and in a money pressure (which, as the bank managers are now proceeding, will sooner or later overtake them), are likely to become greatly depreciated or utterly worthless.

"The highest return of bank capital gave the enormous sum of 358,412,692 dollars. This was at the close of 1839. Now, as there had been a great number of bank failures previous to that time, the stockholders could hardly have failed losing some 30,000,000 dollars, or 40,000,000 dollars, between 1833 and 1839, by outright and ascertained bankruptcies.

"What may now be the actual value of the bank capital of the country, there is no means of ascertaining from any official statements before the public; but from a careful research into such returns as have been made and published, we should venture to say, that its market value, on the 1st of January, 1843, at the time the currency was in a sound state, and the spirit of speculation and gambling in stocks had not been revived, did not exceed 200,000,000 dollars to 225,000,000 dollars.

"If this be a correct view of the matter, or one approaching to correctness, then it follows, that the proprietors of bank stock have lost by bad banking, between 1833 and 1843, the enormous amount of from 163,000,000 dollars to 198,000,000 dollars.

"The author of this pamphlet, Mr. Isaac Bronson, pointed out the causes of the embarrassments in which the whole country was involved. Some of his remarks upon that point have already been cited, to which the following are added:—

"Just anterior to the prostration of business our manufactures and commerce were greatly extended, and conducted *mainly on credit*. Individuals and companies, with little or no capital, were often found to employ tens and hundreds of thousands. These borrowed means were supplied by the immense amount of paper currency furnished by the banks which had been established in the United States. The banks on the one hand and the men of business on the other, considered it for their respective interests to employ the greatest possible amount of paper money. As the profits of the banks were proportional to their discounts, and these were done by the issuing of paper, it is very obvious, that there would be a constant tendency to excess. This would be restrained by nothing but the necessity of redemption. But unless an adverse balance of trade, requiring remittances to foreign countries, or some other exigency out of the course of domestic business, should create a demand for specie, none would be exacted. Paper, being the more convenient currency, would be preferred in the common exchanges of trade, and the gold and silver would repose in the banks.

"In referring to the abandonment of the principles laid down by Mr. Biddle for the government of the bank over which he presided, we are far from ascribing to the course pursued by it, however imprudent or culpable it may justly be deemed, that extreme degree of importance which has been given it, by many of the local banks, and party politicians—in both cases influenced by hostility to that institution.

It is obvious that banks so situated, furnish a very unsafe circulating medium, since the solvency of the bank depends on the success and solvency of the principal stockholders, who, in such cases are usually the directors. It is believed, in all cases of bank failures, in Massachusetts, the failure of the principal stockholders and directors has accompanied or preceded the failure of a bank. The great point, therefore, to be guarded against, is the liability of banks to fall into few hands, to be used for their private speculations.'

"Mr. Gallatin says, 'Of all the causes, however, which contribute to an improper extent of discounts, the most general and efficient, the most prolific source of the errors of bank directors, is the natural sympathy which they feel for men who are engaged in similar pursuits to their own. It may, upon the whole, be affirmed, that banks, though money lenders, are, in fact, governed rather by the borrowers than by the lenders.'*

"But we have no belief that Mr. Biddle, whatever may have been his disposition and his wishes, could, with the exercise of his admitted talents, and his skill in banking, have prevented the 901 local banks from extending themselves, sooner or later, and to a degree which must, in spite of the controlling power of the United States Bank, have brought the country to a suspension of payments.

"All the banks in the country were in favour of free issues, long credits, and free trustings, upon every species of security; and, above all, in favour of high prices. The business community concurred with the banks, and the whole country was deluded with the notions of John Law; that an advance in prices, from an increase of money, is equivalent to an augmentation of wealth corresponding to such an augmentation of price. From that delusion the country could only have been awakened by the re-action of the system, which we first experienced in 1837. Even with all the suffering accompanying and following that event, the nation at large have gained but little insight into the true causes of our troubles.

"The nation was persuaded by party men, and by the managers of banks, who had an interest in misleading them, or were, perhaps, in many instances, themselves misled by their own ignorance, to believe that what was caused by an overflow of currency, and an extravagant extension of the credit system, was the effect of the political measures of the government. They were further persuaded, that the only remedies for the pecuniary evils under which the country was labouring were, first, to remove the men in power, and fill the vacated places by persons who were in pursuit of official power and public support; secondly, to re-establish the credit of the 901 banks—a considerable portion of which were then, as events have since shown, in a state of insolvency; and, by further emissions of paper money, raise the fallen prices of commodities to the rates they bore from 1834 to 1837, when the currency was in excess, and constantly in a state of expansion.

"The remedies which had been recommended for the cure of our difficulties were adopted. The credit of the suspended and the ruined banks was restored. The country was blessed with increased issues of money, and with a transference of political power to other hands, followed, as might have been expected, by further revulsions and suspensions. It was, however, not till the final suspension of 1841, that the conductors of banks would admit, or the deluded public believe, that the primary and operative causes of the pecuniary difficulties and sufferings of the nation, and that, too, in the midst of abundant crops and all other means and signs of increasing wealth, might be traced to the receding movements of an exuberant currency; and the contraction of an extravagant and unwholesome system of bank credits and mercantile trustings, created and supported by the same class of persons who caused an extension of the bank machinery, and for similar purposes—namely, in order to take advantage of the ignorance and credulity of the public, for the promotion of their own pecuniary purposes; and from similar motives, will the same system be upheld and supported by that description of persons, so long as it will be endured by the country."—*Letter to Cotton Manufacturers.*

* "If Mr. Biddle had acted upon those sound and conservative notions which have been promulgated by Mr. Gallatin, Mr. Gouge, Mr. C. C. Biddle, and by himself, to some extent, in the early stages of his career, he would have been cried down from one end of the country to the other, as a cold-hearted *theorist—a visionary dreamer*, who, having the power to make money plenty—credit a substitute for capital—and bold enterprise and inconsiderate rashness to stand in the place of prudent foresight and honest industry;—he would, we repeat, have rendered himself odious to men of all classes and parties, and especially to nearly all the conductors of the local banks—as a man possessed of the power of enriching every body, and yet withholding its exercise to gratify the theoretical notions of a philosopher.

"There was a time when Mr. Biddle acted, according to the views of Mr. Gallatin, with great prudence and judgment, but he was never less popular among men of influence engaged in trade and in banking than while so conducting his concerns. Such was, also, the feeling in regard to his

"Now, the gentlemen whom we have cited are not unfriendly to banks, nor can they have any motives to put them to a disadvantage with the public by a misrepresentation of facts. Mr. Gallatin, in common with the best writers on currency, is, to be sure, what he himself, in his correspondence with Mr. Robert Walsh, calls an '*ultra-bullionist*;' but believing that the nation are not yet ready for a currency in that state of perfection, he has made great efforts to correct the evils of the present system. It is to be regretted, that the excellent advice he has given, and the sound principles he has laid down in his pamphlets, have not been followed. Nevertheless, his labours through the press, and his personal influence and authority over the intelligent merchants of New York city, where he resides, have not been wholly lost. Mr. Gallatin, as is well known,

predecessor, Mr. Langdon Cheves. He restored the bank from a state of confusion and discredit, to a high degree of credit; but having done that service, he was complained of as too illiberal, too unenterprising, too conservative in his loans and issues, for the support and extension of the great interests of the country. This gentleman, whose conduct, while presiding over the concerns of the bank, merited the highest praise which has been bestowed upon it, was by no means *popular*; and although a man of too high a sense of character to be driven from his post by such a consideration, he resigned his office after four years' service, from disgust at the inability, or the disinclination, of the stockholders and the public, to give him that support which was necessary to enable him to persevere in the prudent, salutary, and honest course he had constantly pursued during his presidency.

"Mr. Cheves, in the management of the important trust confided to him, evinced the same independence of mind, and the same integrity of principle, that he had shown as a legislator, while a member of Congress, at an eventful period of our history; and though he may, in both instances, have parted with some portion of his popularity, he gained—what to men of elevated, just, and generous views, is of infinitely more value—an increase of reputation. 'Under the administration of Mr. Cheves,' says Mr. Appleton, 'by whose energy the United States Bank was barely saved from stopping payment, the currency was restored to its true character, by a rigid system of contraction, but accompanied with intense public suffering; which was, indeed, unavoidable, but made the bank and Mr. Cheves exceedingly unpopular in extensive portions of the country. It was during this period that many of the states attempted to expel the bank from operating within them, by taxing the branches, and by other modes of coercion.'

"In what a striking and melancholy contrast does the conduct of Mr. Cheves appear—under strong temptations, as a public man—to that of multitudes of ambitious, but low-minded and venal demagogues, with which the nation has been, and still is, afflicted? Some of whom, although in possession or in pursuit of the highest class of offices in the country, traverse the most sacred principles, under the slightest temptations, and with as much facility, and as little sensibility to shame, as is evinced in the indecent and mercenary gyrations of the most shameless of the public performers.

"The condemnation, on the part of political partisans, of the proceedings of the United States Bank, with whom it mostly originated, was *feigned*—because, at the moment they were contending against it, many of the leading persons among them were the managers of the local banks that were conducted on the most imprudent and dishonest principles, resulting in an entire loss of the capitals of some of them, as well as a heavy loss to depositors and bill holders. This was eminently the case in regard to some of the banks in Boston and its vicinity, as the stockholders, bill-holders, and depositors can unhappily testify.

"Again, as respects the policy of having a national bank; there was, to all appearances, no *sincere opposition* to the *principle* involved in the existence of such an institution, as fiscal agent of the government, and as a conservator of the general currency of the country."

Even President Jackson, with all the hostile feelings which he has evinced against the late United States Bank, was not opposed—*to a bank*. In his message, vetoing a renewal of the charter of that establishment, he thus expresses himself:—

"That *a* Bank of the United States competent to all the duties which may be required by the government, might be so organised as not to infringe on our delegated powers, or the reserved rights of the states, *I do not entertain a doubt*. Had the executive been called upon to furnish the project of such an institution, the duty would have been cheerfully performed. In the absence of such a call, it is obviously proper that he should confine himself to pointing out those prominent features in the act presented, which, in his opinion, make it incompatible with the constitution and sound policy."

That a large majority of the leading partisans of both political parties were, also, in favour of a national bank, was shown to be the fact, by the large majorities in Congress which, in the face of the strong objections of the executive, and in spite of his popularity, voted for a renewal of the charter.

acted a conspicuous and efficient part, in hastening the general resumption of cash payments in 1838, in which the city of New York took the lead.

"The suspension took place in New York, May 10th, 1837; and the resumption was effected in that city, and in the New England States, early in May, 1838, and in most of the other states in the three following months.

STATEMENT of the Condition of the Banks of the Union, according to Returns dated May, 1837 and 1838.

DESCRIPTION.	May, 1837.	May, 1838.
	dollars.	dollars.
Bank loans	521,331,364	479,264,934
Ditto circulation	120,416,087	126,149,905
Ditto deposits	109,155,881	85,608,837

"Here is a very slight reduction in loans and liabilities, as compared with the returns of 1837. If we are guided by Mr. Gallatin's estimates of a sufficiency of bank paper, there should have been a curtailment of upwards of forty per cent in the bank issues to place the currency of the country in a natural, and, to borrow his phraseology, in a 'HEALTHY SITUATION.'

"The following extract from a speech of Mr. Webster exhibits his views of the destructive consequences of an ill-regulated and depreciated currency upon the interests of the labouring classes, and especially of that portion of them who have little else to rely upon than their daily wages. 'The currency of the country,' says Mr. Webster, 'is at all times a most important political object. A sound currency is an essential and indispensable security for the fruits of industry and honest enterprise. Every man of property or industry, every man who desires to preserve what he honestly possesses, or to obtain what he can honestly earn, has a direct interest in maintaining a safe circulating medium; such a medium as shall be a real and substantial representative of property, not liable to vibrate with opinions, not subject to be blown up and blown down by the breath of speculation, but made stable and secure by its immediate relation to that which the whole world regards as of permanent value. A disordered currency is one of the greatest political evils. It undermines the virtues necessary for the support of the social system, and encourages propensities destructive of happiness. It wars against industry, frugality, and economy; and it fosters the evil spirit of extravagance and speculation. *Of all the contrivances for cheating the labouring classes of mankind, none has been more effectual than that which deludes them with paper money.* This is the most effectual of inventions to fertilise the rich man's field by the sweat of the poor man's brow. Ordinary tyranny, oppression, excessive taxation, these bear lightly on the happiness of the mass of the community, compared with fraudulent currencies, and the robberies committed by depreciated paper. Our own history has recorded, for our instruction, enough, and more than enough, of the demoralising tendency, the injustice, and the intolerable oppression, on the virtuous and well-disposed, of a degraded paper currency, authorised by law, or in any way countenanced by government.'"

Mr. Lee very forcibly exposes a fallacious argument in favour of the existing monetary system of the United States, and says—

"It may seem superfluous to add, that down to this period of time, notwithstanding what has happened in reference to our pecuniary difficulties, the public have been satisfied of its soundness and its sufficiency—or they would not have continued to endure the system.

"*This country has prospered in a higher degree than any other country.*

"The currency consists almost entirely of paper promises, created without limits by banks, and administered by banks, without control, or without accountability;—therefore the monetary system on which the country has acted, and is now acting, *is the cause of its unexampled prosperity.*

"This is the reasoning process by which the country—by which a nation of 18,000,000 of people claiming more than a common share of general cultivation and

knowledge—have been persuaded—perhaps, we may rather say, *led*—not only to tolerate and endure, but to support and encourage a system which, whatever appearances may indicate to the contrary, has been productive of an enormous amount of pecuniary and moral evil.

"That the country has prospered—and that banks and paper promises have existed—are truths too evident to be denied; but the admission of the truth of these assertions does not necessarily imply a belief in the truth of the inference drawn from that admission.

"That the premises of these reasoners are true, it is admitted, but to establish their conclusions upon a sure foundation, it must be shown that what they term *cause*, is any thing more than a mere *coincidence*. This, so far as we have in remembrance the essays of the most ingenious advocates of the system, has never been attempted. They have relied on the '*argumentum ad ignorantiam*,' and the '*argumentum ad populum*.'

"The inconclusiveness of the reasonings on the subjects of banking and currency to which reference has been made, may be illustrated by a case where its fallaciousness and absurdity will be nade manifest to the most uninformed and the most unreflecting mind.

"The lands bordering on the river Nile, in Egypt, are remarkable for their fertility.

"The pyramids are near the banks of the Nile; consequently, the pyramids *are the cause of the extraordinary fertility of the lands on the borders of that river.*

"Here is an instance where the facts are so notorious, or so accessible—namely, that the extraordinary fertility of the land in question arises—not from the presence of the pyramids, but from the overflowing of the Nile—that no one could be deceived, or long remain ignorant of the true cause of that fertility; consequently, the falsity of the reasoning which attributes the quality of the soil to another cause, is instantly perceived and refuted.

"Nevertheless, in spite of the supposed power of the reasoning faculties over the opinions of men, is there any one who will doubt, after what has been seen in this country, that Mehemet Ali, if he were to summon his followers to a caucus, convention, or to a mass meeting;—is there, we repeat, any doubt that this friend of the people, with his priests and politicians, if he had any point to carry, favourable to his own views, and prejudicial to the welfare of his subjects, that he could demonstrate to their minds the unreasonableness of attributing the productiveness of the soil to the effects of the river inundations? Is there any doubt—on the supposition that the leading politicians and statesmen of Egypt are as remarkable for their extensive knowledge and their great logical powers, as have been evinced by many of our great men, on the questions of political economy—that the people might be prevailed upon to drain off or fill up the Nile—and to cover the country with pyramids, in order that the whole land might enjoy the fertalising effects which they had shown to have been caused by the pyramids already existing in the vicinity of the Nile?"

To the absolute measures of President Jackson, for they were as much so as if the spirit of Napoleon had directed them, has been imputed the ruin of the bank of the United States. The *prestige* which it possessed in public opinion as the deposit bank of the United States revenue, vanished immediately after the president tranferred those deposits to the respective state banks. But its downfall could not be prevented, even by the most skilful management of the most influential, as well as most able of those who wielded the prevailing banking principles of the United States. Mr. Lee, speaking of this remarkable man, says:—

"Perhaps the most influential person in the United States upon the subject of banking is Mr. Nicholas Biddle; and though, from circumstances not necessary to detail, some of the influence and authority formerly exercised by him over the public mind may be diminished, yet the banking principles on which he acted are still those which are acted upon through the country—nor, as we have before said, could that gentleman have

retained his station at the head of the United States Bank, had he conducted its concerns on what might justly be considered safe and sound principles of banking.

"If the results of the operations of the United States Bank have been disastrous, so have been those of multitudes of smaller institutions which have not had so many obstacles to overcome and so many causes of embarrassment as a bank with an unwieldy capital and numerous branches—many of which were beyond the control of the parent bank. If the nation had been so unwise as to have established a third bank, with the enormous capital assigned to it in some of the schemes before the public, it is doubtful if the country would have escaped from the evil effects which must always flow from such an institution, without much more ruinous consequences than have been experienced from the mismanagement of the late United States Bank.

"In referring to Mr. N. Biddle's communications we go to the highest authority in the nation in support of the popular system of banking; and it is on his statements and reasons in defence of that system, that the prominent party men have leaned for their facts and arguments. This will readily be perceived to be the case on comparing their essays and speeches with his various writings upon the subject, except in some instances, where Mr. Biddle maintained doctrines in opposition to those which he has of late years advocated."

In a communication dated April, 1838, Mr. Biddle enumerated among other causes of the suspension, and it is the first which he put forward:—"The issuing of the specie circular, which forbade the receipt of any thing but gold and silver at the land offices."—In several of the speeches of Mr. Webster, the specie circular and its effects upon the currency, is the most prominent topic. In a debate upon a motion in the senate of the United States, to rescind the treasury order, on the 21st of December, 1836, Mr. Webster, in referring to the effects of that measure in preventing a flow of coin from the states where the proceeds of the lands were received, made the following remarks:—

"The agricultural state of Indiana, for example, *is full of specie;* the highly commercial and manufacturing state of Massachusetts is severely drained. In the mean time, the money in Massachusetts *cannot be used.* It is waiting for the new year. The moment the treasury grasp is let loose from it, it will turn again to the great marts of business; that is to say, the restoration of the natural state of things will begin to correct *the evil of arbitrary and artificial financial arrangements.* The money will go back to the places where it is wanted," &c. &c.

Mr. Lee denies that the specie circular had any such effects, and says that—

"The state of Indiana is one in which the land sales were made to the largest extent —and on that account it was probably selected by Mr. Webster as containing a considerable portion of that *immense amount of coin of which the Atlantic states had been deprived by the specie circular.* That document was issued on the 11th of July, 1836, and was to take effect on the 15th of August, succeeding—and consequently it had only been in operation about four months, during which time the coin must have been accumulating from the proceeds of the land sales. The question now is as to the amount of coin on deposit for the account of the government in the state in question. To ascertain that fact, there are no documents to which we can refer; but by an official statement we find that the whole amount of coin in the banks of Indiana, in November, 1836, was 1,204,737 dollars. There are no other returns till May, 1837, when the amount was reduced 1,196,187 dollars. Here, then, is the immense amount of treasure, on the supposition that the whole of it belonged to the government, from which such great relief was counted on by Mr. Webster, had it not been retained in Indiana by the specie circular. But how could even this insignificant sum be spared from the banks of Indiana, or be obtained from them, when their liabilities amounted to 4,709,000 dollars?"

Mr. Lee then describes the condition of the banks of Ohio, Illinois, Michigan, Alabama, Mississippi, and Florida, and then concludes:—

"From banks in such a condition, it would have been impracticable to have withdrawn much of their exhausted supply of coin without causing an immediate suspension. Indeed, the universal suspension of 1837 commenced in that quarter. The banks of New Orleans suspended *previously* to those of the city of New York—although in a much stronger condition than the New York banks.

"The banks of Louisiana, all of which are situated in New Orleans, were under liabilities, in May, 1837, to the amount of 16,739,689 dollars, and had reserves of coin amounting to 2,327,851 dollars. The returns from the banks in the state of New York, at the end of May, 1837, show deposits of coin to the amount of 3,033,209 dollars, to sustain their liabilities of 38,862,551 dollars. But the superior prudence exercised by the New Orleans banks, in comparison with those of the state of New York, is more strikingly evinced by a reference to the following statement of their condition four months anterior to the suspension of cash payments:—

BANK RETURNS.	New York, January 1, 1837.	New Orleans, January 1, 1837.
	dollars.	dollars.
Bank capital	37,101,463	36,769,455
Circulation	24,198,000	7,909,788
Deposits	30,883,179	11,487,431
Coin	6,557,020	3,108,416
Loans	79,313,188	59,108,741

"If the banks of New Orleans, which were in a much stronger condition, as far as a reliance can be placed on official returns, than those of New York, could not withstand the pressure upon them, with 2,327,851 dollars of specie in their vaults, how could it be expected that the banks in the inland states, to which we have referred, and that were in no better condition than the New Orleans banks, could withstand a run upon them for all, or for any considerable portion, of their deposits of treasure?

"The desperate condition of the banks of the four principal commercial cities on the Atlantic, which we have supposed may have been reinforced by the reception of the whole amount of coin in the states and territories, where the proceeds of lands were collected, will be seen by the following statement. The returns of the Massachusetts banks come down to October, 1836, and of the other banks to 1st of January, 1837:—

PLACES.	Loans.	Circulation.	Deposits.	Coin.	Capitals.
	dollars.	dollars.	dollars.	dollars.	dollars.
Massachusetts	56,643,171	10,892,249	8,784,516	1,455,230	34,478,110
Maryland	14,986,487	3,310,835	4,840,477	1,130,347	10,438,655
New York	79,313,188	24,198,000	30,883,179	6,553,020	27,101,463
Pennsylvania	101,995,662	25,242,082	15,234,650	5,752,439	58,750,338
Total	252,938,508	63,643,166	59,742,822	14,904,036	140,768,566

"Here is an official statement showing the condition of the class of banks, which formerly were considered as being conducted with more skill, prudence, and success, than any of the numerous institutions in the country, and, perhaps, with the exception of the banks in the city of Philadelphia, that was a correct opinion. And the banks of Philadelphia, save the United States Bank, were in no worse a situation than those of the other cities we have named, till after the suspension of 1837, when they became embarrassed by a connexion with the Bank of the United States, and with the state of Pennsylvania, which has proved ruinous to their shareholders. Until that period, we apprehend that the banks in the city of Philadelphia, going back to the origin of banks, were managed with rather more prudence than those of any other city in the union. We believe an investigation into the comparative banking results of every city in the country, will show the correctness of that assertion. As a corroboration of that fact, if it be a fact, we should venture to say, that in no city of the union had the general transactions of business been conducted with more industry, caution, prudence, and probity, and with better results, especially in its great inland commerce, than in Philadelphia

The bankruptcies have been few in comparison with those in most of the great marts of trade, and especially among that portion of its community who are engaged in the regular and staple branches of industry. The losses by failures, we have reason to believe, from long personal experience, and, still more, from inquiries among persons having ample means of judging, to the manufacturers and merchants of New England, on whose account an immense amount is annually sold in Philadelphia, are smaller, in proportion to that amount, than in any other place in the union, not even excepting the capital of Massachusetts."—*Letters to Cotton Manufacturers.*

In regard to the operation of the United States Bank, in regulating the currency of the country, it has been generally admitted that its affairs were often far less discreetly managed than were those of many local banks. Mr. Appleton says:—

"The great and difficult problem in a currency of bank paper, is the prevention of those fluctuations to which experience shows such a currency is liable, in a far greater degree than a currency composed wholly of the precious metals." "Severe revulsions," the same writer observes, "took place in 1826, 1829, and 1832, in which the Bank of the United States took its full share in the expansions which preceded them."

Mr. Lee remarks—

"The removal of the public deposits from the United States Bank to the local banks was the reason assigned for the extremely severe pressure in the money market, which existed between the autumn of 1833 and the summer of 1834. The removal of 10,000,000 dollars of the public deposits, rendered it necessary that the United States Bank should contract her loans and liabilities, but such an operation, performed as it was, or which it might have been, upon the previous notice given of such an intended transfer of the public funds, would not have caused any great inconvenience to the trading community, had not the United States Bank been placed in an insecure position by her previous over-issues and excessive loans. This assertion, namely, excessive issues of the United States Bank, does not rest upon conjecture, but on the official returns of that institution, as will be seen by the following statement:—

RETURNS.	1st of January, 1831.	1st of January, 1832.	1st of January, 1833.	1st of January, 1834.
	dollars.	dollars.	dollars.	dollars.
Loans	44,032,057	66,293,707	61,695,913	54,911,461
Circulation	16,251,267	21,355,724	17,518,217	19,208,379
Deposits	17,297,041	22,761,434	20,347,749	10,838,555
Coin	10,808,040	7,038,023	8,951,847	10,031,237

"The sudden and enormous extension of the liabilities and loans of the United States Bank, to the extent of fifty per cent on its loans and thirty-three per cent on its liabilities, within the period of one year, and, as may be seen by returns of the local banks, a somewhat, though a less extravagant, enhancement of their loans and liabilities—placed the currency in such an inflated condition as to have afforded a sufficient cause for the revulsion of 1834. It is true, the removal of the deposits hastened the measure of contraction which was the proximate cause of the pressure of 1834. If, however, the deposits had not been removed, either the contraction must soon have been made, or, by further issues of paper, such a measure would have been found unavoidable at a subsequent period; or, if otherwise, the universal bankruptcy of the banks which occurred in 1837, would have happened at a somewhat earlier period.

"But the statement we have furnished of the imprudent conduct of the United States Bank, while, according to the views commonly taken of the matter, that institution was regulating the currency and the exchanges of the country; the facts, we say, which have been adduced, discreditable as they are to the managers of a bank on which the country relied for its restraining power and its conservative principles—as respected the local banks—do not reveal the full extent of the folly and the imprudence of which that institution was guilty.

"The *Regulator*, indeed, so far from performing the office of *regulating* the move-

ments of these banks, was, in truth, a great and efficient *disturber* of their operations, more especially of the banks of New York and Baltimore, and above all the banks of Philadelphia.

"I am aware," says Mr. Van Buren, "it has been urged that this control (over the operations of the local banks), may be best attained and exerted by means of a national bank. The history of the late national bank, through all its mutations, shows that it was not so. On the contrary, it may, after a careful consideration of the subject, be, I think, safely stated, that at every period of banking excess it took the lead; that in 1817, and 1818, in 1823, in 1831, and in 1834, its vast expansions, followed by distressing contractions, led to those of the state institutions. It swelled and maddened the tides of the banking system, but seldom allayed or safely directed them. At a few periods only was a salutary control exercised, but an eager desire, on the contrary, exhibited for profit in the first place; and, if afterwards its measures were severe towards other institutions, it was because its own safety compelled it to adopt them. It did not differ from them in principle or in form; its measures emanated from the same spirit of gain; it felt the same temptation to over-issues; it suffered from, and was totally unable to avert, those inevitable laws of trade, by which it was itself affected equally with them; and at least, on one occasion, at an early day, it was saved only by extraordinary exertions from the same fate that attended the weakest institutions it professed to supervise. In 1837 it failed, equally with others, in redeeming its notes, though the two years allowed by its charter for that purpose had not expired, a large amount of which remains to the present time outstanding. It is true, that having so vast a capital, and strengthened by the use of all the revenues of the government, it possessed more power; but while it was itself, by that circumstance, freed from the control which all banks require, its paramount object and inducement were left the same—to make the most for its stockholders—not to regulate the currency of the country. Nor has it, as far as we are advised, been found to be greatly otherwise elsewhere. The national character given to the Bank of England has not prevented excessive fluctuations in their currency, and it proved unable to keep off a suspension of specie payments, which lasted for nearly a quarter of a century."—*Message*, 1839.

"Can any person having a common acquaintance with the subjects of currency and banking, be at a loss for a reason why there should have been a pressure on the money market arising out of such an enormous expansion of the loans and liabilities of this great institution, whenever it became necessary for its safety to make a reduction in its loans and liabilities? The imprudent conduct of this leading bank led to a somewhat corresponding over-banking in many, if not most, of the local banks. The primary and efficient cause, then, of the pressure of 1833 and 1834, arose from the enormous expansion of the loans and liabilities of the United States Bank and of the banks generally throughout the country, which rendered necessary a counteracting movement on the part of those banks to save them from a suspension of cash payments.

"The removal of the deposits, had the Bank of the United States been in a sound and safe condition, would not have disturbed the operations of that establishment, to any inconvenient degree, nor have placed the whole commercial community in a position which embarrassed or ruined an immense number of them; while that measure and its effect on the general monetary concerns of the country threw the general business transactions of the nation into a state of confusion and disorder that was productive of very injurious consequences.

"Notwithstanding the existence of these facts, which, however, were not, in 1834, generally known to the public, the monetary difficulties and embarrassments of that period were attributed by politicians, and generally by the mercantile community, wholly to a transfer of about 10,000,000 dollars from the United States Bank to some of the local banks in the places where that institution had its branches.

"But now that the facts are before the public—facts taken from the official returns of the United States Bank, which show its perilous condition previously to, and at the period of the removal of the public deposits—with such evidences, we say, of the folly and imprudence of that institution, it must, we conceive, be admitted by every candid mind, that the main, the effective cause of the monetary and commercial pressure which

existed between the autumn of 1833 and the summer of 1834, may be traced to the gross mismanagement of that establishment."—*Letters to Cotton Manufacturers.*

Mr. Lee, in remarking on Mr. Appleton's "Remarks on Currency and Banking," says,—

"Mr. Appleton, who, although a party man, in the proper and best sense of that term, is not the slave of a party, nor the tool of the leaders of a party, has argued the subjects of banking and currency upon their own worth, is among that, perhaps fortunately small body of persons who are pretty generally denounced by the true, well-drilled party men, for what they term a *pertinacious* adherence to sound doctrines and an honest policy, although convinced that they are not in unison with the current opinions of their political associates and personal friends; nor, what is of infinitely more importance, in accordance with the interests of their party.

"In some countries where the 'march of mind,' and the march of morals, has not been so rapid as in this enlightened and 'go ahead' federal republic, such evidences of intellectual independence and moral rectitude would be pardoned if not praised; but in a free, democratic country, whose citizens boast of a degree of liberty, and a species of liberty, heretofore unknown, nothing can be more unpopular than such a violation of party discipline, as is implied in the assertion of an opinion which runs counter to that of the party to whom one belongs. Such a mutinous proceeding is especially offensive, if the delinquent should be thought to be indued with an unusual share of moral and intellectual discernment, that would enable him quickly to distinguish, in difficult cases, truth from falsehood, and consequently who ought, upon party principles, to give the first example of party patriotism, by making the former subservient to the latter, whenever the interests of party, or of the party idols of the people, shall appear to require such a patriotic sacrifice of principle.

"'Another argument most dwelt on (observes Mr. Appleton) in favour of a large national bank, is its necessity to equalise the exchanges. There is not much in this. There is no difficulty with the exchanges where the banks pay specie. There lies the whole difficulty. Let that be reformed, and there will be no complaint on that score. The exchanges soon regulate themselves where the currency is uniform, as is the legal currency of the United States. A large bank, with many branches, can manage the exchanges with *more profit to itself*, perhaps, than the local banks can do. The late United States Bank took care to charge the highest rates of exchange which the alternative of transporting specie would admit. For several years the exchange at New Orleans on northern bills was kept so high that considerable shipments of specie were made from Boston and New York for the purchase of cotton!'

"When these remarks of Mr. Appleton's were written, the currencies of the whole country out of New York and New England, were in a depreciated condition,—and the nation was told, in thousands and tens of thousands of those instructive orations, delivered in Congress, in caucuses, and conventions, upon the currency question, that neither the currencies could be raised to their proper value, nor the exchanges brought to a par level, without the aid of a national bank—a central bank, which was to 'regulate the exchanges'—and how was it to be done? Why, by substituting acts of legislation, founded on the *wisdom of Congress*, for the *laws of trade*—laws emanating from a source for which legislators, as might seem from their sentiments, have usually shown very little reverence, and still less practical regard, in their legislative acts, upon the presumption that they are not wholly ignorant of the laws of trade, and all other laws, to which reflecting and honest men hold themselves accountable in the formation of those opinions and resolutions on which the actions of reasonable and reasoning beings are founded.

"In spite of the predictions of politicians and of bank managers, who, in most cases, concurred with them, or appeared to concur with them, the exchanges came round, namely, *came into their natural state*, as Mr. Appleton told his readers they would do as soon as cash payments were resumed."

Upon the same point, Mr. Gallatin, in the "Report of the Union Committee,"

of which he was the author, published March 18, 1834, makes the following remarks :—

"The threat of the removal of the deposits, and especially the actual removal, created apprehensions of danger, immediately to the bank itself, and more remotely to all the moneyed institutions and concerns of the country. Retrenchment at all, and rigorous enforcements of its claims at some points, were presumed to be indispensable to the safety of the bank; and the extent being conjectural, was exaggerated by timid capitalists, who, as a class, are more fearful than men of less wealth. Men saw that the relations between the government and the bank were henceforth to be hostile; that between it and the *selected banks* they were to be those of mistrust, and that without a national bank the stability and safety of the whole monetary system of the country would be endangered. This was the first instance in the history of our government of a direct interference of the president with one of its officers, in the performance of the duties which by law devolved exclusively on that officer. It was the more dangerous, as being in defiance of a solemn vote of the late Congress at their last session: and as if with the intention to forestall the opinion of that which must meet within sixty days after the interference was made, and as if to encroach on its legitimate rights."

"If the facts which have been disclosed to the public, relative to the operations of that institution, had been before Mr. Gallatin when he drew up the report of 1834, he would, we conceive, have come to the conclusion that the enormous extension of the loans and liabilities of the bank must have soon forced upon it a large reduction of them, even if the deposits had not been removed. Or, if such a reduction had been protracted, the only effect would have been a general suspension in anticipation of that which actually occurred in May, 1837, in which the United States Bank would have led the way. It is admitted, that under Mr. Cheves' administration the bank was in a sound and safe position, and one from which she never should have materially departed, if it was the intention of the bank to be in a condition to prevent the over action of the local banks, and such always has been the professed purpose of that institution.

"Here is a comparison between the average returns of the bank for the years 1820, 1821, 1822, and 1823, the period of Mr. Cheves' presidency; and the years 1832 and 1833, the period preceding the monetary and commercial pressure that commenced towards the close of 1833, and continued till the summer of 1834:—

DESCRIPTION.	Average Returns, 1820 to 1823.	Average Returns, 1832 to 1833.
	dollars.	dollars.
Loans	40,032,057	63,994,810
Circulation	4,525,343	19,451,971
Deposits	7,540,293	21,554,591
Coin	5,055,517	7,994,935

"The loans in 1830 were 52,274,095 dollars; the circulation 12,924,145 dollars, and the deposits 16,045,782 dollars.

"It was this departure from all sound principles of action, which occasioned the transference of 10,000,000 dollars of deposits from the central bank to the local banks, to be so oppressive in its effects upon the business concerns of the country. It was also a like extension of its loans and issues in 1836 which, in connexion with the like over-action of the local banks, led to the suspension of cash payments in 1837. In 1836, the loans of the United States Bank, with a capital of 35,000,000 dollars, amounted to 59,232,445 dollars, and the circulation to the enormous amount of 23,075,422 dollars, being more than five times as large as the average amount of its issues during Mr. Cheves' administration. The same year, 1836, the banks of the six New England States, with an aggregate capital of 59,471,991 dollars, had in circulation 21,811,762 dollars, and yet her currency was in a redundant state, although, from the great money capital of this section, and the nature of its employments, a larger amount of currency is required to circulate its products, in proportion to its population, than in any other section of the union."

Mr. Gallatin, in his publication of 1841, says:—

"It would be idle to inquire whether, if the charter of that institution (the United States Bank) had been renewed, and if it had been the sole place of deposit of the 40,000,000 dollars of public moneys, the suspension might have been prevented. That would have depended entirely on the manner in which the bank might have been administered.

"That institution had ceased to be a regulator of the currency as early as the years 1832, 1833, when its discounts and other investments were increased from 55,000,000 dollars to 65,000,000 dollars, that is to say, at the rate of eighty-five per cent beyond its capital; whilst those of the sound banks of our great commercial cities did not exceed the rate of sixty per cent beyond their capital. It is not necessary to inquire whether this expansion was the natural consequence of the course of trade; whether the Bank of the United States was in any degree influenced by considerations connected with its own existence; or whether the machinery carried away the directors instead of being governed by them. It is obvious, that it is only by keeping its discounts at a lower rate than those of the state banks, that these can be debtors; and that it is only by enforcing the payment of the balances that it can keep them within bounds, and thus regulate the currency. A contrary course will induce the state banks to enlarge their own discounts, and will engender excessive issues, followed by necessary contractions and unavoidable distress."

"The United States Bank had not only ceased, in 1832 and 1833, to be a regulator of the general currency of the country, as indicated by her excessive issues and excessive loans, but the affairs of that institution were, through most of its career, conducted with less prudence than those of the leading banks in the commercial cities. The existence of that bank was prejudicial in its effects, upon the currencies of all the Atlantic states, and especially upon the currency of Pennsylvania, most of which emanated from the banks of Philadelphia. It threw the business of the banks of that city into disorder, prior to the suspension of 1837, by encouraging an undue extension of their liabilities. It induced them, subsequently to that event, to encourage a continuance of the suspension of 1837, to suspend again in 1839, and to aid the United States Bank in its endeavours to constrain the banks of New York to join in that second act of suspension.

"To the banks of Philadelphia, as well as to the general business concerns of that city, the late United States Bank, both in the early stages of its history as well as in its latter days, has been a source of immense injury. 'Philadelphia,' says Mr. Gallatin, in his last work; 'had a sound capital, greater in proportion to its commerce than that of New York, or of almost any other city in the union; its banks proper were sound and cautiously administered; not one of them had ever failed. But they have for several years been pressed by two great evils—the United States Bank and the state legislature. They have at last got rid of the first burden, from which they ought to have detached themselves long ago.'

"It is true that the state of Pennsylvania has got rid of the United States Bank, whose operations, directly or indirectly, have been the main source of pecuniary embarrassments and losses to which the city of Philadelphia and the state of Pennsylvania have been subjected, beyond those which, under the vicious system of banking and currency on which the country is acting, must have otherwise fallen to her share. The Pennsylvanians have got rid of what Mr. Gallatin has termed a '*public nuisance*,' with reference to the results of its operations—but it is to be feared they have not yet *repudiated* the unsound principles of banking and currency which, in compliance with the prevailing popular notions upon these subjects, were carried out to their fullest extent by the managers of the United States Bank, and by all the other banks of Pennsylvania. It is to be apprehended, we repeat, that the same erroneous views of currency and banking, which led to the late ruinous results of their imprudent and dishonest banking, as well as those which were endured from similar causes by the banking operations of 1814 to 1820, are still in existence, among that class of influential and leading persons who, however ignorant upon subjects of currency and banking, they may appear to be to the well-in-

formed, continue to lead the public mind on those important matters. To this conclusion we have been led by numerous resolutions passed at popular meetings, under the management of influential party leaders, and by the almost universal voice of the business community, as far as it has found expression through the diurnal and periodical press, which, not only in Pennsylvania, but in every section, has, with few exceptions, been at all times, as it now is, strongly in favour of the popular principles of currency and banking on which the whole nation, for the past thirty years, have been acting.

"It has often been said, and constantly reiterated, by the advocates of a national bank, and the apologists of the late United States Bank, that it was its disconnexion from the government which led to its subsequent errors. So far from there being any weight due to such an assertion, we conceive that the disjunction of the bank from the government, which took place prior to the expiration of its charter, was a circumstance extremely favourable to its safe and independent action. Under the state charter of Pennsylvania, it was under no obligations to maintain its numerous branches, which, in respect to many of them, must have been a source of great embarrassment to the parent bank. Indeed, it is well known that they were difficult of control, while the loans they made were, in the early stages of the bank, as well as in its later periods, upon securities of a character inferior in safety to those on which banks usually operate in most of the Atlantic cities—and their losses were, therefore, much greater than in those cities.

"It was alleged by the partisans and advocates of the bank, that its ceasing to be the agent of the government would curtail its means of loaning and issuing. No one would deny that such must be the consequence of the withdrawal of the public deposits, but such a change in its circumstances did not furnish any reason for a departure from a wise course of action, on the part of its conductors, nor decrease their ability to maintain its issues and its loans on a safe and prosperous footing. Under that alteration in its condition, 'its loans and its profits,' as Mr. Gallatin has said, 'under a wise administration, should have been reduced to the amount corresponding with its actual means.'

"Again, it was said and repeated in thousands of speeches, and other modes of communication with the public, that as the credit of the bank rested upon its connexion with the government, the character of its circulation would become lowered—that it would lose its '*national odour*,' as the phrase ran—its shares decline in value—and consequently it would be rendered powerless, as a regulator of the local currencies, and as the manager of the exchanges.

"That the credit of the bank was not injuriously affected, was manifest from the prices at which its stock was sold after the re-charter. The shares held in this quarter were eagerly purchased by the people of Pennsylvania, at a premium of twenty per cent and upwards. They continued to maintain their value till Mr. Biddle's retirement from the bank, March, 1839, at which time they were current in the Philadelphia and New York stock markets at 116. That high rate was predicted on a continuance of eight per cent dividends, from which it was naturally inferred the affairs of the bank were in a safe and prosperous condition. The shares continued to maintain a high value long after the expiration of its first charter, nor were the issues of the bank under the slightest degree of discredit in consequence of a dissolution of its connexion with the general government. On the other hand, it is well known that the president of the United States Bank and its most intelligent directors entertained, or affected to entertain, as favourable an opinion of the advantages and of the prospects of the institution, as they had previously entertained while acting under a government charter."

Such were the circumstances which deceived the foreign stockholders, as well as others, and which made them continue their shares or stock in the new bank, which they had held in the bank under its old charter. Its credit was kept up on fallacious and deceptive principles, and a thorough investigation of its affairs and of the value of its *bona fide* assets and capital, would have exhibited its unsound condition. It was afterwards ascertained that its business was conducted with unpardonable want of security.

"The loans of the United States Bank were principally made in those sections of the country where it is difficult to find securities upon which a bank, with an immense capital, can lend with safety. Even the first United States Bank, with a capital of only 10,000,000 dollars, with but few branches, and those under the management of more

experienced, prudent, and skilful persons than had charge of the branches of the late United States Bank anywhere, save in a few of the Atlantic cities. Even that well-governed institution, which had only the competition of some thirty to fifty local banks, that were conducted with as much prudence, and integrity, and success, as the national bank, suffered severe losses in some of its branches, and it could not have prospered had not those losses been more than counterbalanced by extraordinary gains in other places. But that bank was managed on principles very different from those acted upon by Mr. Biddle, or by any other persons in charge of the late United States Bank, except Mr. Cheeves, and he became unpopular because he acted upon conservative principles.

"The late United States Bank, as the disclosures of its conduct and of its fate have most clearly shown, owes its ruin, not to the violation of its charter by the government, nor to the removal of the public deposits, nor the issue of the specie circular, nor to the political hostility of party men. The primary and operating causes of the mistakes, misdemeanours, misfortunes, losses, and the final destruction of that establishment, may all be traced to a violation of those sound, prudent, and honest principles of banking, currency, and credit, through almost every stage of its existence, which ought to have governed the feelings, opinions, and conduct of its administrators."

"In a country where, owing to the existence of a paper currency of so low a denomination as one dollar, there never can be any considerable amount of specie in circulation; and where also their reserves of coin, when the banks are in their ordinary condition, do not exceed one-sixth or one-seventh the amount of their liabilities. It follows, we repeat, that the only security against sudden commercial pressures of a ruinous severity, succeeded by revulsions and bank suspensions, is for the issuers and managers of the currency to keep down its circulation to a level with the sound currencies of those countries with whom we have commercial interchanges.

"To revert to what Mr. Gallatin has alleged against the United States Bank, for its share in producing the suspension of October, 1839; we do not mean to deny that her operations were more instrumental than those of the local banks, but we have shown that the New England and New York banks were culpable, and so were the banks in all the states. There was an universal disregard to all considerations of prudence on the part of the managers of banks, as regarded the safety and interests of the shareholders, and of the public as recipients and holders of their issues, and of the business community generally as interested in having the circulating medium of the country maintained in that stable and sound condition so essential to their prosperity.

"'On the 1st of April, 1839, the foreign debt of the bank,' says Mr. Gallatin, 'amounted to 12,800,000 dollars, and the various stocks owned by it to near 23,000,000 dollars, of which 6,300,000 dollars, consisting principally of *Mississippi and Michigan stocks*, and previously contracted for, were not yet entered on the ledger. Its credit had, indeed, been artificially sustained; and its stock was selling at a considerable advance. It was, nevertheless, on the verge of destruction. In August of the same year, it was compelled to issue post notes, which soon fell to a discount of more than one per cent a month. In September the bank drew largely on Europe without funds, and partly without advice. In order, if possible, to provide funds for that object, and also, as has been acknowledged, for the purpose of breaking the banks of New York, payment of the bills thus sold in that city was suddenly required in specie, and the amount shipped to Europe. The attempt was a failure in both respects:—the banks stood, and the bills were dishonoured. On the 9th of October, the United States Bank suspended its payments, and it is not improper to observe, that a fortnight later another attempt was made under its auspices, by the debtor-interest of New York, to compel the banks to expand their discounts, and thus prepare the way for another general suspension. The banks, as might well be expected, unanimously refused to yield.'

"In the criminations and recriminations, among the parties connected with that ill-managed and ill-fated institution, the facts—discreditable as they are to the persons concerned in the act alleged against the bank by Mr. Gallatin—are admitted to have been correctly stated. In a letter from Mr. Cowperthwaite, cashier of the bank, to Mr. N. Biddle, its former president, there is the following passage:—

"'After the feverish excitement consequent on this too speedy effort to return to cash

payments (in 1838) had in a good degree subsided, another crisis was anticipated, and it was feared that the banks generally would be obliged again to suspend. This was unhappily too soon to be realised, for the storm was then ready to burst, but instead of meeting its full force at once, it was deemed best to make it fall first upon the banks of New York. To effect this purpose large means were necessary, and to procure these resort was had to the sale of foreign exchange. The state of the accounts of the bank with its agents abroad, did not warrant any larger drafts upon them, especially that of Messrs. Hottinguer in Paris. This difficulty, however, it was thought, might be avoided, by shipping the coin to be drawn from the New York banks immediately to meet the bills. Accordingly large masses of exchange, particularly bills on Paris, which were then in great demand, were sent to New York to be sold without limit. Indeed the bills were signed in blank, and so sent to New York, and although a large book was thus forwarded, it was soon exhausted, and application was made to the agent of the Paris house in New York, for a further supply, who drew a considerable amount besides. The proceeds of these immense sales of exchange created very heavy balances against the New York banks, which after all signally failed in producing the contemplated effect.'

"In Mr. Biddle's comments on Mr. C.'s communication, he thus notices this ingenious plan of regulating the currency and the exchanges:—

"'Here, then, is revealed the real and secret causes of the disasters of the bank. Now, without meaning to say a single word about the object of these drafts, and without intending the slightest censure of any one, it is impossible not to see in this single circumstance, the solution of many difficulties of the bank. The bank, as I understand, suddenly draws an immense amount of bills on Messrs. Hottinguer and Company, without having a dollar of funds in their hands—without having any authority to draw for a dollar—without a line of explanation as to the nature and extent of these unexpected drafts—and without even the usual commercial notice that such bills had been drawn. Messrs. Hottinguer and Company could not, as prudent men, do otherwise than protest these bills; and thus the bank, in the very fulness of its credit, was suddenly disgraced in the eyes of all Europe. The talents of Mr. Jaudon repaired, to a certain extent, this disaster,' &c.

"What was the '*disaster*' referred to by Mr. Biddle, *without*, as he has told us, *intending to censure, in the slightest degree, any one concerned in the measures which led to it?* Why, according to his own statement, and the confessions of the cashier of the bank, the cause of that *disaster*, as it is termed, was the failure, in part, of a scheme to raise money by dishonest expedients, for the purpose of breaking the New York banks, who were struggling against difficulties and embarrassments, partly arising from the imprudence and misconduct of the United States Bank, that they might fulfil their engagements to the public, as holders of their bills; and what, to the country, was infinitely more important, in order to prevent the monetary concerns of New York and New England, comprising, as those sections probably do, nearly one-half the active capital of the country, from falling into the ruinous and *hopeless* condition of the paper currencies and pecuniary concerns of all the other states of the union.

"Another disastrous event, in the latter stages of the existence of the United States Bank, was the *first resumption* of specie payments. This occurred in New York and New England, in May, 1838, and in Pennsylvania, and most of the other states, in August, 1838. Mr. Cowperthwaite, in explaining to Mr. Biddle the reasons why the bank —which, on the 29th of March, 1839, when the latter gentleman retired from it, '*was strong and prosperous*'—should, in less than two years afterwards, have sunk its entire capital of 35,000,000 dollars—its reserve fund of 4,421,289 dollars—and some 5,000,000 dollars or more in the form of unredeemed circulation and deposits, and of liabilities, for over-advances in Europe on depreciated or worthless securities. Mr. Biddle's successor, Mr. Dunlap, says, 'The utter prostration of the Bank of the United States, passes, I confess, my comprehension! I may, however, point out some of the causes that, in my judgment, have mainly contributed to bring about its painful and humiliating condition. The first cause,' he continues, 'may be traced to the consequences of the *premature resumption* of cash payments, after the first suspension of the banks,' &c."

Notwithstanding the ruin which the failure of the bank of the United States extended over the country, and the suspension or bankruptcy of banks in each state, a desire was soon after manifested for establishing a national bank. On this subject, Mr. Lee remarks :—" *That banks as they have been managed—have been among the retarding, and are not to be reckoned among the accelerating, causes of the accumulated wealth of the country. That reasonable proofs are found in treatises and essays of our own writers, that the currency as it has been managed by the banks the last thirty years, has cost the country more money than the whole peace expenditure of the government would probably have amounted to, under a metallic currency, or a mixed currency, so managed as to be subject to no greater fluctuations than are incident to a metallic currency.*"

The chartering of a national bank soon became a great party question.

Mr. Webster in a speech made to his fellow-townsmen in Boston, admitted that a bank founded upon the principles of the former one, was unattainable and inexpedient. " A bank (said Mr. Webster) founded on private subscriptions, is out of the question. That is an obsolete idea, and people who are working for power to make a bank of the United States, may as well postpone all attempts to benefit the country —to the coming of the Jews."

" It was, however," says Mr. Lee, " under pledges of establishing a bank, that the party to which Mr. Tyler belonged came into power ; and he was, as has been maintained, as strongly committed in favour of such an institution, as any of their political leaders.

" The establishment of a national bank was, during the canvass for the presidency, held up by the contending party which prevailed, as of great importance to the welfare of the country, and the obtainment of a charter for one, was considered as one of the expected benefits that would ensue from a change of administration. Such an institution was not only called for by the party in power; but was pretty universally wished for by the mass of the people in all quarters, although many of the party leaders affected to be opposed to a bank, and some of them were sincerely so, in both the great divisions of parties.

" The scheme of a bank presented to congress by Mr. Clay, would, in fact, whatever might be the intentions of its projector, have been a political bank, with the means of extending those corrupting influences over public men, which are already too abounding for the slight resistance likely to be made to temptations held out to *armies of patriotic persons*, who, fancying they were born to be supported by the nation, would think it was *unjust if they were not allowed to carry off a large portion of the* 50,000,000 dollars, *capital, in exchange for their accommodation notes.* Such an ordinary banking incident would, however, have been but a slight evil in comparison with the effect of its operations in aiding, as did the late United States bank, the local banks to extend their loans and issues.

" *An inflation of currency would have raised the prices of goods ; this would have led to over-importations, and to diminished exportations. The result of that state of things would have been another commercial and monetary pressure—caused by a demand for the coin of the banks, to pay up a balance against us for an excess of importations.* The banks would have paid out part of their coin, but as that could not have been done without breaking down prices—and consequently embarrassing all the debtor part of the community, and ruining a large portion of them ; why, in such an emergency, the banks would have been called upon to suspend.

" From 1833 to 1837, the currency of the country, as we have before shown, was in a constant state of expansion. It was, also, always in excess, as compared with the currencies of other countries. So long as this progress of augmentation continued, all who bought and sold had an opportunity of increasing their nominal wealth, namely—the

money value of their property, because the prices of commodities advanced, in a greater or less degree, though not in proportion, as we have before remarked, to the numerical increase of the currency.

"So long as this unnatural abundance of money (currency), and its usual concomitant, an abundant credit, continued, prices of every commodity were high in comparison with the prices of the same commodities prior to the enlargement of the currency. This increase of *prices* of commodities, as far it arose from an increase of currency, was not an *augmentation of value.*"

We agree with Mr. Lee, for there cannot be a greater fiscal error than confounding *price* with *value.*

One of the great moral evils which Mr. Lee exposes with ability in regard to the executive power of the United States, is what is termed "*the democratic principle of the executive,*" the proper designation should be the DESPOTIC PRINCIPLE OF ANARCHICAL DEMAGOGISM, namely, the removal, on the accession of a president, of all men from offices, of every grade, who were appointed by his predecessor; such removal having no justification but mere difference of opinion on political questions. This extends to banking questions and to tariff duties, when such become party questions. In exposing this monstrous bane of honest and intelligent administration, we cannot do so more conclusively than by introducing the opinions of American citizens. Mr. Lee remarks:—

"Now, if any reliance can be placed on information derived from sources common to every one, such a principle, such a *democratic principle,* as is laid down by many of our political leaders, and which the present chief magistrate is acting upon—it is one of those theoretic principles of which the right to exercise is claimed, *in all governments but* FREE GOVERNMENTS—but is nowhere carried into such frequent and full operation as in this democratic Republic. In Turkey such a '*democratic principle*' could hardly be acted upon, with such frequency as among us. In Austria, half of whose revenues are expended in the support of armies and of a military and civil police, for ever at the call and the command of the monarch, it is not, we apprehend, the practice of the government to carry the '*democratic principle*' to the extent which is now done by the democratic head of this Republic, and which has also been done by some of his late predecessors. The soldiers themselves might revolt at what, in *unfree* countries, would be considered as *too arbitrary, and too destructive of the stability and happiness of a nation, under any form of government but a republican government.*

"In France and Great Britain, whose monarchical governments we, of this *enlightened and free country, hold in such slight political estimation,* or in such *democratic abhorrence,* the democratic principle of proscribing and punishing men for opinion's sake, if carried into such extensive operation as it is deemed right to do in this country, and which it is now deemed expedient to do, *would be denounced and resented by enlightened and reflecting persons of all parties.* The exercise of such *an unjust and demoralizing* principle would, in those two nations, unsettle and overthrow the ablest and most popular administrations that ever held the reins of power. *It was the too free use of the power claimed by our democratic rulers, and exercised by them,* which was among the most effective causes of the overthrow of the French monarchy, and of some of the revolutions which have occurred in our parent country. And as the people of this country are *not, as yet, it is to be hoped, less jealous of those rights which are secured to us, or which were meant to be secured to us, by our constitution, than the subjects of France and England, there must come a time when we shall show as great a disapprobation of this principle of despotism as is now shown by these nations; or, failing of that advancement, to a more just appreciation of our rights and our duties than we now have, fall into that state of political degradation and moral weakness which might render it impossible for us to maintain the institutions under which we now live, in any tolerable degree of*

strength and purity. It would hardly require a succession of many administrations, governed by the principles on which the country has been ruled of late years, and is still ruled, to plunge this too extended a league of nations, poorly qualified, as some of them appear to be, for free institutions, into a state of demoralization and disorganization that would prove fatal to the continuance of the union,—that would prove fatal, not only to the existence of the union, but also to those principles of political morality and of civil government, on which this ill-governed confederacy must hereafter rely for its moral regeneration, and its political re-organization, when it shall be resolved into its several constituent parts, in its rapid advancement to that state of ignorance, corruption, alienation, disunion, and political destruction to which, if we may rely on the teachings of history and of experience, every nation is doomed when, for a long period of time, it has been not under the government of men desirous of promoting the prosperity and welfare of their constituents, but under the domination of a faction, whose personal views and private interests are incompatible with the safety, honour, and happiness of their country.

"In Great Britain and France, a change of ministry involves only a change of the heads of the departments and their chief secretaries. If the principle of removing the numerous subordinates were acted upon, those nations, wealthy and powerful as they are, could not have sustained their political greatness and independence, through the severe trials to which they so often have been exposed. *Experience in the performance of the duties of civil stations, is as essential as it is in the performance of military duties.* Now what chance would there be of succeeding with an army, however numerous it might be, if the principal officers were changed every year or two, and with them a considerable number of the subalterns and a portion of the rank and file, and raw recruits and untaught and inexperienced officers enlisted as substitutes?

"Look at the moral effect of such a disorganizing and cruel principle—cruel as respects the objects of such unjust treatment. If a due and faithful performance of official duties is no security against political proscription and removal from office, what inducement can men of ability and character have to seek or to accept public employment? or, if engaged in that service, to put forth their utmost ability and exertions to serve their country? *And what has been the effect of this demoralizing principle? Why, the history of the past twenty years exhibits, in the fiscal branch of the public service, a degree of corruption and dishonesty, which, considering the circumstances of the country and the small amount of pecuniary responsibility resting upon the revenue officers—in comparison with what exists in some other countries—is without example in any well-governed nation. It amounts to a very large per centage on the gross receipts of the nation, and it is an item of the public burdens which is rapidly increasing. In case of a war, when it might be necessary to raise three or four times as much money as is done under a peace establishment, the plunder of the public revenue would, of itself, be a heavy burden on the country, and especially if there were a national bank to aid by its influence, and its corrupting power, the needy, reckless, and unprincipled men who, in such an emergency, are as active and dexterous in preying upon their country, as they are in stirring up feelings of hostility against foreign nations with a view of producing wars.* The Florida war cost the country some 30,000,000 or 40,000,000 dollars, only a small proportion of which went to the national troops who defended that territory from invasion; while the balance leaked out of the public purse, and was drained off in some unknown, or in some unlawful direction.

"Will any reflecting man advocate a money-coining machine, under whatever plausible name it may be disguised, whether a 'national bank,' a 'fiscal agent,' or an 'exchequer,' either to be under the direct control of the government, or only connected and influenced by it? Are there not, as the government is now administered, and as it has, for some years, been administered, too many sources of corruption available to a large class of public men, without adding to their number?

"The object of a national bank, as far as the government has any connexion with it, is to be able to increase the public receipts without hazarding their popularity by taxation—to borrow the people's money to pay the debts of the people—the result of which,

according to the financial measures of the present administration, has been to pay one debt by the creation of a still larger one.

"Or, if the 'exchequer plan' of President Tyler had been carried into operation, the effect would have been to throw upon the country a large amount of irredeemable paper money, beginning with 10,000,000, and by an extension of its powers to any sum which may be deemed desirable by this administration or any succeeding administration."—*Letter to Cotton Manufacturers.*

President Tyler in his messages, declares:

"'It has now become obvious to all, then, that the government must look to its own means for supplying its wants, and it is consoling to know that those means are altogether adequate for the object. The exchequer, if adopted, will greatly aid in bringing about this result. Upon what I regard as a well-founded supposition, that its bills would be readily sought for by the public creditors, and that the issue would, in a short time, reach the maximum of 15,000,000 dollars, it is obvious that 10,000,000 dollars would thereby be added to the available means of the treasury without cost or charge.'*

"If it were the object of the 'exchequer plan' to keep the 10,000,000 afloat perpetually, as it would appear to be the case, then there would be an accession of 10,000,000 dollars to the public revenue derived from this issue of 10,000,000 dollars of '*assignats*, or what may be better understood by the term of '*continental money*.'"

Upon the tendency and object of this financial scheme of the executive, Mr. Fillmore, the chairman of ways and means, said in regard to the government "exchequer plan:"—

"As a bank, then, what are to be its probable effects upon the currency of the country? So far as it shall furnish a paper circulation of equal value with gold and silver, it would be beneficial. But, if we are to judge from past experience, this could not be done to any great extent, and would not be maintained for any length of time. All go-

* The first Essay, by Mr. Middleton, was published under the same title as the second—"The Government and the Currency." The following is a paragraph of a criticism on it.

"We have briefly indicated the leading topics considered in this very able pamphlet. But the subject of the currency is now so hopelessly overwhelmed by the cant and vulgar ferocity of party politics, that calm and temperate writing, like this of Mr. Middleton, stands but slight chance of fixing the public attention. Still, the work will do good. It is written in a singularly clear, manly, and elegant style; the arrangement of topics is excellent; the statements are well weighed, and conscientiously made; and no trace of the rampant party spirit, which perverts public opinion to a dreadful and alarming extent, on all questions of national policy, is discernible in its pages. The object aimed at by Mr. Middleton, namely, 'to combine, as far as it is possible to do so, the advantages of the metallic with those of the bank-note system,' is one which ought to be studied by the public men of all parties; but the demagogues have seized upon the subject for their own purposes, and the minds of the people are filled with ignorance, prejudice, and passion, until they are scarcely capable of acting without manifesting an insane violence, by which their real interests are sacrificed.'"—*North American Review.*

"After what we have now said, we think it must appear that we were fully justified in assuming, as we did in the former part of this essay, that the only portion of the circulation, or medium of exchange, which required legislative interference and regulation, was that which consisted of the bills and notes of banks of issue. We have endeavoured to show that the essential point of difference between the notes of a bank and those of a merchant or trader, consists in this: that the notes of a bank are payable at an indefinite period; while those of a merchant or trader (which constitute mercantile paper) are payable at a period fixed and certain. We have endeavoured, too, to show that this difference between mercantile and bank paper is one of great importance, and leads to important differences in the effects produced by these two descriptions of paper, when left unrestrained by legislative regulation; that while private, or mercantile paper, is, by the necessity which exists for its payment at a given and fixed period, kept within moderate and reasonable limits, bank paper, on the contrary, is tempted constantly to exceed those limits; because, not being payable at any definite and fixed period, no such restraint exists—and the banks issuing such paper, prompted by the desire of gain, naturally seek to increase the amount of their issue, and to keep it from returning upon them for redemption for the longest period possible."—*Government and the Currency.*

vernment banking, in all ages and countries, has proved a failure. We believe there is no exception to this rule. To prove this we need not resort to the assignats of France, or the imperial bank of Russia, with its paper rubles, or even the far-famed deposit bank of Amsterdam, which was under the charge of the governors of the city, annually elected by the citizens, and for whose fidelity the city itself was liable. All these, at different times and under different circumstances, had a common end. The assignats, though based upon the avails of large estates which had been confiscated, and made a legal tender by severe penalties, gradually sunk in the market, in consequence of excessive issues, until they became worthless. A similar fate attended the paper rubles of Russia; and the governors of the Bank of Amsterdam, in violation of their official duty and solemn oaths, secretly withdrew the specie that had been deposited in its vaults; and this fraud was not discovered for forty or fifty years. But the attempts in our own country, by different states, to establish banks owned by the states, have been equally unfortunate. Few, if any, have maintained their credit, and the committee believe that there is some inherent and insurmountable difficulty in *government banking*, that cannot be overcome or obviated.

"In the first place, the various officers and agents which would be selected to take charge of such an institution, are not likely to have the requisite financial skill, even if they should have the requisite moral honesty. *They will be selected from party and political considerations. Thus it ever has been, and thus it ever will be.* But, even if they had the skill, they would not feel that solicitude which self-interest alone can create, and which is indispensable to the successful management of a bank. But, among such agents appointed from such motives, there will be many whose moral integrity cannot be safely trusted. *We have deplorable evidence of this in the numerous defaulters to the government, and the scarcely less numerous instances of bank officers acting under the immediate eye of those interested, who have embezzled the funds which they were paid to guard.*

"But even if these difficulties could be overcome, there is still another which admits of no remedy, and against which you can provide no security; *and that is the dangerous increase in the issues of such paper by legislative authority. It matters not that you limit it by this act—the next Congress has power to change it; and, having the power, if there should be a deficiency in the revenue, it will be exercised.* All experience leads to this inevitable result. It was so in France. It was so in Russia. It was so in this country during the Revolution, when continental money was poured out until it became worthless; *and it was so during the last war, when treasury notes were increased until they were twenty or twenty-five per cent below the par value of non-specie paying banks; and, even within a few months after this exchequer plan was first recommended to Congress, in a time of profound peace, treasury notes were issued until they fell five per cent below par, and the credit of the treasury was, at last, only saved by promising to pay six per cent interest on these notes semi-annually, which converted them at once from currency, receivable in public dues, into a species of stock for investment. Even we could not sell a six per cent stock, having twenty years to run, without a discount to meet these notes; and had they been issued under this exchequer, the result must have been the same. All these facts lead to but one conclusion, and that seems irresistible; which is, that the government ought not to engage in banking, but that that should be left to private corporations or companies, which may be effectually restrained in their issues by penal laws, for the violation of which they may be made amenable to the courts.* Certainly nothing short of this can prevent excessive issues, or insure prompt redemption; and even this has not always effected that object."

Thus much Mr. Fillmore has alleged against the scheme of President Tyler, upon its economical defects. Of its corrupting tendency he makes the following just and forcible observations:—

"If it were possible to have such an institution without increasing executive power or endangering the treasury, which should be administered by men of undoubted talents and integrity, endued with competent financial skill, and a cautious, vigilant sagacity,

uncontaminated with political and partisan bias, it is undoubtedly capable of rendering some service both to the business wants of the country and the financial embarrassments of the treasury. But to hope for this is to expect a change in human nature itself, and in the ordinary motives that govern the conduct of men, and especially political men, little less than miraculous. *Our institutions are based upon no such theory of human perfectibility.* They contemplate the possibility of error and vice in those who are intrusted with power, and therefore guard the trust by every limitation, as to time and amount, not incompatible with the object to be obtained.

"Suppose the exchequer agent dishonest; suppose him a warm political partisan? might not these favours be dealt out to political friends, and denied to political enemies? Or suppose money is wanted to corrupt the fountains of elective power, or carry some great political contest; how easy would it be for a dishonest and pliant exchequer agent to buy the drafts of some irresponsible political friend, and thereby pour out the national treasury for the basest purposes; and yet, when called to an account, he has committed no crime—he has merely misjudged by purchasing a draft not accepted, the drawer of which has proved irresponsible."

"Mr. Tyler previously," says Mr. Lee, "vetoed a plan of a national bank founded on principles much more practicable, and fraught with infinite less danger to the cause of sound currency and sound morals than this plan of raising money by other means than taxation.

"But it is said that, sustained by government credit, there would be no danger that this government paper would become depreciated. Now, is it true that there is such a high degree of confidence in public credit? Have we not seen treasury notes selling below par, when money was superabundant? Is it already forgotten that within a year the government six per cents have been offered on every exchange in Europe at par, and refused at that high rate of interest, when the three and a half per cent stocks of Hamburg were eagerly sought after at par? While the three per cents of Great Britain, owing 3,800,000,000 dollars, would command more money than our six per cents? This is not all: were not those six per cents, which had been rejected by every banker and stock dealer in Europe, sold in this country on lower terms than money could be borrowed on the notes of hand of hundreds of individuals? Perhaps we might say some thousands of individuals, in the great commercial cities, where for twelve or eighteen months there has been a superabundance of disposable capital in exchange for which its possessors were in pursuit of safe investments?

"It is true that the government *six per cents* which were disposed of at something under their par value, have since advanced to twelve per cent beyond par; but this has arisen, not from a firm reliance on government credit, but from an extraordinary abundance of money accompanied by speculative operations, which have carried up state stocks from fifteen to fifty per cent above the prices they bore twelve months ago, while at the same time the notes of individuals, bearing interest of from three to four per cent per annum, are selling at par. In other words, there are now, as twelve months ago, thousands of men in private life, who can borrow money on considerably lower terms than the government.

"If the financial and fiscal concerns of the nation had been managed with any tolerable degree of skill and prudence, and there was a reasonable degree of confidence in the capacity and good faith of the existing administration, a government loan, bearing an interest of four per cent, would have commanded as much, if not more money, than was realised for the last loans, though disposed of when money was so abundant that mercantile securities were in demand at lower rates of interest than have been current among us for many years; while in the great money marts of Europe, borrowings could be effected on business paper, of a fair character, at from two to three per cent per annum, and at some periods on still lower terms.

"These facts, which few persons can be ignorant of, although they may be unmindful of them, show what a *low degree of credit the public securities enjoy* at home and abroad. Some of the causes of this discredit have been referred to in various passages of these letters. Superadded to these causes, may be reckoned the proposition advanced by the executive, of raising, by means of what he is pleased to term '*the exchequer*,' whatever

money the public wants may require, beyond the existing amount of revenue, greatly insufficient as it is, and as it has been for some past years, *by an issue of national paper money.*"

We have not adduced these remarks for the purpose of proposing a system of banking, but to exhibit the evils of fallacious currencies, and to show what has been done, and what exists—what has been, and what is proposed as remedies for these evils, regarding the currency of the United States. The following are extracts from a recent report of the Select Committee on banking and currency in the United States, of which Mr. Cushing was chairman.

"The constitution of the United States empowers Congress 'to lay and collect taxes, duties, imposts, and excises, to pay the debts, and provide for the common defence and general welfare of the United States,' it being requisite that 'all such duties, imposts, and excises shall be uniform throughout the United States.' And it recognises the existence of 'the treasury of the United States.' But it does not prescribe the organisation of that treasury, nor set forth the mode in which its *personnel* shall be constituted or its business transacted, otherwise than as it provides that the president, with the advice and consent of the senate, shall appoint the principal officers of the United States. But the constitution further provides that Congress shall have power to make all laws 'necessary and proper for carrying into execution' all other powers vested by it in the federal government. And under these constitutional provisions is the treasury of the United States to be organised by legislation, and its concerns conducted; the president being empowered and enjoined 'to take care that the laws be faithfully executed.'

"*Treasury Department.*—By the act to establish the treasury department, passed on the 2nd of September, 1789, it was provided that it shall be the duty of the treasurer to receive and keep the moneys of the United States, and to disburse the same, upon warrants drawn by the secretary of the treasury; but the plan and mode of so keeping the moneys of the United States were not specifically prescribed, unlimited scope of choice being left to the treasurer in this respect, subject always to the authority of the president to see to the due execution of the laws, and in his executive capacity to guard the interests of the government.

"*Bank of the United States.*—Under these provisions of law, the fiscal operations of the federal government, as now constituted, commenced, and so proceeded, until the 25th of February, 1791, when the Bank of the United States, according to the proposal of the secretary of the treasury, was incorporated for a period of twenty years.

"This bank answered immediately three purposes of the government, namely,—I. Of its capital of 10,000,000 dollars, three-fourths were composed of funded debt; II. It was made the fiscal agent of the United States; III. Its notes became a legalised currency, being declared receivable in all payments at the treasury.

"And the system of the government was completed by the act of the 2nd of April, 1792, establishing a mint, and regulating the coins of the United States upon the basis of the dollar unit, previously prescribed by the continental Congress.

"On the expiration of its charter, it does not appear to have been deemed necessary or expedient to legislate further, either as to the means of collecting or the mode of keeping the public moneys; but this was left to stand on the authority vested in the treasurer, by the act of 1789, to receive and keep the moneys of the United States.

"Meanwhile, the number of banks, incorporated by the several states, had increased, previous to or at this time, to *one hundred,* and in 1812 about *twenty more* were incorporated, *with an aggregate capital, in the whole, of upwards of seventy-seven millions of dollars;* and the business of the treasury was conducted in their notes, and by deposits with them. *In the progress of the war with Great Britain, all the state banks, south of New England, ceased to pay coin for their bills* (in 1814), as the United States Bank would, in all probability, have done, if it had continued to exist, as the suspension was chiefly in consequence of advances made by them to the government; but, notwithstanding the non-redeemability of their bills, they continued, from the necessiy of the

case, to be received and paid in the business of the treasury, *though gold and silver coin was at this time, by express enactment, the only legal currency of the United States.*

" Under this condition of things, the act of the 10th of April, 1816, was passed, establishing the second Bank of the United States.

" The prime inducement to the establishment of this corporation, as stated by the president (Mr. Madison), in the message recommending it, was to restore to the community ' a uniform national currency;' to provide a ' substitute' for coin, ' which might engage the confidence and accommodate the wants of the citizens throughout the union,' until the time when the precious metals could again be rendered ' the general medium of exchange.'

" The president, in his message, indicated three means of providing a ' common (paper) medium of circulation,' viz :—1. By the bills of the state banks ; 2. By a national bank ; and, 3. By ' the notes of the government.'

" The newly chartered bank, then, like its predecessor, furnished a paper currency declared by law to be receivable in all payments at the treasury; it was made the fiscal agent and the depository of the treasury; and it absorbed in its capital a portion of the public debt ; since, of the 35,000,000 dollars constituting its stock, only 7,000,000 dollars were required to be in specie, the remaining 21,000,000 dollars of private subscription being authorised to be received in stock, as also the 7,000,000 dollars to be subscribed by the government.

" In further regulation of the currency, at the same session of Congress, by an act in the form of a resolution, passed on the 30th of April, 1816, it was provided that all duties, taxes, debts, or sums of money, accruing or becoming payable to the United States, shall be collected and paid in nothing but the legal currency of the United States, or treasury notes, or notes of the United States Bank, or the notes of banks payable and paid on demand in the legal currency of the United States.

" And by the combined action of the government, the United States Bank, and other causes, the bank currency of the country was brought back to a specie standard.

" On the expiration of the legal term of the charter of this bank, in 1836 (a bill for its rechartering having been vetoed by President Jackson, and the public deposits withdrawn from it), the business of the treasury was again transferred to the banks of the several states, and transacted by them, at first, under the general authority of the act establishing the treasury department, and afterwards according to the more specific provisions of the act of Congress, passed the 23rd of June, 1836, to regulate the deposits of the public money.

" Under the new system, the public revenue on hand was deposited in selected banks, with various regulations of security ; the public funds were transferred by their agency; their notes were received and paid out in the dealings of the treasury; and they were relied on to conduct the exchanges of the country, and furnish its paper currency.

" At this period (1836), the number of banks chartered by the several states had greatly increased, many being created for the alleged purpose of supplying the anticipated vacuum in business by reason of the refusal of a new charter to the United States Bank; *the total number of banks in operation in the United States being six hundred and seventy-six, with a caditla of upwards of three hundred and twenty-four millions of dollars.* This amount of capital was greatly beyond the real wants of the country; *much of it was fictitious; the business was altogether overdone; excessive bank issues and overtrading followed hand in hand; and at length* (*in* 1837), *the whole machinery fell into pieces, and a general suspension of cash payments by all the banks in the United States occurred.*

" The president (Mr. Van Buren), considering the incorporation of a national bank unconstitutional, and if constitutional, yet unwise, and deeming the continued use of the state banks either impracticable or inexpedient, recommended a radical change in the fiscal operations of the federal government, which (with some modification of the original plan), became the law of the land on the 4th of July, 1840, by the passage of the act to provide for the collection, safe-keeping, transfer, and disbursement of the public money.

" The principle of this plan was the ultimate total separation of the federal govern-

ment from all dependance on banks and bank paper in the business of the treasury. The treasurer of the United States and various officers of the government under him, were required to keep the public moneys in the vaults of the government, and perform all the duties of transfer as well as deposit, and provision was made for exacting immediately one-fourth of all public dues to be paid in gold and silver, and for the addition of one-fourth to that requisition yearly; so that, on and after the expiration of three years all payments to the government should be made in gold and silver only, as the sole and exclusive legal currency of the United States.

"The act continued in force only one year, being repealed by the act of 1841, which threw back the business of the treasury on the provisions of the resolution of 1816, and the original act establishing the treasury department, where it now stands.

"And thus, by the vicissitudes of opinion and of party, and the successive rejection of the plan of a Bank of the United States, that of deposit in state banks, and of the independent treasury, Congress is invited and required to examine the whole subject anew, free from all impediments of existing law, and to settle it on the principles of justice and general expediency, and in the letter and spirit of the constitution."

The committee then report on the *public revenue*, the *money standard*, or *measure* of value, on *bank paper*, and on *government bills of credit.*

On the subject of public revenue, the committee judiciously observes—

"*Of the Public Revenue.*—Every wise government, whatever may be the source or tenure of its power, will, of course, in the solution of this problem, aim to reconcile its own interests with those of the community it governs. If it be a constitutional government, established and existing only by the consent of the governed, its functions are nothing but a high trust, to be exercised for their advantage. If it be a despotic government, holding its power by force or prescription, still its own greatness is inseparably connected with the welfare and prosperity of those whom it rules, and the extent of its own pecuniary resources depends upon theirs."

On the Money Standard, or Measure of Value, the committee report—"Whatever course of policy government may choose to adopt in these respects, it must, of necessity, as the indispensable condition precedent of any regular system of fiscal measures, fix a money standard, or measure of value, for the regulation of all dealings between itself and the community, unless it receive every thing in kind, and pay out the same. Even then, it must have some sort of measure of value, otherwise all taxation will be arbitrary, unequal, and oppressive. It is convenient that the standard of value between itself and the community shall, if possible, be the same as that between the individuals of the community themselves in their own mutual dealings. It is, moreover, in other relations, a proper function of government, for the sake of uniformity, for the prevention of disputes, and for the execution of the laws between man and man, to prescribe the measure by which the value of property, the exchange of commodities, and the collection of debts shall be regulated. Unless there be such a fixed standard of value, the property and the labour of all are at the mercy of the government and of individuals. Hence the universal exercise, by all civilised governments, of the power to coin money, and assign to it a standard denomination of value.

"If it were possible to discover or devise any substance or thing, of the same *unchangeable quantity and value at all times and places, imperishable, safe, portable, perfectly convenient, indefinitely divisible, and upon which neither time nor man could act to its injury or abuse, that would be the true money standard.**

* In the Reverend Mr. Felt's recent "History of the Early Currency of Massachusetts," we are informed that "The want of a fixed and permanent standard for the adjustment of debts, and also some portable representative of smaller values, drove our good fathers into a great variety of speculative schemes as well as odd and awkward expedients. Having no prominent staple like that of Virginia, where the price of all commodities (not excepting *wives*), was estimated in *tobacco*, they made use of almost every marketable article as currency. Wheat, rye, Indian corn, peas, fish, and beaver, were, however, more especially used as money; while musket-balls, at a farthing a-piece, and white and blue shells of three and four for a penny, answered, many years, as small change.

" *The use of the precious metals,* in this way, resulted from their intrinsic adaptation to that use; and governments only added the legal rate of value, and the stamp or cer-

It is quite a remarkable fact, that our ancestors should find among the aborigines, a circulating medium which could be adapted to their own purposes, and be used both in public and private transactions. The manufacture and use of wampum-peage, or shell-money, it is said, had enriched the Pequots and Narragansetts, and given them an ascendency over other tribes; and as this article was always convertible into peltry with the natives at definite rates, and as peltry was next to specie in fixedness of value, our fathers gladly availed themselves of so convenient a pecuniary substitute. Wampum and beaver, with articles before enumerated, were the legal and almost only currency of the first thirty years. In these were a great proportion of the taxes paid, by far the largest part being in grain, so that the public treasury resembled the storehouses of Joseph in Egypt, being filled with corn instead of money. The salaries of ministers were paid in the same manner, having just a little silver added to buy such clothing and other articles as must be imported from the old country. The deputy to the general court was allowed money or beaver, but the town magistrate and the surveyor of lands were satisfied with good merchantable corn. Contributions to college, when made in *wampum-peage,* were purchased by the colony treasurer, in amounts not exceeding twenty-five pounds at one time. In 1644, each family was ordered to bestow a peck of corn, or twelve-pence in money for the maintenance of poor scholars.

" The stated prices of the products of the earth varied less in a series of years than might be expected. They were as follows :—

YEARS.	Wheat.	Barley.	Peas.	Corn.
	s. d.	s. d.	s. d.	s. d.
1642.....	4 0	4 0	3 4	2 6
1647.....	4 6	5 0	4 0	3 0
1648.....	5 0	5 0	4 0	3 0
1649.....	5 0	5 6	4 0	3 0
1654.....	5 0	5 0	4 0	3 0
1655.....	4 6	4 6	4 0	2 6
1658.....	5 0	4 0	4 0	2 8
1670.....	5 0	4 0	4 0	3 0
1680.....	5 0	3 6	4 0	3 6
1690.....	5 0	4 0	4 0	3 6

" Cattle also were taken in payment, both of the public and private dues.

" The office of collector was, at that time, no sinecure, he being liable for the safe transportation of these cumbrous treasures from the various towns to the place of deposit. As this natural money had often to go back in the way of expenditure to the very places from whence it had been taken, it finally occurred to some sagacious persons, that, in many cases, a schedule would be as convenient in the treasury as the actual presence of grain or live stock. Sub-treasuries were, therefore, multiplied about the country. The constables of the several towns had charge of the portions collected in their districts; and warrants were drawn upon them for public disbursements.

" In 1652, the colony made a great stride in finance by the establishment of a mint. This remarkable act of sovereignty was defended by the plea of necessity, and was artfully sustained some years, under the constant frowns and even prohibitions of the British government. The greatest embarrassments and difficulties that attended the old system led to a constantly increasing desire for a more convenient medium, and great pains were taken to enlarge the stock of silver. Severe laws were enacted against its transportation, involving no less than a forfeiture of the transgressor's whole estate, and searchers were appointed in every port of entry.

" The Dutch coins, ducatoons, guilders, and half guilders, rix-dollars, and ryalls, were in some numbers obtained from the Hollanders, at New York. But the most important circumstance favourable to an increase of specie, was the opportunity that occurred at this period, to obtain bullion from the buccaneers who were disposed to bring their plunder into the ports of the colony.

" The mint being established, the famous pine-tree coins were issued, being made twopence in a shilling less valuable than the English coins, to keep them in the country. In 1654, the difference in exchange between our coin and that of England, amounted to twenty-five per cent. The old currency, however, was by no means superseded, and country produce and wampum-peage still found their way to the public treasury. It was found expedient, now and then, to bribe the king to wink at the assumption of a coining power, by occasional presents. The colony, worried along in this way, always pressed for a sufficient circulating medium to supply its growing wants, till 1686, when a corporation for issuing bills in the nature of a banking institution, was established. An obscurity rests over this period for want of records, the public papers having been forwarded to

tificate of purity and denomination, for convenience in counting, and in passing from hand to hand.

"Moreover, the *precious metals*, though of less bulk in proportion to their value than most other commodities, yet cannot be transported from place to place without cost and risk. And to release individuals and governments from the inconveniences attending the continual personal custody and handling, and the unnecessary transportation of specie from one place to another, *bills of exchange*, banks, and other establishments for dealing in *bills and money* and receiving money in deposit, and for the adjustment of commercial and other accounts by bank credits, checks, and bills, came into use, and became fixed ingredients in all the monetary operations of the modern civilised world.

"But the precious metals themselves, in addition to their uses for coin, are likewise, whether coined or uncoined, a commodity, or article for production, consumption, and merchandise. Themselves are a part of that general property of the community, of all the rest of which they are the measure; and they are of actual value, different in different places, according to the contingencies of government or commerce. Their aggregate quantity is subject to be diminished by casual destruction or absorption in the arts of manufacture, or to be diminished or augmented by the greater or less number or productiveness of mines, and thus their aggregate value relatively to other commodities is liable to perpetual change. The influence of these facts upon prices, upon public affairs, and upon commerce, is visible in all the financial history of modern times.

"Besides which, *coin is subject to debasement*, or to be made a legal tender at a rate exceeding its actual value, by the arbitrary act of the government which controls its coinage and prescribes its legal value. In times when the uses of a paper currency, and of public stocks, were not understood or not practised, and communities had not begun to resort to a paper symbol or nominal representative of money capable of being fabricated at will, the adulteration of coin instead of it was, it is well known, the frequent expedient of public necessity or public cupidity to obtain relief from some pressing pecuniary embarrassment.

"*Bills of exchange*, it is obvious, though performing the functions of a medium of exchange like money, are not money. They are, for the most part, and in their proper use, only the representatives of the money or of the value of the merchandise on which they are drawn; and in this respect they are of such universally admitted utility as to render certain their continued employment in the business of society.

"*Bank credits, checks*, or *bills*, though they also perform some of the functions of money, and constitute a circulating currency, are not money. They are nothing but promises or orders for the payment of money according to their tenor. And whilst paper, actually, and truly redeemable in coin on demand, is not money, still less is that paper in any sense money which, whether professedly or not, is yet in point of fact not redeemable in coin on demand."

On bank paper, the committee report :—

"*Bank paper*, if it stand on a solid specie basis, has circulation by reason of its convenience, and its being therefore preferred to the coin itself. This preference may continue to exist so as to have the effect of keeping suspended in circulation at all times a certain quantity of the paper, and to free the bank from the necessity of retaining always on hand an amount of specie equal to the amount of paper issued. And thus a cheap medium of circulation is supplied in place of a dear one. *And if the redemption of its bills be continually enforced, and the prudence of its conduct incessantly tested and secured, the operation is a useful one to the community as well as a profitable one to the bank.*

"*But in this way the bank acquires the faculty, not indeed of creating value, but of creating at will that which commands value. It is tempted by the cupidity of gain to ex-*

London without the preservation of copies here. This bank did not survive the revolution of 1688.

"In 1687, a public demand on Hingham was paid in *milk pails*. The mint had been suspended under the administration of Andros, and was not renewed after the accession of William and Mary. This was partly owing to the debasement of the coin, which the officers of the London mint had reported to be twenty-two and a half per cent lighter than the English."

pand its issues. The redeemability in coin set forth on the face of its paper comes to be a fiction or a falsehood. If the government of the country see fit to permit this operation to go on, or the people inadvertently acquiesce in it, the gradual expansion of the currency stimulates to an artificial excitement in business; property rises in nominal value; it is quickly exchanged for that which has no intrinsic value; and every thing wears the aspect of high prosperity, until the bubble of inflated paper circulation bursts, throwing all the currency into confusion, suddenly reducing prices, arresting business, and filling the community with bankruptcy and distress."

These latter remarks illustrate forcibly the cause of the failure of American banks. On government bills of credit, the committee report :—

"*Government Bills of Credit.*—To issue paper having currency as money, is in fact to borrow money, and command commercial values at will. Why, then, should individuals or corporations have the exclusive enjoyment of this wealth-creating power? Why should not government itself participate in it, or take it to itself? It has done so. By the issue of bills of credit or assignats, it has, under the pressure of war and foreign invasion, absorbed all the labour and property of the community for public uses.

"There is no difference in principle between bills not redeemable in specie, issued by the government for circulation as currency, and similar bills issued in the same way by corporations or by individuals, except that *government may have the power to make them a forced legal tender.* Nor is it material, if they be not actually redeemable in specie whether they be issued on faith and credit only, like the common promissory notes of individuals, or whether they be *nominally secured* by the pledge of lands or effects set apart for their redemption. In either case, such bills constitute an act of *borrowing*, not an emission of *money.* In both cases the course of things is the same, whether they be issued on public or private responsibility. They continue to have currency as money, so long as, *from ignorance, inadvertence, or necessity, men voluntarily receive them.* But, under the most favourable circumstances possible, and when such bills are issued upon the highest conceivable credit, and though governments inculcate, and communities believe, that the bills are equal in value to coin, still they speedily begin to undergo a gradual depreciation, indicated in the rise of the comparative price of the precious metals. And, in general, of all such issues the fate is the same, a depreciation in value to a greater or less extent, sometimes absolutely to nothing, having the effect to impose and levy a tax on the community, to abstract from it property or labour without compensation, nearly to the total amount of such depreciation.

"*Government, in wielding the physical force of the nation, has the right to take the property or the labour of individuals for the salvation of all, and the question of the form of taxation in which this shall be done, whether by the forced course of a paper currency, or otherwise, may be reduced to a mere problem of expediency or practicability. But, in every such operation, the premises are a case of overwhelming public necessity.*

"But there can be no such considerations *to justify governments in allowing private individuals or corporations to issue irredeemable bills to circulate as money, and thus to extort a tax from the community, for the purposes of mere private gain.* It is conceded that *individuals ought not to adulterate the coin,* or *falsify its denomination;* for which reason the coin is placed under the safeguard of the public authority. The reason is greater for subjecting the issues of paper currency to public authority, because the extent of the possible evil is greater, and the nature of the effect on private rights and interests is in both cases substantially the same.

"*In addition to which, of all these diverse forms of paper currency not redeemable in specie on demand, the inherent and (so far as yet shown) the incurable vice is a tendency to excess of issues, a fatal facility in the creation of what is called and received as money, which seems to afford all but irresistible temptation to the cupidity of individuals and of governments. This is apparent in regard to all paper currency, of whatever description, and wheresoever it originates, which does not undertake to be redeemable in coin.*

"For, be it still remembered, that, in the opinion of the best and most experienced writers, *the issue of a paper currency is not the creation of money;* and it is most

perfect when no more than equal in amount in a given country to what the currency of that country would be if it consisted only of gold and silver.

"Governments have generally seen that the faculty of issuing a paper to circulate as money should not be conceded to persons engaged in the business of trade; for if it were, issuing bills at discretion, they might engross directly an indefinite amount of the property of the community. Accordingly, the privilege has usually been granted only to persons or companies engaged in the business of lending money. But the persons constituting the company, or controlling its affairs, may themselves be borrowers; and then the restriction becomes a nugatory one: for in that case they create a currency to use it in trade themselves; which is not the least frequent cause of excessive bank issues, and has led to the opinion, entertained now by many, that inasmuch as the business of trading and of issuing a paper currency should be separated, for the same reason that of lending money, and of issuing a paper currency ought not to be intrusted to the same hands.

"In case, however, the government itself be a borrower, and does not choose to issue a paper of its own to circulate as money, it may, and often does, attain the same end by the establishment of a bank of issues, for the very purpose of arranging its debts or anticipating its revenues. Hence the origin, in many cases, of the direct association between governments and banks.

"So that in all communities, and in every form in which currency exists, whether as coined money or as a paper representative of it, and whether this be issued by banks or by public authority directly, the question of the currency of the country and that of its fiscal affairs are inseparable facts.

"*Our political institutions are the work of compact and consent. To the federal government belongs all such legislative and administrative power, and such only, as the constitution defines; all functions of government not thereby granted to the union, remaining to the separate states or to the people thereof, and the states themselves possessing many of the substantive powers of political sovereignty.*

"*Among the substantive powers of political sovereignty exercised (whether rightfully or not) by each of the states, is that of authorising and regulating, by means of chartered instruments of their own, the issue of bank paper to circulate as currency.*

"The faculty of issuing paper to circulate as currency, is no more a necessary incident of the faculty to receive money in deposit, and to loan it in the discount of notes and purchase of bills, than it is a necessary incident of the faculty to buy and sell merchandise. A bank having authority to issue bills, after purchasing bills with (that is, loaning out) the whole of its capital, proceeds to purchase other bills with its own *promises to pay. Thus it does more business than if rigidly confined to its capital it could, and makes an interest on its own credit or promises, as well as on its capital. The real operation would be the same if a merchant had the same authority. Yet, by the practice in the United States (not so generally in other countries), the two faculties of loaning money and of issuing a currency are conjoined in the banks of the states.*

"*It may well be doubted whether the bills so issued by the banks of the states, and constituting a currency, are not bills of credit within the meaning of the prohibition of the constitution.*

"*State Bills of Credit.*—Historically, it is demonstrable that the expression 'bills of credit' applied, in all the period anterior to the adoption of the constitution, to these bills of banks. There were two forms of bills of credit, recognised in legislation, speech, and written, namely, 'government bills of credit,' and 'bank bills of credit.'

"It seems difficult to conceive how *these two species of the same generic thing* came to be considered *so far different as that one should be constitutional and the other not.* To be a legal tender is not of the essence of either; that is, each had been issued extensively *without being declared a legal tender; and in all other respects they are in effect and mischief the same; tending in the same way to excess, alike usurping the place of money,* producing the same disorders in the currency, and having the same deleterious influence over the relations of labour and property.

"And it would seem to be a strange anomaly of the fundamental law, or, if not anomaly, then oversight, to provide that a state shall not issue bills of credit by the

instrumentality of a legal person called its 'treasurer,' but may by means of a legal person called its 'bank;' in other words, that it cannot, and yet that it can, be the derivative source of the issue of bills of credit.

"Nor does it vary the principle, to enact that the bank shall consist in part, or in whole, of incorporated private stock. This appears by the practical fact of the times. Most of the banks in the United States, south of New York, have ceased to pay their bills in cash, a large part of them having failed to make any effective redemption for the space of more than four years. *Their bills are an irredeemable paper currency. And their continued irredeemability has been legalised by state legislatures, in many instances, as the means of procuring to the use of the state government, an issue of bills of credit,* with which to defray the charges of the state, instead of levying taxes on the inhabitants for that purpose. *The state cannot issue bills of credit by its treasurer; but it can and does by its banks; which is one great cause of the existing disorders in the currency of the United States.*

"*Thus, of the sovereign function to make issue, and regulate money (or its substitute), the state governments* (whether by usurpation or constitutionally is immaterial to the result), possess a part in common with the federal government.

"And this is the radical difficulty in the whole matter of the currency. For if the states have the power so to issue bank bills of credit, then the federal government cannot (by any direct legislation) prevent their issue, and of course cannot (by any direct legislation) apply a cure to the inherent chronic disease of the paper circulation of the United States. Whether it may administer any indirect remedy will be seen hereafter."

On the power and duty of the federal government the committee report—

"It is of the power and duty of the federal government, in the first place, to provide for itself a safe and suitable fiscal agent to receive, keep, and disburse the public moneys. This it does under the tax power and other powers of the constitution.

"The federal government has, in the second place, under more than one clause of the constitution, certain powers to exert and duties to discharge concerning the currency of the United States.

"If the duty of the federal government consisted only in doing what is absolutely *necessary* for itself in a fiscal point of view, and stopped there, the question might be more easily answered. But, in the opinion of the committee, the federal government should consider, not only what is for the convenience of itself, but also, incidentally, what is for the convenience and welfare of the people of the United States.

"*It cannot* assume and pay that great mass of individual indebtedness of the people of the United States, which now weighs them down, and is one primary evil of their present condition; debts contracted when the currency was excessive, for things having a factitiously large or wholly unreal value, and the possession of which by the debtor, owing to their present depreciated value, affords to him no adequate means of payment. What alone Congress can directly do in this respect it has done, by the passage of a bankrupt law, which, whether rightful or not in its provisions, yet enables the insolvent debtor to settle these debts with such means of payment as he possesses. For the rest, and so far as this indebtedness is a general evil affecting the whole country, 'therein the patient must minister to himself.' The remedy, and the only remedy, is industry, economy, and prudence, and a *return to proper principles of trade; by means of which, and with the immense and various productive resources of the country, and the productive energy of its people, with no extraneous cause of war or the like to waste and exhaust them, the speedy return to our accustomed prosperity is as certain as any thing in human affairs can be.*

"It *cannot*, by any direct legislation, prevent unwise extension of credit in time or amount, overtrading, speculation, the excessive importation and consumption of foreign luxuries, and the consequent excess of imports over exports, and displacements of coin to pay foreign balances. What alone it can do in this respect, besides itself setting an example of integrity and frugality in its own affairs, is to regulate its own system of taxation and finance, so as at any rate not to injure the domestic production of the

country, and, if it may, incidentally to foster it impartially in all its forms, and do equal justice to the rights and interests alike of all parts of the union.

"It *cannot* assume and pay the debts which the individual states have contracted on their own account. All that in this relation it can assume to do it has (whether rightfully or not) done, by ceding to the states the annual nett proceeds of the public lands. For the rest, the people of the United States, who are also the people of the states, have the remedy for this evil in their own hands, by the better regulation of their own finances, and the imposition of taxes to pay the interest of their public debts.

"It *cannot* command and compel the state legislatures to cease to authorise the suspension of cash payments by their banks, nor prevent those banks from issuing bills of credit to accommodate the present wants, and postpone the final pay day of individual debtors or of the states. It cannot, by its own direct act, retire from circulation their depreciated bills, the currency of which is the greatest evil of the times. *But it can act on the subject-matter by the refusal to receive or use any thing but coin or equivalent paper in its own dealings, and if it receive bank bills, by exacting payment of them at frequent specified periods.* And in the opinion of many, who are conversant with the subject, and whose experience and judgment are entitled to consideration, it can, to some degree, remedy the disorders of the currency, by applying to *legal or artificial persons* the same laws for the immediate distribution of their assets and discharge of their debts, which apply to natural persons.

"It *cannot give* to the country a paper currency in the bills of an incorporated joint-stock bank of private stockholders; *for the constitutional opinions of the president, and of a considerable part of the members of the two houses, and of the people at large, constitute at present an insuperable impediment to the incorporation of a national bank; and if it could be incorporated, it would be impossible, and if possible, would aggravate rather than lighten existing evils, to collect the stock of such an institution. It can, however, provide a national paper currency of adequate quantity, and of better quality, by other means.*

"It cannot equalise the exchanges throughout the country, so long as the currency of most parts of it consists of irredeemable bank bills in various degrees and stages of depreciation, and the business of buying and selling is transacted in one part of the country by means of specie values; and in another by paper values. Most of the existing rate of exchange between different parts of the country, is not the difference in price between legal coin in one place and legal coin in another, or of the cost of transporting it to settle balances, but the difference between the price of the coin currency and of the paper currency at the same place. This Congress cannot prevent. But it may provide a safe and economical medium of exchanges, correspondent to the true value of exchange as regulated by the course of business, according to supply and demand, in a specie medium of payment.

"*It cannot*, by any act of its own whatever, *proceed immediately to fill the channels of commerce with a paper currency equal in rate of value to gold and silver, neither by means of a national bank nor by any other instrumentality whatever.* For the same reason that, in the market of a depreciated paper currency, coin cannot be kept in circulation, but becomes at once an article of merchandise, and is bought up as such, and disappears, just so will it always be with a specie value paper currency alongside of a depreciated paper currency. *Until state governments cease to authorise or sanction the issue of irredeemable bank paper in a given community, that community cannot have any better currency.* But the federal government can adopt the means to furnish a paper currency of par value, to be ready to take the place of the depreciated paper currency, so soon as that shall be driven or withdrawn from circulation by the direct action of the state governments, or by the indirect action of the federal government."

The foregoing extracts from the report are remarkably illustrative of the currency of the United States; the committee then report in detail the various proposals made as to the course which Congress should adopt. On this subject,

essays, reports, letters, and schemes, have been printed, which would fill a large library.

From a speech delivered by Mr. Webster, in 1816, in Congress, upon the establishment of the late United States Bank,—a measure to which he, in common with a majority of the federal members of Congress, and a majority of the delegations of the eastern and middle states, was opposed,—we find the following remarks:—

"It was a mistaken idea that we were about to reform the national currency. No nation had a better currency than the United States;—there was no nation which had guarded its currency with more care; for the framers of the constitution, and those who enacted the early statutes on this subject, were hard money-men; they had felt, and therefore duly appreciated, the evils of a paper medium; they therefore sedulously guarded the currency of the United States from debasement. The legal currency of the United States was gold and silver; this was a subject in regard to which Congress had run into no folly."

"The establishment of a national bank not being, in his opinion, the proper remedy, he proceeded to examine what was, &c.

"The banks not emanating from Congress, what engine were Congress to use for modifying the existing evil? Their only legitimate power, he said, was to interdict the paper of such banks as do not pay specie, from being received at the custom-houses. With a receipt of forty millions a year, if the government were faithful to itself and the interests of the people, they could control the evil, and it was their duty to make the effort. They should have made it long ago, and they ought now to make it."

In a subsequent speech he says,

"As to any power of compulsion to be exercised over the state banks, they are not subject to the direct control of the general government It is for the state authorities which created them to decide whether they have acted according to their charters, and if not, what shall be the remedy for their irregularities. But from such of them as continued to receive deposits of public money government had a right to expect that they would conduct their concerns according to the safe and well-known principles which should properly govern such institutions. It is bound also to collect its taxes of the people on a uniform system. These rights and these duties are too important to be surrendered to the accommodation of any particular purpose.

"The only power which the general government possesses of restraining the issues of the states banks, is to refuse their notes in the receipts of the treasury. This power it can exercise now, or at least it can provide now for exercising it in reasonable time, because the currency of some part of the country is yet sound, and the evil is not universal.

"In a country so commercial as ours," says Mr. Van Buren, in his message of 1839, "banks in some form will probably always exist; but this serves only to render it more incumbent on us, notwithstanding the discouragement of the past, to strive in our respective stations, to mitigate the evils they produce, &c.

"Institutions so framed have existed, and still exist elsewhere, giving to commercial intercourse all necessary facilities, without inflating or depreciating the currency, or stimulating speculation. Thus accomplishing their legitimate ends, they have gained the surest guarantee for their protection and encouragement in the goodwill of the community. Among a people so just as ours the same results could not fail to attend a similar course. The direct supervision of the banks, belongs, from the nature of our government, to the states who authorise them. It is to their legislatures that the people must mainly look for action on that subject. But as the conduct of the federal government, in the management of its revenue, has also a powerful, although less immediate influence upon them, it becomes our duty to see that a proper direction is given to it. While the keeping of the public revenue in a separate and independent treasury, and of collecting it in gold and silver, will have a salutary influence on the system of paper credit with which all banks are connected, and thus aid those that are sound and well managed, it will at the same time seriously check such as are otherwise by at once withholding the means of extravagance afforded by the public funds, and restraining

them from excessive issues of notes which they would be continually called upon to redeem.

"Yet the commerce and currency of the country are suffering evils from the operations of the state banks, which cannot and ought not to be overlooked. By their means we have been flooded with a depreciated paper, which it was evidently the design of the framers of the constitution to prevent, when they required Congress to 'coin money and regulate the value of foreign coins,' and when they forbade the states 'to coin money, emit bills of credit, make any thing but gold and silver a tender in payment of debts,' or 'pass any law impairing the obligation of contracts.' If they did not guard more explicitly against the present state of things, it was because they could not have anticipated that the few banks then existing were to swell to an extent which would expel to so great a degree the gold and silver, for which they had provided, from the channels of circulation, and fill them with a currency that defeats the object they had in view. The remedy for this must chiefly rest with the states from whose legislation it has sprung. No good that might accrue in a particular case from the exercise of powers not obviously conferred on the general government, would authorise its interference, or justify a course that might, in the slightest degree, increase, at the expense of the states, the power of the federal authorities—nor do I doubt that the states will apply the remedy. Within the last few years, events have appealed to them too strongly to be disregarded. *They have seen that the constitution, though theoretically adhered to, is subverted in practice; that while on the statute books there is no legal tender but gold and silver, no law impairing the obligations of contracts, yet that, in point of fact, the privileges conferred on banking corporations have made their notes the currency of the country; that the obligations imposed by these notes are violated under the impulses of interest or convenience:* and that the number and power of the persons connected with these corporations, or placed under their influence, give them a fearful weight when their interest is in opposition to the spirit of the constitution and laws. To the people it is immaterial whether these results are produced by open violations of the latter, or by the workings of a system of which the result is the same. An inflexible execution even of the existing statutes of most of the states, would redress many evils now endured—would effectually show the banks the dangers of mismanagement, which impunity encourages them to repeat—and would teach all corporations the useful lesson that they are the subjects of the law and the servants of the people. What is still wanting to effect these objects must be sought in additional legislation; or, if that be inadequate, in such further constitutional grants or restrictions as may bring us back into the path from which we have so widely wandered.

"*But let it be indelibly engraved on our minds that relief is not to be found in expedients. Indebtedness cannot be lessened by borrowing more money, or by changing the form of the debt.* The balance of trade is not to be turned in our favour by creating new demands upon us from abroad. Our currency cannot be improved by the creation of new banks, or more issues from those which now exist. Although these devices sometimes appear to give temporary relief, they almost invariably aggravate the evil in the end. It is only by retrenchment and reform, by curtailing public and private expenditures, by paying our debts, and by reforming our banking system, that we are to expect effectual relief, security for the future, and an enduring prosperity. In shaping the institutions and policy of the government so as to promote, as far as it can with its limited powers, these important ends, you may rely on my most cordial co-operation."—*Message*, 1839.

"The consideration that a large public debt affords an apology, and produces, in some degree, a necessity also, for resorting to a system and extent of taxation which is not only oppressive throughout, but likewise so apt to lead, in the end, to the commission of that most odious of all offences against the principles of republican government—the prostitution of political power, conferred for the general benefit, to the aggrandisement of particular classes, and the gratification of individual cupidity—is alone sufficient, independently of the weighty objections which have already been urged, to render its creation and existence the sources of bitter and unappeasable discord."—*Message*, 1840.

"It was not designed by the constitution that the government should assume the management of domestic or foreign exchanges. It is indeed authorised to regulate by law the commerce between the states, to provide a general standard of value, or medium of exchange, in gold and silver; but it is not its province to aid individuals in the transfer of their funds, otherwise than through the facilities afforded by the post-office department. As justly might it be called on to provide for the transportation of their merchandise. These are operations of trade. They ought to be conducted by those who are interested in them, in the same manner that the incidental difficulties of other pursuits are encountered by other classes of citizens."—*Message*, 1837.

In respect to the controlling power of a bank founded on the principles of the late United States Bank, over the local currencies of the country, and its ability to prevent or to diminish fluctuations in the rates of exchange, Mr. Gallatin observes in "Suggestions on Banks and Currency," published in 1841 —

"The only way in which a Bank of the United States can regulate the local currencies, is by keeping its own loans and discounts within narrow bounds, and rigorously requiring a regular payment of the balances due to it by the state banks. The object might be attained without its aid, in places where the local banks will, by adopting the same course, check each other and regulate themselves. Where this does not take place, the interference of the national bank is of great importance and highly useful. But the measure is practically difficult and generally unpopular; though it may be rendered more palatable if *the bank was forbidden to use the public deposits*, beyond a certain amount, for its own benefit."

Mr. Lee observes :—

"That a central bank with a large capital, might be useful in restraining the over-issues and over-loans of the local banks, we have never doubted, provided it should be placed under the government of persons who had the skill, the honesty, and the courage, to manage it upon strict conservative principles—somewhat on the plan of the Bank of France. Such an institution would not answer the purposes which a large majority of those influential persons have in view, who are the most desirous of its creation. If, however, its founders and promoters were sincerely desirous of having it conducted upon strict and honest banking principles, they would not be encouraged and sustained by the nation, nor even by the persons who should be appointed by its proprietors, to govern it, or more commonly those *self-appointed persons*—who, upon the principles on which all our banks are organised, have an interest adverse to the interests of their constituents as stockholders, and to the public as recipients of their paper issues.

"'There were periods, when the late United States Bank was conducted with skill and prudence. It was enabled by its moderate issues and its consequent comparative strength, to check the over-loans and over-issues of the local banks. It was, however, extremely unpopular while thus exercising its controlling power over the other banks. The severe contraction, Mr. Appleton has remarked, in one of the passages extracted from his pamphlet, which was forced upon the local banks, when the United States Bank kept its issues and loans within those prudent limits beyond which it should never have strayed, in order to accomplish a useful purpose—'made the bank exceedingly unpopular, and induced many of the states to attempt to prevent it from operating within them by taxing the branches, and by other modes of coercion and annoyance.'"

We do not find any grave, intelligent, and thinking writer, or speaker, deny that the banking system, or rather banking practice, of the United States has caused the most extensive and often ruinous speculations, whether in the sales and purchases of lands (*See Public Lands* hereafter), in shares or stocks of public works and companies, of loss to cotton planters, and to cotton, and other

manufacturers,—to the holders of bank stock,—and to the general credit of the United States.

But still we do not find that any remedy is practicable, while that great *moral and political rottenness of the United States* exists, and predominates, in all parts of that great republic: that is speaking, and voting, and acting, not for imparting truth, wisdom, or usefulness, but for acquiring, and maintaining POPULARITY.

The *moral and political rottenness* is forcibly described by Mr. Lee, after commenting upon the following passage by Dr. Macvicar, lecturer on political economy in Columbia College, New York, in his letter entitled "Hints on Banking."

"I fully agree with you (says Dr. Macvicar), that there is no subject which comes before our legislature, *in which the people at large have so deep an interest.* Other laws touch but a portion of society, and, in general, that portion only which is interested in their enactment, and aware of their operation. Banking laws, on the contrary, operate upon all;—*through the medium of the currency every man's interest is affected, and that in a manner so imperceptible, and yet so certain, that though he feel the evil he cannot foresee it; and even if he could foresee it, he could not avoid it.* The currency, in short, being as it were, the life blood of society, which circulating through every limb and member, carries disease or soundness to its smallest and extremest points."

Again—"Were the abuses of banking confined to what may be termed its commercial evils, and its paper never passed out of the circulation of commerce, the remedy would be as simple as it would be efficacious, viz.:—to cut off all restrictions, and to leave the business of banking to be regulated by the necessary laws of credit.

"But the money of banks is not confined to the transactions of merchants; it is issued of such denominations that it passes into the ordinary exchanges of society, into the hands of those who take it not as a promissory note, *but as an equivalent of value.* It becomes, in short, the substitute for the coin of the country, which it drives out by its superior cheapness, and in this point of view is liable to a new train of evils.

"It is in this point of view, alone, that it requires the interference of the legislature, who, as the guardians of the coin of the country, acquire the right to regulate its substitutes. It becomes them, therefore, *to guard the interests of the many and ignorant,* by thus far limiting the natural freedom of banking as to prevent the currency being displaced by worthless paper."

"These are the views of a learned and disinterested teacher of the important science of political economy—uninfluenced by any other consideration than a laudable desire to inculcate truths of the greatest importance to his follow-citizens. *The opinions here expressed, in respect to the influence and effects of a well or ill-constructed currency, or a well or ill-managed banking system, upon the welfare of society generally, will meet the concurrence of every person of common understanding, and common reflection, who is possessed of an ordinary degree of information upon the nature, functions, and uses of money.* UNFORTUNATELY THE NUMBERS, AS HAS BEFORE BEEN REMARKED, WHO COME WITHIN THAT DESCRIPTION OF PERSONS, EVEN AMONG THE BEST EDUCATED AND MOST INFLUENTIAL PORTIONS OF SOCIETY, ARE BUT FEW. Of the correctness of that assertion, few persons, we imagine, will doubt, who have read with attention any considerable portion of the speeches of prominent and influential persons, together with the most popular periodicals and public journals, wherein the subjects in question have been discussed; or who have mingled much with the classes to whom we refer, and at moments, when the banking, currency, and credit system of the country, was the theme of conversation.

"They must have found, generally speaking, such an entire absence, in the minds of the persons in question, of the *most elementary truths of economical science,* or what is worse—so many *baneful prejudices and erroneous notions worked into their belief, by the speeches of popular politicians, to whom the majority of men look for light and guidance*

in all such matters—as to have rendered a discussion of those topics difficult, *unsatisfactory and unprofitable.*

"In the more public situations than the limited circles in which most men move, *the effect of controverting, or even of doubting, the soundness of the popular notions entertained upon the subject of banking,* has been, even among persons of kind feelings, to bring suspicion and odium on those who were considered as obstinately and perversely maintaining opinions extremely injurious to the best interests of society—of supporting opinions *correct enough in theory, but practically unsound—and mischievous,* if carried out to their consequences. An individual holding such heretical views of currency and banking was denounced, as '*anti-bank,*' viz.—as being influenced by hostile feelings towards the directors of banks rather than the system on which banks are conducted, or to some other motive equally derogatory to the character and disgusting to the feelings of the advocate of a sound and honest currency.

"On the other hand, if the opposition to the *system of a fluctuating and fraudulent paper currency,* came from a person known to be desirous of entering upon public life, or was already engaged in the public service, it has commonly proved injurious, if not fatal, to his wishes. It was not necessary to answer, to deny, or to disprove the soundness of his opinions, but merely to hold him up as a '*hard money aristocrat,*' or a '*hard money democrat,*' and both parties would indignantly excommunicate him. If this did not answer the intended object, the finishing stroke was given to his popularity, and to his character, in the estimation of over-zealous, deluded party men—by adding to the terms of reprobation, usually bestowed *upon dissenters, that of* '*radical,*'—and whether the unlucky dissenter was *radically right* or *radically wrong* in his views, according to the standard of common sense and common honesty, it was sufficient for the purposes of his opponents— that he was a '*radical.*'

"Now, although reasoning upon general principles, *one might imagine, that in a country praised for the freedom of its institutions—if for nothing else—any person of a manly independent mind, and who was in circumstances above the condition of a common pauper—would deride and despise such a feeble attempt to hamper his understanding, and to abridge the freedom of opinion—yet such a conclusion would pretty generally be condemned as a false one.*

"It would be deemed a false conclusion, because it would be *unwise to do, or omit to do, any act that might impair the popularity of a citizen.* One of the peculiar, if not one of the fortunate, characteristics of this great and enlightened nation, is—that any or every individual in it, endowed with a *common share of physical and intellectual power, and a common share of sanity,* or possibly *without a common share* of that mental quality, may reasonably hope, if in accordance with his inclinations, to be raised to some important or high station. For instance—to be a *judge,* a *governor,* a *general,* or *commodore*—or, if less ambitious, *member of the national or a state legislature,* or of the *common council,* or of the *board of selectmen.* But if no room in that direction, then to be *president of a bank, bridge, railroad, or canal company, or some other of the thousands of corporations.* At any rate, as a never failing, unexhausted recourse for the gratification of the ardent and lofty aspirings of public spirited men, he might hope to *preside over some of the tens of thousands of caucusses and conventions and mass meetings,* which are annually assembled in all parts of the union, for the purpose of *enlightening the people,* and, at the same time, for the equally important purpose of promoting the *disinterested views of their patriotic leaders.* Or, if the expectant of public and political offices and honours, should be so singularly unfortunate as to be disappointed of any of these appointments, he may be induced, by his friends and followers, to yield a reluctant and patriotic consent to become a——candidate for the presidency of the union; an office which, it would appear, from the characters and qualities of some of the patriotic persons who have generously offered to accept that station, *is fit for any one who is fit for nothing else.*

"But to insure any thing like a certainty of attaining one of these offices—even that of the presidency—it is expedient and necessary that those who aim at their attainment, *should acquire and retain—not reputation nor character*—those not being generally

deemed indispensable qualifications for office—but *popularity.* Now *popularity is one of those political virtues which cannot be attained,* or if attained, may not long be preserved by a public man *who unwisely and perversely* undertakes to maintain an independence of mind, and *an independence of action.* In the *un-free, slavish, aristocratic countries of the old world,* there may be a different meaning attached to the *term freedom, but in a nation blessed with free institutions—freedom of opinion consists in the submission of one's intellectual independence to the will and wishes of others.*

"In respect to the obnoxious and vituperative terms which have been applied for the purpose of rendering those persons unpopular who have impugned or called in question the soundness of the principles on which our system of currency, credit, and banking, has been conducted—the odium brought upon the persons in question, however despicable, have been the means employed to accomplish that purpose—has had the effect to lessen or to destroy the influence and power of some of the ablest men engaged in political life. No doubt, too, from that cause, many competent and independent men have been prevented from entering upon a public career, who had the disposition and the ability to render important services to their fellow-citizens, *and more especially in every thing relating to banks, banking, and currency—subjects on which most of our legislators are but indifferently informed.*

"In this state (Massachussets) where there is not an unusual degree of intolerance felt towards men of independent minds and independent characters, several of the most intelligent, efficient, and high-minded members of the legislature have been rendered *too unpopular* to be renominated, in accordance with the wishes of their most intelligent constituents, because they freely, forcibly, ably, and honestly, expressed opinions, in or out of the legislature, upon banking, currency, and credit, that were at variance with the popular notions of the day."—*Mr. Lee's Letters to Cotton Manufacturers.*

The statement of Mr. Forward, secretary to the treasury, on the presentation of Mr. Tyler's National Exchequer Plan, embraces one of the most desperate expedients for a government, or, a country:—

"Debts due to government are now paid in specie, or in the notes of specie paying banks. Let us suppose that some exigency should come suddenly upon the country, requiring the immediate assessment of heavy taxes, and that the same exigency should compel all the state banks to suspend specie payments. In such a posture of affairs how could taxes be paid? Of specie there would be little to be had; of the bills of specie paying banks none. Government would be driven by absolute necessity to the use of paper resting on its own credit, and created for the occasion. It would have no other resource. All must see how vastly useful the system now proposed would be upon the happening of such an emergency. The exchequer would be found in operation, and in possession of a certain quantity of specie; its notes would become familiar to the public; it would have, in addition to its specie and its own established character, the amount of revenue, whatever that amount might be, to sustain its circulation."

Mr. Gouge observes, many years before, and at a period when there was no moneyed crisis in the United States:—

"No instance is on record of a nation's having arrived at great wealth without the use of gold and silver money. Nor is there, on the other hand, any instance of a nation's endeavouring to supplant this *natural* money, by the use of paper money, without involving itself in distress and embarrassment.

"Government issues of paper would be incentives to extravagance in public expenditures, in even the best of times; would prevent the placing of the fiscal concerns of the country on a proper basis, and would cause various evils. Nor is a system of banking in which the government should deal in exchanges, after the manner of the present bank of the United States, at all desirable. It would be as reasonable in a man to wish his flour transferred from Pittsburg to Charleston by the public officers, as to wish his money transferred through such a medium from St. Louis to Philadelphia. To

manage its own fiscal concerns, and to manage them well, inasmuch as it is in the power of any government. The financial operations of the United States government should be strictly limited to the collection, safe-keeping, and disbursing of the public moneys, and the transferring of them from the places where they are collected to the places where they are disbursed. Further than this, government should have no more concern with banking and brokerage than it has with baking or tailoring."

As bearing on the currency question, the following is an extract from Dr. Vethake's "The Principles of Political Economy:"—

"Another method by which the government can profit directly from the extraordinary gains of banking, is, as has sometimes been done, to assume to itself the business of a banker. The directors of a bank will, in such case, be public officers appointed by the legislature, or by some authority emanating from the legislature; and the nett proceeds of these institutions may be appropriated to meet the various demands on the public treasury. This system of banking is especially objectionable because of its exceedingly great liability to the being perverted to party-political, or still worse purposes.

"In order to prevent the monetary system of a country from being employed by the government, as a political instrument, to enable it to maintain itself against the legitimate opposition of public opinion, it is in a high degree desirable that the system should be as little under its *control* as is practicable, *consistently with the public interests.*"

Mr. Alexander Hamilton, whose upright mind ranks him next to Washington, among the men of whom America may, with justice and without vanity, be proud, has recorded the following opinion, which American statesmen, if they bear any love for their country, would act wisely, by observing as a regulating maxim in fiscal legislation:—

"The emitting of paper money is wisely prohibited to the state governments, and the spirit of the prohibition ought not to be disregarded by the United States government. Though paper emissions, under a general authority, might have some advantages not applicable, and be free from some disadvantages which are applicable, to the like emissions by the states, separately, yet they are of a nature so liable to abuse—and it may even be affirmed, *so certain of being abused*—that the wisdom of government will be shown in never trusting itself with the use of so seducing and dangerous an expedient. In times of tranquillity it might have no ill consequences; it might even, perhaps, be arranged in a way to be productive of good; *but in great and trying emergencies there is almost a moral certainty of its being mischievous.*"

In a speech made by Mr. Webster, while a member of Congress, in 1815, upon a bill to incorporate a bank of the United States, differing in many respects from the bill for the establishment of an exchequer, but involving some of the most important principles of that bill, we find the following passages. The main purpose of the bill was to establish a bank whose capital should consist partly of coin and partly of government stocks and treasury notes. The capital of the proposed exchequer was to consist of coin and treasury notes:—

"I am sure, sir, that the advantages which would at present result from any bank, are greatly overrated. To look to a bank as a source capable, not only of affording a circulating medium to the country, but also of supplying the ways and means of carrying on the war, especially at a time when the country is without commerce, is to expect much more than will ever be obtained. Such high wrought hopes can only end in disappointment. The means of supporting an expensive war are not of quite so easy acquisition. Banks are not revenue. They cannot supply its place. They may afford facilities to its collection and distribution. They may furnish, with convenience,

temporary loans to government, in anticipation of its taxes, and render important assistance, in divers ways, to the general operations of finance. They are useful to the state in their proper place and sphere, but they are not sources of national income.

"The fountains of revenue must be sunk deeper. The credit and circulation of bank paper are the effects, rather than the causes, of a profitable commerce, and a well ordered system of finance. They are the props of national wealth and prosperity, not the foundations of them. Whoever shall attempt to restore the fallen credit of this country, by the creating of new banks, merely that they may create new paper, and that government may have a chance of borrowing where it has not borrowed before, will find himself miserably deceived. It is under the influence of no such vain hopes, that I yield my assent to the establishment of a bank, on sound and proper principles."

The following statement and tables (which exhibit a condensed historical view of the American currency for more than a quarter of a century), were prepared by Mr. Gouge, editor of the "Journal of Banking," author of "A Short History of Paper Money and Banking," and formerly of the United States treasury department:—

"On the 30th of August, 1814, the Philadelphia banks suspended specie payments for the *first time*, and the other banks in the middle and southern states within a week or two of that date. The New Orleans banks had suspended payment in the April previous; but the banks of Kentucky and Ohio continued to pay specie till about the 1st of January, 1815; and the only bank then in Tennessee did not suspend payment till July or August, 1815. Through the whole of this, the *first* general suspension of specie payments, the banks of New England continued to pay specie, with the exception of a few banks in Maine that stopped payment early in 1814.

"During the first suspension of specie payments, the notes of non-specie-paying banks were received in payment of public dues.

"On the 1st of January, 1817, the bank of the United States commenced operations at Philadelphia. Of the effect it had in "regulating the currency," the reader can judge for himself. The table gives the prices of western and southern bank notes at Philadelphia, in that and each subsequent year.

"On the 21st of February, 1817, the United States government refused any longer to receive the notes of non-specie-paying banks in payment of public dues.

"In 1824, the system known as the Suffolk Bank system was adopted in New England. The reader, on scanning the table, will not fail to be struck with the *uniformity* of value which the notes of the many hundred banks of the eastern states have since maintained, and this whether the banks have sustained or suspended specie payments.

"On the 11th of May, 1837, the New York and Natchez banks suspended specie payments; and as fast as the news spread from these two cities, east, west, north, and south, the other banks suspended also. In this, the *second* general suspension of specie payments, the banks of New England were included.

"In one year afterwards, or in May, 1838, the New York banks resumed specie payments, and their conduct was immediately followed by the banks of New England. These banks have since (with the exception of the banks of Rhode Island) steadily maintained specie payments.

"In August, 1838, the banks of Philadelphia professed to resume specie payments; and by the 1st of January, 1839, there was at least a *nominal* resumption of specie payments throughout the union.

"In a little more than a year, or on the 9th of October, 1839, the banks of Philadelphia suspended specie payments for the *third* time, and their example was quickly imitated by all the banks to the south and west, and also by the banks of West Jersey and Rhode Island. The bank of Missouri did not, indeed, suspend payment on its own notes; but as it traded on the notes of other western banks, it became an issuer of inconvertible paper. The banks of Rhode Island soon resumed specie payments. The banks of South Carolina resumed specie payments in June or July, 1840. All the other banks to

the south and west of New York (with the exception of the East Jersey banks, and a few others scattered in different places) continued to refuse payment of specie on demand.

"January 15th, 1841, the banks of Philadelphia resumed specie payments, and sustained them for about twenty days, or until the 4th of February. They then, for the *fourth* time, suspended specie payments; until the 18th and 19th of March, 1842.

A TABLE showing the highest and lowest Prices (comparatively) of Bank Notes at Philadelphia, in each Year, from October 31st, 1814, to December 31st, 1841.

[In this table, *p* stands for premium; *d* for discount; *a* is an abbreviation of the Latin *ad*, to.]

BANKS.	1814	1815	1816	1817	1818	1819	1820
Maine	..	..	..	..	..	..	4 d.
New Hampshire	..	..	..	..	..	..	2 a 4 d.
Vermont	..	..	..	..	..	..	3 a 4 d.
Boston	par a 20 p.	7 a 25 p.	5 a 17 p.	2 d. a 4 p.	par a 1½ d.	par a 2 d.	1 a 4 d.
Other Massachusetts	..	..	..	..	..	4 a 5 d.	1 a 5 d.
Rhode Island	..	..	..	..	..	1 a 3 d.	1 a 4 d.
Connecticut	..	..	..	..	..	2 a. 3 d.	1½ a 4 d.
New York city	par a 2 p.	par a 6 p.	3 a 9½ p.	par a 3½ p.	par.	par.	par.
New York country	..	..	..	3 d.	2 a 4 d.	2½ a 6 d.	1 a 3 d.
Philadelphia	standard.	standard.	standard.	standard.	standard.	standard.	standard.
Other Pennsylvania	7½ d.	3 a 10 d.	4½ a 14 d.	par a 9 d.	par a 30 d.	par a 5 d.	par a 4 d.
New Jersey	..	..	par a 5 d.	par.	par.	par a 2 d.	par a 1 d.
Delaware	1 a 4 d.	2 a 5 d.	3 a 9 d.	par a 10 d.	par a 30 d.	par.	par.
Baltimore	3 a 5 d.	2 a 6½ d.	2½ a 7 d.	par a 4½ d.	par a 1½ d.	¼ a 2½ d.	¼ d.
Other Maryland	..	..	3 a 10 d.	3 a 10 d.	2 a 30 d.	2 a 8 d.	1½ a 3 d.
District of Columbia	..	..	4 a 10 d.	par a 6 d.	par a 2½ d.	1 a 3½ d.	1 a 3 d.
Virginia	5 a 10 d.	par a 8 d.	par a 6 p.	1 p. a 2 d.	par a 10 d.	1½ a 8 d.	1 a 3 d.
Virginia, Western	..	..	..	..	..	8 a 12½ d.	8 a 12½ d.
North Carolina	5 a 10 d.	2½ p. a 8 d.	par a 6 p.	1 p. a 3 d.	1½ a 6 d.	3 a 17½ d.	2½ a 10 d.
South Carolina	5 a 10 d.	..	2 a 8 p.	2 d. a 4 p.	¼ a 3 d.	1½ a 8 d.	par a 6 d.
Georgia	5 a 10 d.	..	..	1 d.	1 a 4 d.	2 a 14 d.	1½ a 10 d.
Alabama							
Louisiana							
Mississippi							
Tennessee	..	..	..	5 a 6 d.	4½ a 12½ d.	12½ a 20 d.	few sales.
Kentucky	..	..	6 a 10 d.	4½ a 6 d.	4½ a 10 d.	12½ a 25 d.	12½ a 30 d.
Ohio	5 a 7½ d.	3 a 10 d.	5 a 12 d.	4 a 15 d.	4½ a 12½ d.	15 a 30 d.	12½ a 25 d.
Michigan							
United States Branch Bank Notes	..	..	..	..	par a 1 d.	½ a 1 d.	½ a 4 d.
American silver	7 a 12 p.	2 a 17 p.	7 a 17 p.	par a 5 p.			

BANK TABLE—*continued.*

BANKS.	1821	1822	1823	1824	1825	1826	1827
Maine	..	4 a 10 d.	10 d.	10 d.	2 a 10 d.	2½ d.	1⅞ a 2½ d.
New Hampshire	1 a 2 d.	2 a 3 d.	2 d.	1½ a 2 d.	1½ a 2½ d.	2½ d.	1 a 2½ d.
Vermont	3 d.	3 d.	3 d.	2 a 3 d.	2 a 2½ d.	2½ d.	1 a 2½ d.
Boston	½ a 2 d.						
Massachusetts	½ a 2 d.	½ a 3 d.	1 a 2 d.	1 a 2 d.	1 a 2½ d.	1 a 2½ d.	1 a 2½ d.
Rhode Island	2 d.	2 d.	2 d.	1½ a 2 d.	1½ a 2½ d.	2 a 2½ d.	1 a 2 d.
Connecticut	½ a 2 d.	1 a 1½ d.	1 a 1½ d.	1 a 1½ d.	1½ a 2 d.	1½ a 2 d.	1 a 1½ d.
New York city	par.	par.	par.	par.	par.	par.	par.
New York country	1 a 6 d.	1 a 5 d.	1 a 5 d.	1 d.	1 a 5 d.	1½ a 5 d.	1 a 3 d.
Philadelphia	standard.	standard.	standard.	standard.	standard.	standard.	standard.
Other Pennsylvania	par a 3 d.	par a 3 d.	par a 5 d.	par a 1½ d.	par a 1 d.	par.	par a 1 d.
New Jersey	par.	par a 1 d.	par a 1½ d.	par.	par.	par a 1½ d.	par a 2 d.
Delaware	par.	par.	par a 1 d.	par.	par.	par.	par a 1½ d.
Baltimore	½ d.	¼ a ⅜ d.	¼ d.	¼ d.	⅜ d.	¼ a ½ d.	par a ¼ d.
Other Maryland	½ a 3 d.	1 a 1½ d.	½ a 1½ d.	1 d.	1 d.	½ a 1 d.	¼ a ⅜ d.
District of Columbia	..	½ a 1½ d.	1 a 1½ d.	1 a 1½ d.	¼ a 1 d.	½ a 1 d.	¼ a ⅜ d.
Virginia	⅜ a 2 d.	1 a 3 d.	⅜ a 2 d.	⅛ a ⅜ d.	⅛ a 1 d.	⅜ a 1 d.	¼ a 1½ d.
Virginia, Western	5 a 8 d.	5 d.	5 d.	4 a 5 d.	4 a 5 d.	4 a 5 d.	3 a 4½ d.
North Carolina	2 a 4½ d.	2½ a 12½ d.	3 a 12½ d.	3½ a 5½ d.	3 a 5 d.	2½ a 5 d.	3 a 5½ d.
South Carolina	⅞ a 3 d.	1 a 5 d.	2 a 5 d.	1 a 3 d.	1 a 2½ d.	1½ a 2 d.	⅜ a 1½ d.
Georgia	1½ a 5 d.	2½ a 9 d.	2 a 15 d.	2½ a 5 d.	2 a 4 d.	2½ a 3½ d.	2 a 3 d.
Florida							
Alabama	..	..	..	..	..	10 a 15 d.	10 a 25 d.
Louisiana	..	1½ a 8 d.	3 a 7 d.	2 a 7 d.	2 a 5 d.	5 a 6 d.	4 a 5 d.
Mississippi	..	..	..	..	7 a 10 d.	6 a 10 d.	6 d.
Tennessee	35 d.	30 a 34 d.	35 d.	30 d.	15 a 20 d.	10 a 20 d.	7 a 10 d.
Kentucky	30 a 50 d.	45 a 75 d.	70 d.	55 a 70 d.	45 a 55 d.	30 a 50 d.	30 a 40 d.
Missouri							
Illinois							
Indiana							
Ohio	5 a 12½ d.	5 a 8 d.	5 a 6 d.	5 a 6 d.	5 a 8 d.	4 a 8 d.	4 a 6 d.
Michigan	..	..	..	..	..	10 d.	3 a 10 d.
United States Branch Bank Notes	½ a 2 d.	½ a 2 d.	¼ a ½ d.	par.	par.	par.	par.

BANK TABLE—*continued.*

BANKS.	1828	1829	1830	1831	1832	1833	1834
Maine	1½ a 2 d.	1 a 1½ d.	1 a 1½ d.	½ a 1 d.	⅝ a 1 d.	⅝ a 1 d.	1 a 1½ d.
New Hampshire	1 a 2 d.	1 a 1½ d.	1 a 1½ d.	½ a ⅝ d	⅝ a 1 d.	⅝ a 1 d.	1 a 1½ d.
Vermont	1 a 2 d.	1 a 1½ d.	1 a 1½ d.	1 a ⅞ d.	½ a 1 d.	⅝ a 1 d.	1 a 1½ d.
Massachusetts	1 a 2 d.	1 a 1½ d.	1 a 1½ d.	½ a ⅝ d.	½ a 1 d.	⅝ a 1 d.	1 a 1½ d.
Rhode Island	1 a 2 d.	1 a 1½ d.	1 a 1½ d.	½ a ⅝ d.	⅝ a 1 d.	⅝ a 1 d.	1 a 1½ d.
Connecticut	1 a 2 d.	1 a 1½ d.	1 a 1½ d.	½ a ⅝ d.	⅝ a 1 d.	½ a 1 d.	1 d.
New York city	par.	par.	par.	par a ½ d.	par a ½ d.	par a ½ d.	par a ½ d.
New York country	1½ a 2½ d.	1½ a 2½ d.	1½ d.	¾ a 1 d.	1 a 1½ d.	½ a 1½ d.	1 a 3 d.
Philadelphia	standard.	standard.	standard.	standard.	standard.	standard.	standard.
Other Pennsylvania	par a 1 d.	par a 1 d.	par a 1 d.	par a 2 d.	par a 1½ d.	par a 2 d.	par a 1½ d.
New Jersey	par a 1½ d.	par a 2 d.	par a 1½ d.	par a 1 d.	par a 1 d.	par a 2 d.	par a 1 d.
Delaware	par a 1 d.	par.	par a ½ d.	par a ½ d.	par a 1 d.	par a ½ d.	par a 1 d.
Baltimore	par a ½ d.	¼ d.	¼ d.	par a ¼ d.	par a ½ d.	¼ a ⅝ d.	½ d.
Other Maryland	¼ a 1¼ d.	¼ a 1 d.	⅝ d.	½ a 1 d.	½ a 1 d.	½ a 1½ d.	1¼ a 2 d.
District of Columbia	¼ a 1 d.	¼ a 1 d.	½ a ⅝ d.	½ d.	½ a ⅝ d.	1 a 1 d.	1 a 3 d.
Virginia	¼ a 1½ d.	½ a 1 d.	½ to 1 d.	½ a 1 d.	½ a 1 d.	½ a 1½ d.	1 a 3 d.
Virginia, Western	3½ a 4 d.	3 a 3½ d.	2 a 2½ d.	1½ d.	1½ a 2½ d.	1½ a 3 d.	1⅞ a 11 d.
North Carolina	4 a 12½ d.	2½ a 3½ d.	1½ a 2½ d.	1 a 2 d.	1½ a 2 d.	1½ a 3 d.	1 a 3 d.
South Carolina	1 a 2½ d.	1½ a 2 d.	1 a 1½ d.	¾ a 2 d.	1½ a 2 d.	1½ a 3 d.	2 a 7 d.
Georgia	2 a 4 d.	2 a 2½ d.	1½ a 2½ d.	1 a 3 d.	2½ a 10 d.	3½ a 10 d.	4 a 7 d.
Florida	..	..	..	10 d.	10 d.	10 a 20 d.	no sales.
Alabama	20 a 25 d.	10 a 15 d.	10 a 15 d.	5 a 15 d.	5 d.	4 a 10 d.	7 a 10 d.
Louisiana	4 a 6 d.	4 a 5 d.	4 d.	3 a 5 d.	4 a 5 d.	3 a 5 d.	5 d.
Mississippi	6 a 7 d.	5 a 6 d.	5 d.	5 d.	5 d.	5 a 5 d.	8 a 10 d.
Tennessee	9 a 10 d.	6 a 10 d.	7½ d.	5 a 7⅝ d.	5 d.	3 a 5 d.	5 d.
Kentucky	25 a 35 d.	25 a 35 d.	25 a 35 d.	20 a 35 d.	20 a 25 d.	3 a 25 d.	2 a 5 d.
Missouri	..	..	..	..	no sales.	no sales.	
Illinois	..	..	..	no sales.	no sales.	no sales.	
Indiana	..	..	..	no sales.	no sales.	no sales.	5 d.
Ohio	3½ a 4 d.	2½ a 3½ d.	2½ a 3 d.	1½ a 3 d.	1½ a 3 d.	1½ a 4 d.	2 a 4 d.
Michigan	3 d.	3 d.	2 a 3 d.	1½ a 2 d.	1½ d.	1½ a 2 d.	5 a 2½ d.

BANK TABLE—*continued.*

BANKS.	1835	1836	1837	1838	1839	1840	1841
Maine	1 d.	⅝ a 1 d.	⅝ a 1½ d.	par a 2½ d.	¾ d. a 3 p.	2½ a 5 p.	½ d. a 5 p.
New Hampshire	1 d.	⅝ a 1 d.	¾ a 1½ d.	par a 2½ d.	¾ d. a 3 p.	2 a 5 p.	½ d. a 5 p.
Vermont	1 d.	¾ a 1 d.	⅝ a 1½ d.	par a 2½ d.	¾ d. a 5 p.	2 a 5 p.	½ d. a 5 p.
Massachusetts	1 d.	¾ a 1 d.	¾ a 1½ d.	par a 2½ d.	¾ d. a 7 p.	2 a 6 p.	½ d. a 5 p.
Rhode Island	1 d.	¾ a 1 d.	¾ a 1½ d.	par a 2½ d.	¾ d. a 6 p.	2 a 6 p.	½ d. a 5 p.
Connecticut	1 d.	¾ a 1 d.	¾ a 3½ d.	par a 1½ d.	¾ d. a 8 p.	2 a 6 p.	½ d. a 5 p.
New York city	par a ½ d.	par a ½ d.	par a 1½ d.	par a 3 p.	par a 13 p.	2½ a 7 p	½ d. a 6 p.
New York country	1 d.	1 a 1½ d.	par a 3½ d.	par a 3 p.	¾ d. a 10 p.	1 a 5 p.	2 d. a 6 p.
Philadelphia	standard.	standard.	standard.	standard.	standard.	standard.	standard.
Other Pennsylvania	par a 2 d.	par a 2½ d.	par a 3 d.	par a 3 d.	par a 3 d.	par a 3 d.	par a 1 d.
New Jersey	par a 1 d.	par a 1 d.	par a 2 d.	par a 2½ d.	1 d. a 6 p.	par a 5 p.	1 d. a 5½ p.
Delaware	par a ½ d.	par a ¾ d.	par a ¾ d.	par.	par.	par.	par.
Baltimore	¼ a ½ d.	¼ a ½ d.	¼ a 1 d.	¼ a 1½ d.	par a 1½ d.	par a 1 p.	par.
Other Maryland	⅝ a 1 d.	½ a 1 d.	par a 2 d.	¼ a 3 d.	½ a 2 d.	par a ½ d.	par a 5 d.
District of Columbia	½ a 1 d.	½ a 1 d.	par a 3½ d.	½ a 2 d.	par a 1½ d.	½ p. a 1 d.	par a 1 d.
Virginia	½ a 1 d.	½ a 1½ d.	½ a 3 d.	½ a 3½ d.	½ a 4 d.	par a 2 d.	par a 3 d.
Virginia, Western	1 a 2 d.	1½ a 2½ d.	..	1½ a 4 d.	1½ a 5 d.	2 a 3 d.	2 a 8 d.
North Carolina	2 d.	2 a 3 d.	2½ a 6 d.	2 a 5 d.	1 a 6 d.	¾ a 3 d.	1 a 3 d.
South Carolina	2 d.	2 a 3 d.	2½ a 10 d.	2½ a 10 d.	1 a 7 d.	¾ d. a 3 p.	2 p. a 2 d.
Georgia	2 a 3 d.	2 a 3 d.	3 a 12 d.	3 a 10 d.	2½ a 10 d.	1½ a 30 d.	1 a 40 d.
Florida	no sales.	no sales.	no sales.	no sales.	no sales.	no sales.	75 d.
Alabama	4 a 8 d.	3 a 7 d.	5 a 15 d.	5½ a 20 d.	2 a 15 d.	2 a 10 d.	5 a 10 d.
Louisiana	2½ a 3 d.	2½ a 6 d.	5 a 15 d.	2½ a 12½ d.	par a 7 d.	½ p. a 10 d.	1 a 6 d.
Mississippi	4 a 5 d.	3 a 6 d.	6 a 20 d.	7½ a 30 d.	5 a 15 d.	15 a 80 d.	20 a 80 d.
Tennessee	5 d.	3 a 6 d.	5 a 15 d.	5 a 20 d.	4 a 15 d.	5½ a 10 d.	6 a 15 d.
Kentucky	2½ a 3 d.	2 a 3 d.	2½ a 8 d.	2½ a 6½ d.	2½ a 5½ d.	3 a 5 d.	4 a 7 d.
Missouri	no sales.	no sales.	no sales.	4 a 10 d.	4 a 6 d.	5 a 6 d.	5 a 7 d.
Illinois	4 d.	3 a 5 d.	3 a 8 d.	2½ a 7 d.	2½ a 6½ d.	3 a 6 d.	3½ a 8 d.
Indiana	3 a 4 d.	3 a 3½ d.	3 a 8 d.	2 a 7 d.	2½ a 6½ d.	3 a 6 d.	3½ a 10 d.
Ohio	2½ a 3 d.	2 a 3 d.	3 a 6 d.	2 a 6½ d.	2 a 6 d.	3½ a 5 d.	3½ a 15 d.
Michigan	2 d.	2 a 3 d.	2½ a 15 d.	5 a 20 d.	5 a 10 d.	10 a 18 d.	10 a 18 d.
American Silver	..	..	par a 12 p.	3 a 6 p.	par a 14 p.	2½ a 7 p.	– a 6½ p.

The following table of suspensions is abstracted from a letter of the secretary of the treasury of the United States, dated January 8, 1840:—

STATES AND TERRITORIES.	Whole number of Banks.	Number of Banks which suspended entirely in 1839.	Number of Banks which suspended in part.	Number of Banks which did not suspend.	Number of Banks which are broken or discontinued.	Number of Banks which have resumed specie payments.
Maine	58	3	..	54	1	1
New Hampshire	28	..	1	27		
Vermont	21	..	..	18	3	
Massachusetts	134	..	..	121	13	
Rhode Island	63	63	..	..	..	21
Connecticut	36	..	..	35	1	
New York	198	4	..	194	4	
New Jersey	32	17	8	..	*2	†3
Pennsylvania	70	49	4	..	13	
Delaware	9	9				
Maryland	34	30	..	..	4	1
District of Columbia	6	5	1			
Virginia	25	20	1	4	..	1
North Carolina	10	9	1			
South Carolina	14	6	8			
Georgia	40	18	18	..	4	
Alabama	8	2		5	1	
Louisiana	19	19				
Mississippi	29	17		11	1	2
Tennessee	21	21				
Kentucky	6	5	..	1		
Ohio	43	15	5	16	7	5
Indiana	14	..	14	..	..	14
Illinois	7	2	..	5		
Missouri	1	..	..	1		
Michigan	17	15	..	..	2	
Arkansas	2	2				
TERRITORIES.						
Florida	9	8	1			
Wisconsin	5	4	..	1		
Total, including branches..	959	343	62	498	56	48
Number of branches....	109					
Total, without branches.	850					

* One not in operation, and one broken, &c. † Two partially, and one wholly.

STATEMENT of Prices of Shares in the Banks of the City of Philadelphia, at three several Periods in 1838, 1841, and 1842.

BANKS.	CAPITAL.	Par value of Shares.	Prices of Shares 14 Aug. 1838.	Aggregate value of Shares 14th Aug. 1838.	Prices of Shares 27 Aug. 1841.	Aggregate value of Shares 27th Aug. 1841.	Prices of Shares 1 to 10 Jan. 1842.	Aggregate value of Shares 1 to 10 Jan. 1842.
	dollars.			dollars.		dollars.		dollars.
United States Bank	35,000,000	100	123	43,050,000	10	3,500,000	3	1,050,000
Bank of North America	1,000,000	400	408	1,020,000	300	750,000	160	400,000
Bank of Pennsylvania	2,500,000	400	500	3,125,000	260	1,625,000	120	750,000
Farmers' and Mechanics'	1,250,000	50	62	1,550,000	45	1,125,000	20	500,000
Philadelphia	1,800,000	100	108	1,944,000	75	1,350,000	38	684,000
Commercial	1,000,000	50	63	1,260,000	44	880,000	32	640,000
Mechanics'	1,400,000	35	54	2,160,000	26	1,040,000	15	600,000
Northern Liberties	350,000	35	58	480,000	30	300,000	23	230,000
Schuylkill	1,000,000	50	50	1,000,000	5	100,000	3	60,000
Southwark	250,000	50	60	300,000	45	225,000	46	230,000
Kensington	250,000	50	75	375,000	40	200,000	23	115,000
Penn Township	500,000	50	75	750,000	40	400,000	28	280,000
Girard	5,000,000	50	53	5,300,000	28	2,800,000	10½	1,050,000
Western	500,000	50	53½	535,000	30	300,000	22	220,000
Manufacturers'& Mechanics'	401,300	50	55	441,430	35	280,910	20	160,520
Moyamensing	250,000	50	55	275,000	38	190,000	30	150,000
Sixteen Banks	52,451,300	..	..	63,565,430	..	15,065,910	..	7,119,520

"In the states of Louisiana, Mississippi, and Alabama, three of the most fertile ones in the union, the aggregate amount of bank capital, according to the returns of 1839, was 84,112,504 dollars. There are no returns of the present condition of the banks in those states, published by the treasury department, as in preceding years, but, from such statements as have been published, it would appear that the aggregate amount of bank

capital in these three states is now something less than 23,000,000 dollars. This is its nominal value, but from the quality of the securities in which it is invested, the proprietors of the shares might not be able to realise more than half the sum stated were the concerns of these banks brought to a settlement. In the states of Illinois, Michigan, and Arkansas, and in the Florida territory, the banking results descend still nearer to the point of annihilation than in the instances just cited.

"A reference to the return of the aggregate bank capital of the country affords further evidence of the enormous extent of the losses from banking to which the shareholders have been subjected. At the close of 1839, the entire bank capital was 358,442,692 dollars. Since that period, and down to this time (November, 1843), considerable sums have been withdrawn by the closing up of concerns which had not lost all their capital. On the other hand, much larger additions have been made by the creation of a considerable number of new banks; to a greater extent in the state of New York than elsewhere, since, under what is termed the 'free banking system,' *every individual who has any property can become a money-coiner by pledging it to the state government, and, consequently, every individual is strongly tempted to become a creator of paper money for the chance of gaining a profit on the amount which can be kept in circulation.*

Free Banking System of New York.—"It is impossible that a system of banking like the one now in operation in New York, which holds out such strong inducements to over-issuing and over-loaning, should not, sooner or later, be productive of injurious consequences to the community generally, and especially so to the trading portion of it. Under the free banking laws of that state, the comptroller is required to deliver bank-notes to any individuals for the purpose of being thrown into circulation to any extent which may be asked for upon a corresponding amount of state stocks or mortgages being deposited with him as security for redemption.

"In the enactment of this law, 'the only object,' says Mr. Gallatin, 'which seems to have attracted the attention of the legislature, is not the danger of suspension, but the ultimate redemption of the notes put in circulation.' That object has not, however, always, nor generally, been accomplished. In the numerous instances of failures of the free banks, the securities deposited for the redemption of their issues have been found insufficient for that purpose. This has been one source of loss to the bill-holders, while the long period usually required for the conversion of real estate and stocks into money is another source of injury, since most of the persons in whose hands the issues of failed banks usually remain are constrained, by their urgent wants, to sell them at a great loss to those who have the means of purchasing them on speculation.

"One of the reasons urged in favour of permitting every individual in a state to become an issuer of paper money was the superior safety of state stocks and mortgages, as a basis on which to found a paper circulation. In respect to state stocks, it may be observed, that the great mass which have been issued are considerably below par, and no inconsiderable portion have fallen fifty per cent below the par rate, and from thence to nearly the point of annihilation; while the solid ones are all in the hands of men who are not inclined to part with them on any terms to free bankers.

"A reliance on a steady and permanent value of real estate has proved to have been equally unsafe. Take, for instance, real property in the city of New York, which is the most wealthy one in the country, and has made the greatest advancement in business and population, and, consequently, it might reasonably be concluded, that real estate would there maintain its value if anywhere. A reference to the official returns of the assessed value of real estate in the city of New York, gives the following results:—

YEARS.	Dollars.
1833	114,129,561
1835	143,732,425
1836	233,742,303
1839	196,778,434
1842	176,489,042

"In 1836, the population was estimated at about 280,000,000; in 1840, it was, by an enumeration, found to be 312,710,000; and, in 1842, it was estimated at 350,000,000. There had been erected, between the years 1836 and 1842, for the accommodation of

this additional population, a suitable number of dwellings, warehouses, and public buildings, and, generally speaking, of a quality superior to any class of buildings which previously existed. There should, then, be added to the valuation of 1836, twenty-five per cent, that being the ratio of increase of population. According to that estimate, the return of real estate in New York city, in 1842, should have been 233,742,303 dollars, with twenty-five per cent superadded for an increase since 1836 making the amount in 1842, 292,177,879 dollars.

"The actual decline, then, in the value of real estate in New York, between 1836 and 1842 is 115,688,837 dollars, being the difference between what the returns actually were in 1842, and what they would have been, had the prices of 1836 been maintained. It may, perhaps, be imagined that the valuation in 1842 was unnaturally low in consequence of the depression in business and other causes of temporary duration. There might be some reason for such a conjecture, were not the contrary shown to be the case by a subsequent decline in prices of real estate, as will be seen by the returns of 1843, when they are laid before the public."*

* Table of Prices and Currency, to show the relative Circulation Prices, Loans, and Deposits prepared by Mr. Tilden.

YEARS.	Bank Circulation.	Flour per Barrel.		Wheat per Bushel.		Corn per Bushel.		Rye per Bushel.		Oats per Bushel.	Beef per Barrel.		Pork per Barrel.		Cotton per Pound.	Loans.	Deposits.
January 1,	dollars.	dlr.	cts.	dlr.	cts.	dlr.	cts.	dlr.	cts.	cts.	dlr.	cts.	dlr.	cts.	c's.	dollars.	dollars.
1835.....	103,692,495	5	56	1	00	0	74	0	75	40	9	25	14	12	17	365,163,834	83,081,365
1836.....	140,301,038	7	60	1	45	0	90	1	13	62	9	75	18	25	16	457,506,080	115,104,440
1837.....	149,185,890	10	87	2	06	1	07	1	20	67	13	00	23	25	18	525,115,702	127,397,185
1838.....	116,138,910	8	75	1	95	0	84	1	15	52	14	12	21	50	11	485,631,637	84,691,184
1839.....	135,170,995	9	00	1	75	0	92	1	15	62	15	87	23	25	14	492,278,015	90,240,146
1840.....	106,968,572	6	00	1	18	0	75	0	67	36	12	25	14	25	10	462,896,523	75,696,857

"By subsequent contractions of the currency, and, for a short time, to a point below its natural level, prices of some of the above articles were reduced considerably lower than the lowest of the quotations. It is not contended by Mr. Tilden, that there were not other causes in operation to raise and to lower prices besides the variations in the bank loans and liabilities. There were great fluctuations in the supply of some of the commodities as compared with the demand, but not greater than in former years, when prices, instead of fluctuating up and down to the extent of fifty and 100 per cent, did not vary more than twenty or twenty-five per cent.

"It appears by the table, that flour rose from five dollars fifty-six cents—the price per barrel at New York, in 1835— to ten dollars eighty-seven cents, the price in 1837; from which it descended, at the close of 1839, to six dollars per barrel. It has subsequently gone down to a much lower price. In an equal number of years immediately preceding that period, namely, 1830 to 1834, prices varied only from four dollars eighty-three cents to five dollars seventy-two cents per barrel; the fluctuations in the former case extending to ninety-five and a half per cent, and in the latter to eighteen per cent. The excessive enlargement of currency, and the sudden and enormous alternations in its amount, and in the amount of bank loans, are noted in the table.

"On the other hand, at the former period, 1830 to 1834, the currency, as before frequently remarked, was in as sound a state, according to the views of Mr. Gallatin, as can ever be expected, upon the principles on which the currency system is founded, and the banks which issue it are managed. The bank circulation, from 1830 to 1834, did not exceed 94,839,570 dollars; the deposits, 75,666,986 dollars, and the loans, 324,119,499 dollars.

"It has been contended by those who deny that the currency was lowered in value from its excess, that the rise in the prices of flour was attributable to bad seasons. This is true to some extent—but as there was but one unusually bad season from 1835 to 1840, the frequent and excessive alternations in prices cannot be accounted for from that cause.

"Again, as a proof of the scarcity of bread stuffs, the fact that large importations were made has been strongly dwelt upon, and been pretty generally deemed a satisfactory refutation of the position taken by those who maintain, in common with Mr. Tilden, that the principal cause of the fluctuations in prices was to be found in the variations of currency, and in the free and careless system of trusting which prevailed during the period in question.

"It is true, then, that during the years when wheat and other grains, as well as animal food, were at the highest prices, we imported to the extent of several millions of dollars. These articles came, too, from countries in which the cost of production is usually higher than in this country; from countries where prices are almost always in advance of our prices, when the currency of this

"The number of banks, however, which have been governed by men who have had the firmness of principle to resist temptations laid open to them by the false position in which they are placed, as trustees of property of which they are likely to become the principal borrowers; the number of banks which, under the management of such men, have been conducted with a prudent and honest regard to the interests of the stockholders, are few in comparison with those which have been deeply injured or utterly ruined by the imprudence or misconduct of their managers. 'It is believed,' says Mr. Nathan Appleton, 'that in all cases of bank failures in Massachusetts, the failure of the principal stockholders and directors has accompanied, or preceded, the failure of the bank. The great point, therefore, to be guarded against is, the liability of banks to fall into few hands to be used for their private speculations.' This sound advice from one familiar with the art of banking, as well as the principles of banking, was given in 1831. It was, like many other wise suggestions from the same source, disregarded by the shareholders of banks.

"In some other parts of the country, entire capitals have been sunk in gambling operations of the directors of banks and their associates, who were interested with them; and the instances are not rare, where the assets of a bank proved to be insufficient to redeem its circulation; while in other cases, the depositors, bill-holders, and proprietors, were all stripped of their property. There were banks in this state (Massachusetts), and some of them under the management of individuals who clamoured loudly against all banks as '*aristocratic monopolies*,' whose assets would not redeem their circulation and their deposits. In these instances, the losses fell with the greatest weight upon the most helpless and poorest members of society. And such has generally been the case with ruined banks, of whose impending fate the managers and their friends, and others who can obtain access to correct sources of information, have had such early warnings as to induce them to sell out their shares before they fell into discredit, and the buyers, as one might reasonably expect, have generally been among that class of the community to which we have referred.

"In truth, it cannot be too often repeated, that the losses upon banking fall mainly on the most helpless portion of the community, while the benefits which may be supposed to arise from the use of bank capitals are chiefly shared among the most shrewd, enterprising, and intelligent classes of society.

"The shares in the United States Bank were, more than in most instances, held by persons of large capitals as permanent investments, and by others who dealt in them on speculation. Still, a very considerable portion of its capital, at the period of its ruin, belonged to the class of persons referred to. Accordingly, Mr. Dunlap, its president, in a memorial to the legislature of Pennsylvania, thus alludes to this portion of its stockholders. 'They are widows, orphan children, persons retired from business and active life, and not capitalists only; and all of them have been and are sufferers against their will, without their personal agency, and beyond the possibility of redress by themselves.'

country has been in its natural and sound condition, namely, on a level with the currencies of the countries from whence those imports were made.

"It was not, however, because of an insufficiency of food of home production that the foreign articles were imported. They were forced upon us by an artificial rise of prices, originating in, and promoted by, over-issues of currency and credit, accompanied, as usual, by a spirit of speculation, which was more strongly directed to transactions in provisions than to dealings in other products of industry; and more especially were the articles of beef, pork, and flour, the favourite objects of the gamblers, and the banks in the middle and western states which afforded them the means of elevating and sustaining their prices.

"The importation of provisions made a strong impression on the minds of those who overlooked or were ignorant of the effect of a redundant currency, and of the speculative movements superinduced by it on prices. They naturally regarded it as an evidence that the rise of prices was caused wholly by a deficient domestic supply. If they had looked into the custom-house returns they would have seen, that a large amount of other articles; of which, as of provisions, we had an abundance, and even a superfluity, were also imported, and, in many instances, were re-exported. There was not, in point of fact, any insufficiency of home-produced grain, or provisions of any kind, during the years in which we imported these articles. This will be made manifest beyond all contradiction or disbelief."

"Before the final bankruptcy of this institution, a larger number of shares held by speculators and by wealthy individuals who had the means of judging of its condition and prospects, were sold out by their proprietors, and probably many of the buyers were persons of smaller means, and, consequently, the stockholders may, at the end of its career, have become more numerous than at any earlier period. From a statement published in 1840, it appears that there were—

					dollars.		dollars.
2257	persons	holding	stock	of the value of	100	to	2,000
1577	"	"	"	"	2,000	to	10,000
614	"	"	"	"	10,000	to	50,000
30	"	"	"	"	50,000 and upwards.		

"From the comparatively few heavy shareholders, it may reasonably be inferred that the largest portion of the sufferers by the ruin of the United States Bank were persons in narrow, or in very moderate pecuniary circumstances. In the same document, we find the following statement:—

The number of shares held by			females	23,876
"	"	"	executors and guardians	4,256
"	"	"	trustees	16,248
"	"	"	benevolent institutions	1,758

"These unfortunate persons not only lost the par value of the shares, but it is probable that a considerable portion of the shares were purchased at an advance of ten to twenty-five per cent; and, in some instances, as high as forty to fifty per cent. Those prices were obtainable within a short period of the origin of the bank. As a further aggravation of the feelings of the sufferer, there can hardly be a doubt that a vast amount of shares were purchased at par and upwards after its capital had been invested in securities which, to a great extent, were of little or no value, and, consequently, the actual worth of the shares, when purchased, was not equal to half the sum paid for them; while a still larger amount was purchased somewhat under par, when the bank was in a ruinous condition. Such will generally be the case with ruined banks. The persons who manage them and others acquainted with the facts necessary to rest a judgment upon, will sell out their shares, and they will generally fall into the hands of the least intelligent and most helpless portion of the community, they being the most readily seduced into purchases of stocks at the declining prices usually attendant upon sales of shares in an unthrifty or a ruined corporation.

"An official statement, emanating from the banks in Pennsylvania other than the United States Bank, shows that a still greater proportion of their shares were held by small proprietors, and by charitable institutions, by females, guardians, &c., than in the latter institution. The returns of shareholders in 1840 show:—

					dollars.		dollars.
6327	persons	holding	stock	of the value of	100	up to	800
2831	"	"	"	"	800	up to	1700
2461	"	"	"	"	1700	up to	4000

"The balance of their shares were owned in sums of 4000 dollars and upwards, and those larger proprietors were probably, as in case of the United States Bank, mostly persons retired from the active pursuits of life, and who, consequently, to their own injury, and to the entire ruin of many of them, had confided their property to the management of agents who, as events have shown, were utterly unworthy of their confidence.

"The number of shares in these institutions held by

Females	39,860
Executors, guardians, and trustees	26,682
Officers of benevolent institutions	1,685

"It is probable that a great portion of the remaining shares were, as before stated, owned by aged and retired persons, or by others who had not the disposition or the skill to manage their property, and, therefore, were willing to place it in a situation where, in the best events, the income would be below the ordinary earnings of capital. But as compensation for a rate of interest restrained by an impolitic and unjust law below the market value of money, they expected *safety*, but they failed of finding it, nor, in the long run, as respects most of the banks, while banks adhere to the principles on which they are based and administered."

Boston Bank Dividends.

BANKS.	Capital.	October, 1842.		April, 1843.		April, 1844.		October, 1844.	
		Dividend.	Amount.	Dividend.	Amount.	Dividend.	Amount.	Dividend.	Amount.
	dollars.		dollars.		dollars.		dollars.		dollars.
Atlas	500,000	2½ per ct.	12,500	2½ per ct.	12,500	2½ per ct.	none.	3 per ct.	15,000
Atlantic	500,000	3 "	15,000	3 "	15,000	3½ "	12,500	2½ "	12,500
Boston	600,000	3½ "	21,000	3½ "	21,000	2½ "	21,000	3½ "	22,000
City	1,000,000	2 "	20,000	2 "	20,000	2 "	25,000	2½ "	25,000
Columbian	500,000	3 "	15,000	3 "	15,000	2½ "	10,000	2½ "	12,500
Eagle	500,000	none.	....	3 "	15,000	3½ "	12,500	3 "	15,000
Freeman's	150,000	3½ per ct.	5,200	3½ "	5,200	3 "	5,250	3½ "	5,250
Globe	1,000,000	3 "	30,000	3½ "	30,000	2 "	30,000	3 "	30,000
Granite	500,000	2½ "	12,500	3 "	15,000	2 "	10,000	3 "	15,000
Hamilton	500,000	3 "	15,000	3 "	15,000	2 "	10,000	2½ "	12,500
Massachusetts	800,000	7 dls. p.sh.	22,400	7 dls. p.sh.	22,400	3 "	16,000	2½ "	20,000
Market	560,000	3 per ct.	16,800	3 per ct.	16,800	3 "	16,800	3 "	16,800
Mechanics'	150,000	2 "	3,000	2½ "	3,075	3 "	4,500	3 "	4,500
Merchants'	2,000,000	3½ "	70,000	37 "	70,000	2½ "	60,000	3 "	60,000
New England	1,000,000	3 "	30,000	3 "	30,000	2 "	25,000	3 "	30,000
North	750,000	2 "	15,000	2 "	15,000	3 "	15,000	2½ "	18,750
Shoe and Leather Dealers'	500,000	3½ "	17,500	3 "	15,500	2½ "	15,000	3 "	15,000
Shawmut	500,000	3 "	15,000	2½ "	10,250	2 "	12,500	2½ "	12,000
State	1,800,000	3½ "	60,000	3 "	54,000	4 "	36,000	2½ "	45,000
Suffolk	1,000,000	4 "	40,000	4 "	40,000	2 "	40,000	4 "	40,000
Tremont	500,000	none.	....	2 "	10,000	2½ "	12,500	2½ "	12,500
Traders'	400,000	none.	....	none.	....	....	8,000	3 "	12,000
Union	800,000	3½ per ct.	24,000	3 per ct.	24,000	2½ "	20,000	2½ "	20,000
Washington	500,000	2½ "	13,750	1½ "	7,500	1½ "	8,750	2 "	10,000
Total	17,010,000		471,150		481,475		426,300		480,000
Dividend, Apr. 1842	....	....	....	....	442,900				
Increase	....	....	....	....	38,575				

This gives six dividends on a capital of 17,000,000 dollars, as follows:

	dollars.		dollars.
April, 1842	442,900	October, 1843	417,000
October, 1842	471,150	April, 1844	426,300
April, 1843	481,475	October, 1844	480,000

This is the largest October dividend, and shows considerable improvement in the profits of the banks during the past summer. Notwithstanding the low rate of money, as compared with 1843, there is an increase of fifteen per cent in the profits, which probably arose from an extension of credits in that proportion. Neither banks nor stocks, however, seem to command confidence, as a means of investment. The experience of past years has been such, as to prevent much disposition to put money in banking concerns.

"From the remarks of Mr. William C. Bryant we extract the following passages. They were written antecedent to the suspension of 1837, and are in correspondence with the views maintained by him at a still earlier period, and before there were any signs of a revulsion. They indicate the opinions of one familiar with the true principles of currency and banking, as well as a knowledge of the practical results of our system of banking; and thus he was enabled to foresee and predict the ill consequences which must ultimately flow from a violation of those principles.

"'One of the most curious circumstances,' says he, 'connected with the universal rage for speculation, is the exceeding gullibility of the people. No scheme seems to be too vast to stagger their credulity. The most impracticable plans are received as easy of accomplishment, and the most stupendous projects are entered upon with undoubting confidence, as if they were 'trifles light as air.' The thought obtrudes itself, apparently, into no man's mind, that there is a stopping-place, where all this rapid motion must cease; that the machine, urged to too great velocity, will at last fall to pieces. No one seems to anticipate that there must come a time when the towering fabric which speculation is building up, grown too huge for its foundation, will topple on the heads of its projectors, and bury them in its ruins. Every one acts as if there were no fear that the explosion would take place, while he is in danger. Each one stretches out his hand to grasp his share of the gambler's spoils, without any idea that, like fairy money, it may turn to worthless rubbish in his hands. A general infatuation has seized the

minds of the community, and each one grows wilder in his lunacy from listening to the ravings of those around him.

"'In the meanwhile, the speculators would, indeed, seem to have discovered the Midas art. Their touch turns every thing to gold. They are all getting rich. One buys the refusal of a farm for a vast deal more than it is intrinsically worth. He sells it to another for a large advance before the term of payment has arrived. The second sells it to a third, the third to a fourth; and, in this way, it probably passes through a dozen hands, before the first instalment of the original price is paid. Each successive purchaser fancies himself rich, and the one into whose possession the property falls last has magnificent plans in prospect, and thinks that he is the richest of all. But pay-day must come, and come ere long, we fear, to many an unprepared speculator, and rudely wake him from his dream of fancied wealth.

"'The vast and sudden increase which the paper circulation of this country has undergone within the last eighteen months (from 103,692,495 dollars to 140,000,000 dollars), is the cause of the feverish thirst of riches which the community now exhibits; and whatever shall check that circulation, and turn it back upon the banks, will arrest the disease, but arrest it with a violence that to many will prove fatal, and give a fearful shock to all. Paper money is, to the people of this country, 'the insane root that takes the reason prisoner;' and they can be restored to sanity only by withholding such stimulating and dangerous aliment. As it now is, their appetite grows by what it feeds on. The demand for money increases with each succeeding day; and every new loan of bank credit but gives rise to new projects of speculation, each wilder and more chimerical than the last.

"'The effect of this pervading spirit of speculation (or spirit of gambling of the most desperate character, as it might more properly be called), on the morals of the community, is dreadful. Its direct and manifest tendency is to blunt men's moral perceptions, and accustom them, by degrees, to acts and devices of traffic which an honest, unsophisticated mind would shrink from with horror, as frauds of the most flagitious dye. It creates a distaste for the ordinary pursuits of industry; it disinclines the mind from the gradual accumulation in some regular vocation, and kindles an intense desire, like that expressed in the prayer of Ortogrul of Basra, 'Let me suddenly grow rich!' To this gambling spirit of the day we may directly trace the most of those prodigious frauds, the discovery of which has recently startled the public mind. 'Startled the public mind,' did we say? The phrase is wrong. The public were not startled. They heard the stories with the most stoical indifference; and if any exclamations were uttered, they conveyed rather a sentiment of commiseration for the criminals, than one of detestation for their stupendous crimes.

"'But the day of the madness of speculation is drawing to a close. The time must come, nor can it be remote, when some financial or commercial revulsion will throw back the stream of paper circulation to its source, and many a goodly vessel, which had ventured too boldly on the current, will be left, by its reflux, stranded on its shores. Circumstances may yet defer the evil day for a while, but it cannot be far off. A failure of the cotton crop, or any one of the thousand contingencies to which trade is perpetually liable, will give a shock to the widely expanded currency of the country, which will be felt with ruinous force through every vein and artery of business. Woe unto them in that day who do not now take timely caution. Their cities, and towns, and villages, which they now are so fertile in planting, as if they thought men might be multiplied as rapidly as paper money, will remain untenanted and desolate memorials of their madness, and the voice of sorrow and mourning, instead of the din of our present unreal prosperity will be heard through the land.'"

How very applicable are these remarks to the railway plague of 1845, in England. Mr. Lee, in alluding to paper securities, says:—

"Of the description of securities referred to, and for the most part created by one class of persons, for the purpose of getting possession, through banks or by some other contrivances, of the property of other persons, there must have been, at one period—say from 1834 to 1841—some thousands of millions of dollars in existence within the compass of those few years—the ultimate effect of which was to injure all the banks—to ruin

a majority of them—and finally to transfer from the most industrious, prudent, economical, useful, and productive classes of the nation, a considerable portion of their estates, to the most imprudent, reckless, and unprincipled portion of it.

"Of the various classes of citizens who have suffered from this vicious system of banking and gambling—the cotton planters, probably, come in for the largest share of the losses—unless the manufacturers of cotton may be considered as having the unfortunate pre-eminence in that respect. First, in the enhanced prices paid for their raw material and for their labour—consequent upon a superfluous and fluctuating currency. Secondly, in the amount of bad debts on the sales of their manufactured goods. Thirdly, in the delusive appearances of prosperity occasioned by a redundant currency—causing artificially high prices for goods, and leading to the establishment of more manufacturing concerns than the real wants of the country required—and more than would have been established under the more natural and healthy operation of a sound and honest currency. The high profits gained by manufacturers, at periods when prices were unduly enhanced by the action of an expanding and expanded currency—together with an unnatural demand for goods beyond the *paying ability* of consumers—induced by the improvident and too extended trustings of the sellers of manufactures.

"The evils we have described are the natural, if not the inevitable, fruits of a vicious system of currency;—of a currency issued by 900 banks, created and regulated, if regulated at all, by thirty states and territories, managed by 9000 directors, who have the power, and who exercise it too, of expanding and contracting the circulating medium at any moment and to any extent, they may deem expedient, and, consequently, of causing great variations in the prices of commodities. The effect of their operations lead to dangerous speculations, and imprudent and dishonest transactions, and producing what are termed *good times.* The reaction, however, must come. Then come the fall of prices, stagnation, depression, discredit, despair, followed by commercial and monetary convulsions and revulsions; suspensions of individual payments, failures and repudiation; sometimes ending, as in 1814, and more recently in 1837, in the failure of all the banks; —*of those institutions which are allowed the privilege, or it is taken by them, of circulating* 150,000,000 *dollars of paper notes on a reserve of coin not usually exceeding* 30,000,000 *dollars or* 40,000,000 *dollars, with an engagement, on their part, to maintain the currency of the country in a stable and sound condition.*"

BANKS of New Orleans.

YEARS.	Loans.	Specie.	Circulation.	Deposits.	Rate of Specie.	Sight Checks on New York.
	dollars.	dollars.	dollars.	dollars.	per cent.	per cent.
1830, January	6,796,351	1,492,674	1,301,483	2,016,560		
1835, June	37,3-8,839	2,828,904	5,114,082	7,106,628		
1836, August	51,234,158	2,607,587	7,130,546	11,744,712		
1837, January	59,108,741	3,108,416	7,909,788	11,487,431		
„ December	55,593,371	2,729,983	7,558,465	7,426,468		
1838, March	52,058,084	2,970,723	4,734,739	8,021,137		
„ December	56,855,610	3,987,697	6,280,588	7,657,161		
1839, October	49,138,700	2,847,487	4,341,533	4,928,076	8	2
„ December	49,861,143	2,504,725	5,526,785	6,118,651	3	2½
1840, January	52,027,697	2,525,969	5,804,130	6,048,218	4	3
„ June	48,654,884	3,533,495	6,827,226	6,670,665	6¼	6½
„ December	48,646,799	3,160,243	6,443,785	7,020,263	1½	1½
1841, January	49,226,189	3,220,973	7,369,352	7,271,285	1½	1½
„ June	48,462,800	3,406,004	8,254,171	7,859,929	5	5½
„ December	45,157,791	2,338,524	5,870,375	4,912,252	4½	3¾
1842, March	33,301,028	2,296,231	4,033,162	4,819,791	7	4
„ June	35,443,442	1,084,148	1,449,950	2,130,204	par	1
„ September	33,247,740	1,208,459	1,733,114	2,619,364	„	¾

The capital of all the banks in New Orleans was, in 1830, 4,665,980 dollars. This was increased to 39,943,832 dollars in December, 1837, a period of seven years. This capital was held or procured as follows:

	dollars.
Procured in Europe, mostly on the credit of the state	20,725,080
„ other United States	6,945,710
„ or held in Louisiana	12,273,042
Total capital paid up	39,943,832

"This capital was subsequently increased to 41,711,214 dollars. The increase

of banking facilities at this rapid rate was evidently in advance of the real business of the city, which in the same period had increased fifty per cent only. The bank credits constantly accumulating, sought other than legitimate channels for their employment, at the same time that they greatly facilitated speculators in obtaining the means of operating in cotton—the principal article of export from New Orleans. The market for that article became altogether speculative under the influence thus exercised; and, by a singular inversion of things, the rate at the same period throughout a season would always be higher in New Orleans, the point of purchase, than in Liverpool, the principal market of consumption. If, through over-production, or an untoward state of affairs abroad, the market was checked, a long chain of reclamations and discredit followed, which made its evil influence felt throughout the union, particularly in New York, where the sterling bills were mostly negotiated. The failures of those banks were very disastrous. The two outer columns of the rate of specie and sight checks on New York, indicate the depreciation of the currency through all the period of suspension which took place in October, 1839. Under the present law, the banks are required to retain in their vaults one dollar for every three dollars of their bills in circulation, with the exception of the real estate banks, which are allowed ninety days. We have here then an outline of the remarkable manner in which capital has been drawn into banking at New Orleans, and been sunk by the inherent vices of the system. In all sections of the country the same general features have and do exist. All that capital which, during the undue excitement of the years subsequent to 1832, was drawn into banking by the operation of speculation in raising prices and creating an extraordinary demand for money, has, in the general fall of property, ceased to exist, leaving, however, active, as much capital as is necessary for the transaction of business. The quantity of money required for the interchange of commodities may be illustrated by the comparative value of the crops of cotton and flour, which are the most valuable, for the years 1837 and 1838, according to the average market value for each year. The average crop of cotton for the last seven years, has been 515,280,000 pounds, and of flour 20,000,000 barrels."—*Hunt's Commercial Chronicle.*

OHIO Banks, September, 1842.

BANKS.	Loans.	Specie.	Circulation.	Deposits.	Charter Expires.
Bank of Zanesville	122,400	5,300	11,623	8,610	Jan. 1843.
„ Muskingum	118,888	2,784	7,771	17,163	do.
Ohio Life and Trust	147,860	61,427	298,895	194,186	do.
Franklin Bank, Cincinnati	947,271	122,211	20,890	249,851	do.
Columbian Bank, North Lisbon	90,007	16,750	19,139	17,882	do.
Dayton Bank	50,914	13,099	19,127	1,411	do.
Bank of Mount Pleasant	53,575	4,337	8,966	15,051	do.
Western Reserve Bank	170,544	30,332	20,154	12,240	do.
Commercial Bank of Scioto	341,292	21,951	114,998	20,445	do.
Farmers' and Mechanics' Bank of Steubenville	178,897	63,447	15,735	53,842	do.
Franklin Bank, Columbus	152,102	68,822	110,617	57,681	do.
Bank of Geauga	139,165	9,997	17,710	18,774	1844.
Total	2,512,915	401,487	665,625	367,136	
Bank of Sandusky	174,401	49,017	165,760	32,926	May 1850.
„ Wooster	406,522	62,052	279,275	45,249	June do.
Lafayette Bank of Cincinnati	875,073	53,424	32,930	39,242	Jan. 1854.
Bank of Massillon	247,394	35,117	170,786	37,391	June 1855.
Clinton Bank, Columbus	438,856	58,865	210,165	43,947	Jan. 1854.
Bank of Xenia	133,579	29,434	62,310	42,262	May 1850.
„ Circleville	313,304	42,215	163,027	37,394	do. 1855.
„ Norwalk	189,129	44,971	24,655	90,489	Jan. 1850.
Total	2,778,258	375,095	1,108,908	368,900	
To expire	2,512,915	401,487	665,625	367,136	
Grand Total	5,291,173	776,582	1,774,533	736,036	

According to this return, the banking of Ohio, in 1843, as compared with the highest point of inflation, January, 1836, will present the following results:

DATE.	Banks.	Loans.	Specie.	Circulation.	Deposits.
	number.	dollars.	dollars.	dollars.	dollars.
1836	31	17,079,714	2,924,906	9,675,644	6,125,914
1843	8	2,778,258	375,095	1,108,908	368,900
Decrease	....	14,301,456	2,549,811	8,566,736	5,575,014

NUMBER of Banks, and their aggregate Capital, in each State, at three Periods.

BANKS.	1830		1839		1843	
	Number of Banks.	Capital.	Number of Banks.	Capital.	Number of Banks.	Capital.
		dollars.		dollars.		dollars.
Maine	18	2,050,000	48	4,671,500	37	2,925,000
New Hampshire	18	1,791,670	28	2,939,508	27	2,847,508
Vermont	10	432,625	19	1,325,530	7	597,810
Massachusetts	66	20,420,000	118	34,485,600	108	32,631,000
Rhode Island	47	6,118,397	62	9,983,969	62	9,823,558
Connecticut	31	4,485,177	31	8,806,204	31	8,580,593
New York	37	20,083,353	159	52,028,781	131	43,019,577
New Jersey	18	2,017,009	26	3,822,607	25	3,470,000
Pennsylvania*	33	14,610,333	48	24,286,405	35	18,794,230
United States	1	35,000,000	1	35,000,000		
Delaware	5	830,000	3	881,518	3	881,518
Maryland*	13	6,250,495	21	10,526,494	11	6,850,000
District of Columbia	9	3,875,794	6	1,768,074	6	1,745,155
Virginia	4	5,571,100	6	11,394,060	6	10,130,000

* Seven.

COMPARATIVE view of the Condition of all Banks in the United States, near the Commencement of each Year, from 1834 to 1840, inclusive.

The whole number of banks in the country at the present time, is 901, including 179 branches. In the column for 1840, of the annexed table, sixty-one banks and forty branches are estimated, for lack of fresh returns. In 1834, 5, 6, and 7, more or less banks or branches were estimated for the same reason. For 1838 and 1839, the returns appear to be complete. The estimated banks for 1840 are about one-ninth of the whole number, and comprise about one-tenth of the banking capital. The variation from fact cannot be material; as the estimates are based upon the returns of the previous year.

BANKS.	1834	1835	1836	1837	1838	1839	1840
Whole number of Banks and Branches in operation	506	704	713	788	829	840	901
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
Capital paid in	200,005,944	231,250,337	251,875,292	200,772,091	317,636,778	327,132,512	358,442,692
Loans and discounts	324,119,499	365,163,834	457,506,080	525,115,702	485,631,687	492,278,015	462,896,523
Stocks	6,113,195	9,210,579	11,709,319	12,407,112	33,908,604	36,128,464	42,411,750
Real estates	10,850,090	11,140,167	14,194,375	19,064,451	19,075,731	16,607,832	29,181,919
Other investments	1,723,547	4,642,224	9,975,226	10,423,630	24,194,117	28,352,248	24,592,580
Due from other banks	27,329,645	40,084,038	51,876,955	59,663,910	58,195,153	52,898,357	41,140,184
Notes of other banks on hand	22,154,919	21,086,301	32,115,138	36,533,527	24,964,257	27,372,966	20,797,892
Specie funds	26,641,753	3,061,819	4,800,076	5,366,500	904,006	3,612,567	3,623,874
Specie	....	43,937,625	40,019,594	37,915,340	35,184,112	45,132,673	33,105,155
Circulation	94,839,570	103,692,495	140,301,038	149,185,890	116,138,910	135,170,995	106,968,572
Deposits	75,666,986	83,081,365	115,104 440	127,397,185	84,691,184	90,240,146	75,696,857
Due other banks	26,602,293	38,972,578	50,402,369	62,421,118	61,015,692	53,135,508	44,159,615
Other liabilities	....	19,320,475	25,999,234	36,560,289	59,995,679	62,946,248	43,275,183
Aggregate of bank accounts	816,074,441	974,643,887	1,205,879,136	1,372,826,745	1,321,535,910	1,371,008,531	1,286,292,796
Ditto of investments supposed to yield income	342,806,331	390,156,804	493,385,000	567,010,895	561,760,319	573,366,559	559,082,772
Excess of such ditto beyond amount of capital paid in	142,800,387	158,906,467	241,409,708	276,238,804	243,108,261	246,234,047	200,640,080
Aggregate of deposits and circulation	170,506,556	186,773,860	255,405,478	276,583,075	200,830,094	225,411,141	182,665,429
Ditto of deposits, circulation, and sums due by other banks	197,108,849	225,746,438	305,807,847	339,004,193	261,845,686	278,546,649	226,825,044
Do. of specie, specie funds, notes of other banks, and sums due by other banks	76,126,317	108,169,783	128,811,763	139,479,277	119,247,428	129,016,563	98,667,105
Excess of immediate liabilities over immediate means	120,982,532	117,576,655	176,996,084	199,524,916	142,598,258	149,530,086	128,157,939
Total of means of all kinds	418,932,648	498,326,587	622,196,763	706,490,172	704,358,577	702,383,122	657,749,877
Total liabilities, exclusive of those to stockholders	197,108,849	245,066,913	331,807,681	375,564,482	321,823,365	341,492,897	270,100,227
Ditto of the banks to one another	76,086,857	100,142,917	134,394,462	158,618,555	144,175,002	133,406,831	106,097,691
Ditto to all, except other banks and stockholders	121,121,992	144,923,996	281,404,712	313,143,364	260,825,773	288,357,389	270,100,220
Net circulation	72,684,651	82,606,194	108,185,900	112,652 363	91,174,653	107,798,029	86,170,687

RETURN of Banks nearest to January.

BANKS.	January, 1841.			January, 1844.		
	Circulation.	Deposits.	Specie.	Circulation.	Deposits.	Specie.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
Georgia	5,518,822	1,986,413	1,300,694	3,672,470	1,416,198	1,545,106
New Orleans	6,443,785	3,094,730	3,162,243	1,416,934	5,564,685	7,871,334
South Carolina	3,008,514	1,712,745	1,608,537	1,902,064	1,672,539	709,803
Ohio	3,584,341	1,938,682	1,052,767	2,234,420	602,377	778,348
Indiana	2,865,568	472,748	1,076,551	2,115,225	200,248	969,306
Illinois	3,105,415	109,545	529,640	none.		
Virginia	6,852,485	2,754,630	2,318,791	4,875,239	2,374,862	2,169,359
Maine	1,754,390	733,834	269,792	1,606,663	7,927,498	223,769
New York	15,235,056	17,053,279	5,429,622	16,335,401	29,026,415	10,086,542
Massachusetts	9,112,882	7,257,410	2,991,804	9,219,267	10,213,887	7,298,815
Connecticut	2,724,721	8,873,927	454,298	3,628,569	8,292,238	455,430
Pennsylvania	7,080,120	5,340,200	2,100,000	6,022,268	9,794,871	6,389,520
New Jersey	2,099,069	1,074,843	436,049	1,578,635	1,190,880	516,710
Maryland	2,529,843	3,136,979	1,556,026	1,647,539	3,652,973	3,529,265
District of Columbia	121,975	653,386	245,629	557,239	963,223	1,053,359
Bank of Mobile	36,073	961,569	303,048	124,031	554,911	613,729
Bank of Missouri	347,530	332,909	509,527	1,073,090	1,220,589	1,505,257
Bank of Kentucky	1,918,461	394,564	481,530	1,796,300	675,137	893,998
Total	74,332,050	57,081,393	25,826,547	44,806,414	88,303,631	46,910,650
				74,332,050	57,081,393	25,826,547
Increase				.....	31,222,238	21,084,103
Decrease				29,526,636		

We have under the head of New York given statistics of the bank of that state down to the end of the year 1843. The following statements and tables include all the statistical information which we have been enabled to obtain, down to the close of the year 1845.

"The state of the currency throughout the union, as a great whole, has been in a most unusually contracted state. Of the banks in eighteen states, reported nearest to January, 1844, the results were as follows :—

	dollars.		dollars.
Circulation	50,328,587	Nett circulation	39,491,363
Capital	148,096,486	Specie	43,899,678
Notes on hand	10,737,224	Loans	193,936,751

"Of the amount of notes on hand, a portion were checks and cash items. The nett circulation was about 41,000,000 dollars, or near 3,000,000 dollars less than the specie on hand—a most extraordinary position of affairs, and eminently indicative of the blight which in the past few years, has overtaken paper credits."—*Hunt's Commercial Review.*

BANKS of New York.

DESCRIPTION.	November, 1844.	August, 1844.	November, 1844.	February, 1845.	May, 1845.
	dollars.	dollars.	dollars.	dollars.	dollars.
Loans	61,514,129	71,643,929	73,091,788	70,883,578	74,646,060
Specie	11,502,789	10,191,974	8,968,092	6,893,230	8,118,324
Circulation	17,213,101	18,091,364	20,152,219	18,513,403	19,581,543
Deposits	27,398,160	28,757,112	30,391,622	25,976,246	28,425,067

"From May to August is usually the season when travellers and traders coming to New York for pleasure, or to buy goods, or pay old debts, bring with them large amounts of money. It is also the season when the supply of foreign bills being the least, an export of coin springs up to supply the deficit. This year, however, notwithstanding the payment of 2,500,000 dollars New York state stock, due July 1st, and the resumption of the Pennsylvania dividends, the remittances are much less than last year. This arises from diminished imports, and from a better price obtained abroad for cotton sold, as well as for increasing quantities of general farm produce sold in England, under the modified tariff of that country."—*Hunt's Commercial Chronicle.*

Rates of sterling bills on London, and of sight checks on New York, with the receipts of specie, and specie in the banks of New Orleans during the following periods of 1844 and 1845:—

DATES.	Sterling.			New York Checks.			Received Specie.	Specie in Bank.
1844	per cent.			per cent.			dollars.	dollars.
June 1	7⅞	to	8½	—	to	⅜ pr.	7,357,565	9,243,262
July 1	8	"	8¾	—	"	¼ pr.	7,670,703	8,224,592
August 1	8¾	"	9¼	—	"	⅜ pr.	7,677,213	
September 1	8¼	"	10	⅛	"	⅜ pr.	7,727,323	
October 1	8	"	9	—	"	¼ pr.	49,661	7,927,646
November 1	8	"	9	¼	"	⅛ dis.	302,495	8,582,981
December 1	8½	"	9¼	⅛	"	¾ dis.	366,195	8,099,663
1845								
January 1	8	"	9	¾	"	— dis.	686,723	7,619,980
February	8½	"	9		"	⅛ dis.	906,141	7,174,766
March	8¼	"	9	⅛	"	⅞ dis.	1,319,136	7,234,462
May	8¼	"	8¾	⅛	"	¼ dis.	2,040,598	7,136,609
June 4	8¾	"	9¼	—	"	⅛ pr.	2,148,918	6,851,168

"From June, 1843, to June, 1844, the rate for sterling evinced violent fluctuations, as well as the rate for New York checks. The demand at New Orleans for eastern funds usually raises the rate to a premium as early as May 1st; at which period, in 1844, they were at 1 per cent premium. This year, on the 1st of June, they had only attained ½ per cent premium. The receipts of specie at New Orleans are also much less, resulting in a decline of the amount held by the banks of that city. The course of trade between the western country and New York usually turns upon New Orleans. The west buys its goods and merchandise of the northern and eastern Atlantic cities, and sells its produce to a great extent in New Orleans. The demand for northern funds, at New Orleans, is therefore proportioned to the extent of purchases, as compared with sales. When the purchases exceed the sales, specie usually leaves the banks of the states in the valley of the Mississippi, and descends the river to New Orleans, for investment in bills. This demand for bills has, in 1845, been less than during the two previous years; and, as a consequence, the specie of the New Orleans banks has decreased, and spread through the western states in general circulation, improving the state of currency, and promoting the soundness of the western trade. The west has been a good deal in want of a circulating medium; and that circumstance has opened the door to the circulation of considerable quantities of irregular paper. Of this description were the issues of some of the Michigan banks, particularly the bankrupt St. Clair bank. In Chicago, Illinois, there is a large circulation of what purports to be checks or certificates of deposit upon Wisconsin insurance companies. In Ohio, the want of a sufficient supply of currency led to the enactment of the law of the last session of the legislature of that state. A sufficient number of banks, under the state bank feature, have been organised, to constitute the state bank; and the governor has issued his proclamation to the effect that some concerns, having complied with the free banking portion of the law, are authorised to commence business as independent banks. The probability is, that new banks will multiply under the loose provisions for the state bank, until a disastrous reverse overtakes the whole. That branch of the law offers greater inducements to irregular banking than does the other branch of the same law. This latter is a copy of the New York free banking law; in relation to which, a most startling decision has been made in the Supreme Court of New York, by Judge Bronson, to the effect that the law authorising them is unconstitutional, and that the institutions organised under it have no legal existence. The conclusion of the decision of the learned judge is as follows:—

"'We are then brought to the following results, all founded—not upon mere *dicta*—but upon the express adjudication of the Court for the Correction of Errors:—1. It is the business and duty of the court to examine and decide whether any law falling within the two-thirds clause of the constitution received the requisite number of votes to give it validity. If it did not, the supposed law is utterly void. 2. Associations formed under the general banking law are corporations;—and 3. The constitution extends to all corporations. The conclusion is obvious. Having examined and ascertained that the general banking law did not have the assent of two-thirds of the members of either house, it follows that, so far as it authorised the forming corporations or associations, it is utterly void; and the banking companies which have been organised under it have no legal existence.'

"This decision, should it be sustained, involves the most important consequences; in order to estimate which, we annex the following table:

BANKS of New York, distinguishing the Free Banks, 1844-5.

DESCRIPTION.	83 Corporate Banks.	65 Free Banks.	Total, 148.	DESCRIPTION.	83 Corporate Banks.	65 Free Banks.	Total, 148.
	dollars.	dollars.	dollars.		dollars.	dollars.	dollars.
Loans	57,285,160	16,620,740	73,905,900	Capital	31,391,460	12,227,147	43,618,607
Real estate	3,517,714	440,189	3,957,903	Profits	3,379,893	1,033,437	4,414,330
Bonds	1,285,203	2,134,421	4,419,623	Circulation	15,114,686	5,037,533	20,152,219
Stocks	4,170,935	6,602,743	10,773,678	Due states	595,435	91,848	687,273
Bank fund	321,105	..	321,105	Due canal fund	1,214,790	319,763	1,524,553
Expenses and over-drafts	548,709	191,260	739,969	Depositors	21,979,071	8,412,551	30,391,622
Specie	6 978,055	1,190,037	8,968,092	Individuals	463,448	339,470	807,918
Cash items	4,511,316	1,536,212	6,047,528	Banks	11,210,760	3,220,343	14,431,103
Bank-notes	1,971,208	533,899	2,505,037	United States	2,011,757	774,504	2,786,361
Due banks	7,173,523	1,593,990	8,777,513	Other items	401,624	187,825	589,469
Total resources	87,762,928	31,643,421	119,407,348	Total liabilities	87,762,924	31,644,421	119,403,455

"The interest involved in these existing banks, is, it appears, near 32,000,000 dollars, or rather more that twenty-five per cent of the whole banking interest of the state, in addition to which, there are some 12,000,000 dollars involved in free banks in liquidation in the hands of trustees, &c. This is the second serious difficulty which has grown out of the loose, not to say careless, manner in which the state constitution is trifled with, in the formation of laws, affecting in their operation the best interests of the people of the state. The state constitution provides a vote of two-thirds of all the members elected to each branch of the legislature shall be required to any bill creating, continuing, or altering, or renewing any body, politic or corporate, or for the appropriation of public money to a local or private purpose. Notwithstanding these provisions, some 5,500,000 dollars were given to railroads on a majority vote, and a bill under which sixty-five banks have been organised with reference to some paper, as money, passed by a similar vote. And these great interests are now declared null and void for the want of proper adherence to the organic law of the state."

STATISTICS OF THE SAVINGS' BANK OF NEW YORK.

"According to an official copy of the Twenty-fifth Annual Report of the Trustees of the Bank of Savings, in the city of New York, for 1843, laid before the legislature March 8, 1844, it appears that the trustees have received from 18,479 depositors, from 1st of January to 31st of December, 1843, the sum of 1,157,682 dollars 50 cents. The nature of drafts paid was 148,814 dollars, and the amount paid out was 950,286 dollars.

"The following table exhibits the number of persons from whom deposits were received, and the amount deposited; the number of drafts drawn at the institution, and the amount paid out, in each month of the year, commencing in January, and ending in December, 1843:

"The following table presents a general view of the institution, from the commencement of its charter, in July, 1819, to January, 1844:—

RECEIPTS.

							dollars	cts.
July, 1819, to	July, 1824,	5	years, from	29,437	depositors		1,880,556	45
„ 1824, to	Jan. 1830,	5½	„	60,820	„		3,451,915	52
Jan. 1830,	„ 1835,	5	„	82,535	„		4,644,604	70
„ 1835,	„ 1840,	5	„	92,382	„		5,951,545	80
		20½	„	265,174	„		15,928,622	47
„ 1840,	„ 1841,	1	„	16,469	„		1,095,388	27
„ 1841,	„ 1842,	1	„	18,928	„		1,222,919	80
„ 1842,	„ 1843,	1	„	15,352	„		978,223	15
„ 1843,	„ 1844,	1	„	18,479	„		1,157,682	50
		24½	„	334,402	„		20,382,836	19
Deduct amount paid to 246,910 drafts							18,786,480	87
							1,596,348	32
Add interest, up to and including January dividend, 1844							2,264,566	.53
Total due to depositors January 1st, 1844							3,860,914	85

"The foreign, as well as the domestic exchanges, have during the past year, 1844-5, evinced a remarkable steadiness; causing them to assimilate, in a very great degree, to the state of the exchanges between the nations of Europe. As an evidence of this great regularity in price, we may take a table of the prices of bills on England at New Orleans, checks on New York, and the rate of sterling at New York, at corresponding periods throughout the year;—also, the quantity of cotton and tobacco exported from New Orleans, from the 1st of September, when the cotton year commences, to the close of each month, as follows:—

COMPARATIVE Rates of Sterling, at New York and New Orleans.

	DATE.	COTTON.	TOBACCO.	NEW ORLEANS.		
		bales.	hogsheads.	sterling.	Checks on New York.	Sterling at New York.
	1844					
Sept. 1, to	May 1	601 211	27,633	8 to 8¼ pr.	⅜ to 1 pr.	8¾ to 9 pr.
	June 1	746,624	38,674	7⅞ „ 8⅛	. „ ⅜	8¾ „ 9¼
	July 1	848,094	56,941	8 „ 8⅜	. „ ¼	9¼ „ 9¾
	August 1	861,630	63,255	8⅜ „ 9¼	. „ ⅜	9¼ „ 9¾
	September 1	895,375	81,249	8¾ „ 10	½ „ ¾	9¾ „ 10
September 1, to	October 1	21,571	2,036	8 „ 9	. „ ¼	9¾ „ 10
	November 1	74,756	4,294	8 „ 9	¼ „ ½ dis.	10¼ „ —
	December 1	99,009	4,991	8½ „ 9¼	⅜ „ ¾	9¾ „ 10
	1845					
	January 1	278,440	8,290	8 „ 9	⅜ „ .	10 „ 10¼
	February	427,495	11,281	8½ „ 9	¼ „ ⅜	9¼ „ 10
	March	533,835	15,423	8½ „ 9	¼ „ ⅜	9¼ „ 10
	May	775,474	27,526	8½ „ 8¾	¼ „ ¼	9¼ „ 9½
	June 4	899,765	34,861	8⅝ „ 9¼	. „ ⅛ pr.	9¼ „ 10
	July 1	950,113	44,168	9 „ 9¾	⅛ „ ⅜	9½ „ 9¾

"Cotton and tobacco form the basis of two-thirds of the foreign bills with which the markets are supplied. Therefore, that the quantity of these bills offering must be the greatest at those seasons when the cotton goes forward most freely—that is to say, in the month of December, when 200,000 bales of cotton, worth 6,000,000dollars, went forward, the supply of bills must have been very much greater than in the month of June, when 50,000 bales, worth 1,500,000 dollars only, went forward. Most of these bills are sent to New York for negotiation; and, by that means, become the basis on which the domestic exchanges turn, to a very considerable extent. In the winter months, therefore, when the largest supply of foreign bills on southern account is selling in New York, the greatest supply of drafts on New York is created, and the rate falls to a discount in the southern cities. In the spring months, when southern dealers are coming north, and payments mature for goods purchased north and east, on southern and western account, a demand springs up for northern funds, which raises the rate to a premium, as observed in the table. It is very remarkable that, notwithstanding the great irregularity in the supply of bills, the price has maintained a uniformity which, perhaps, the exchanges of this country never before exhibited, for so great a length of time. Two important influences have gradually come into operation, to effect this result. *One is the long continued abundance of money in England, and its comparative cheapness, compared with the rates obtainable for its use on this side of the Atlantic, and the facility of its transfer, by means of steam navigation;* and also the increase of exchange operations with the continent, by means of which, arbitrations can be made to better advantage, in some cases, indirectly, than directly—thus affording a check upon too exorbitant a demand upon any one point; as, for instance, knowing the price of continental bills in London, which are sold for cash. It is easily ascertainable which will be the best remittance to London, a sterling bill, or a bill on any of the continental cities—say Hamburg. The price of Hamburg bills in London being mks. 13.9½ shillings per 1*l.*, then the difference will be as follows:—

		£	s.	d.
15,000 marks banco sold in London, at mks. 13.9½ sh.		1103	8	11
Less brokerage, 1-10 per cent		1	2	1
Proceeds in London		1102	6	10
Remitted in sterling	£1111 12 1			
Less interest, 60 days	9 5 3			
		1102	6	10

£1111 12*s.* 1*d.* at 4.79, or 107.77, cost in New York ... dlrs. 5324 58
15,000 banco marks cost, at 35½ ... 5325 00

"Thus a premium equal to 7.77 per cent on sterling, is equal to 35½ for marks banco. An advance of sterling to 8 per cent would, therefore, make the marks (remaining the same) the best remittance to London; and, as the exports of produce to the continent are largely on the increase, the material for these arbitrations is greatly increasing. It is also the case, that the leading London houses are largely connected on this side of the water; and the fluctuations in the exchanges afford far too profitable a means of employing money, to allow them to take place to such extent as formerly. *The true par of exchange between New York and London, is about* 9⅔ *nominal premium.* It requires however, an advance to near 10¼, before gold can be shipped to advantage. When, therefore, bills are scarce, and command ten per cent, at a time when money is worth two per cent in London, and six per cent in New York, it is evident that considerable profit is realised by selling at ten per cent; employing the money here to better advantage than it can be employed in Europe, and replacing the bills when the crops come forward, at a difference, perhaps, of one per cent. These are powerful influences in preserving a steadiness of exchange, and are the reverse of that system formerly practised by banks at the south. Those concerns bought bills when they were cheap, and held them without interest, to sell when they advanced. Hence, unless they got a price equal to the accumulated interest, with a profit added, they lost money. Under such a system, the fluctuations in bills, and the margin between the north and south, were necessarily greater than when individual capital is applied, as now, to their regulation.

"The fiscal year, for the federal government, closed on the 30th of June, 1845, and the revenues are about 5,000,000 dollars less than the estimates. This has arisen from the diminished imports; and these, in their turn, have resulted from the fact that the imports of last year were in excess of the country, at a time when the low prices of produce necessarily compelled an economy in purchases of consumable goods, beyond that which is usually observed when the profits of planting and farming, arising out of high moneyed prices for produce, are large. Among the population of the United States, perhaps, to a degree greater than in any other country, the enterprise of the people keeps pace with their means; and the general trade of the country fluctuates, in a rapid and marked manner, with the temporary prosperity of the leading interests.

"The bulk of the people of the United States derive their means from the sale of tobacco, cotton, rice, and farm produce; all of which depend for their price upon the state of the foreign markets, where the largest proportion of the surplus is consumed. The tariff of 1842 was looked upon, by very many of the friends of protection, as too ultra in its nature to be permanent; and, as such, did not meet their entire approbation.

"In a popular government like our own, there is always a diversity of interests, and a variety of views in relation to the utility of leading measures. In most cases, there are real benefits derivable from legislation on commercial subjects, by one class of citizens, to the positive injury of some other class or classes. There is, perhaps, no subject of legislation, in which stability is of greater importance, than that of the tariff. In constructing a tariff, therefore, which shall serve the interests of all classes, and of the country at large, permanency is the quality which is most to be desired. It matters far less, in the long run, how high or how low may be the average per cent payable on imported goods, provided that rate is enduring. All classes, in the conviction that it is not subject to change, will accommodate themselves to its practical operation, and the business of the country progress steadily.

"On the other hand, a state of uncertainty paralyses the enterprise of citizens, stagnates capital, and imparts a sluggish movement to trade, which is not slow to evince itself in decreased employment, and reduced wages to the working many. Hence it is, that the benefits expected from any commercial measure, of a radical character, rarely, if ever, flow from it. No matter what may be the advantages offered to the employment of capital, in any particular branch of industry, if the constant fear hangs over the capitalist that those advantages may be, after he has embarked his capital, suddenly withdrawn, before he can reap the expected profits, or even be remunerated for his outlay. In such a state of uncertainty, he chooses rather to employ his funds temporarily, even at a less profit, until the future holds out more of stability. This is more particularly

true in relation to those benefits which flow incidentally from legislative action, than in those which take the form of a special charter, as in the case of the Ohio bank law. Notwithstanding that law was strictly a party measure, and a strong opposing party threatened repeal as soon as it became a law, yet numerous banks have been started under it; because those banks, thus started, will have a legal existence up to the period designated by the law under which they were authorised, notwithstanding that the repeal of that law may take place, and prevent any new institutions from being formed.

"The stagnation of trade, to which we have alluded, as incident upon a renewed discussion of the tariff question, at the next session of Congress, will doubtless have a marked influence upon the business of the coming fall. There seems to be an attempt making to continue the employment of banks in some sort, as is now the case under the act of June 17, 1844; under which the banks give a required security, and from them the United States deposits cannot be removed without sufficient cause assigned by the secretary, or on their failing to comply with the requisitions in relation to security.

"It has been the experience of the English government and people (and, in matters of finance theirs are operations of a magnitude sufficient to form a guide for the commercial world), that the mere power of expansion in banking institutions, even when the ultimate payment of every individual bill is in nowise jeopardised, has an influence deleterious to commercial and national interests; and, acting upon that experience, the government has positively restricted the banks of the whole kingdom from exceeding a certain amount of paper issues. It is not that there is danger that the Bank of England will fail, and not be able to pay its notes, that government has positively restricted its credit issues to a point as low as 14,000,000*l.*, or 6,000,000*l.* below its usual actual issues; and has prohibited, hereafter, the creation, throughout the United Kingdom, of any bank of issue whatever. It is because the object to be obtained is a steadiness of the currency, and a uniformity of its action as nearly as can be ascertained, in all the channels of business. The power of increasing or diminishing the volume of the currency at will, is the power of altering the value of all property and of all prices, as well as of raising prices in one branch of trade, and of lowering them in another, by withdrawing funds from one quarter, and putting them out in another. This involves an aggregate loss to the community of far greater magnitude than that incurred by the occasional failure of an isolated bank, in the payment of its notes. Hence, although the Bank of England continues to be the recipient of the deposits of the government, as those deposits are payable promptly out again, for government uses, a small portion of them, only, can be re-loaned by the bank. It has no power of multiplying them by the issues of its own notes, in a proportion greater than the sum of the deposits it holds. In the United States, if the banks were banks of discount and deposit, only, the use of them by the government, as depositories, would not involve any serious changes in the channels of employment, for any considerable sums of money. As the case stands, however, the receipt of the public money gives to the government bank the means by which it extracts specie from the debtor institutions. It then has it in its power to multiply that specie by three, in its loan transactions. Thus, extensive curtailments take place within the circle of the debtor banks, and an equally large expansion around the government depository. The effect of this is to disturb the channels in which the capital of the country is usually employed; and by so doing, to produce great evils. In general estimation, the effect of making the public dues payable in specie, only, is to produce a decline in general prices. This is, no doubt, the legitimate effect of such a measure, if put in operation at a time when a level of prices exists, and which has resulted from a superabundance of credits, based upon the specie called into action by the government demands. Such cannot, however, be the effect when prices are low, and are uninfluenced by the presence of any considerable portion of outstanding credits.

"In England, and on the continent, the consumption of raw produce of all kinds, is vastly in excess of what has been the case for a series of years; and although the crops are so prolific as to afford unusual supplies, there are indications of advancing

prices, consequent upon increased consumption. This latter circumstance is that which the present policy of the British government is avowedly designed to encourage; and a recent announcement of the premier was to the effect that it had succeeded beyond expectation. The enhanced consumption of raw produce in England is, of all other occurrences, best calculated to promote the interests of the United States; but it takes from the over-supplied markets here that surplus, during the presence of which, prices cannot rise healthy. It is obviously the case, that the wealth of all people consists in the quantity of the products of the earth, and of industry, that they are enabled to enjoy. That government, therefore, confers the greatest benefits upon its people, which allows the labour of each individual to procure for him the greatest quantities of necessaries and comforts."—*Hunt's Commercial Chronicle.*

THE SUFFOLK BANK, BOSTON.

The system of this bank, which has a capital of 1,000,000 dollars, is on behalf of an association of banks in Boston, to receive at par bills of any of the New England states, which shall deposit in specie in the Suffolk bank, a certain sum on which no interest shall be allowed, and before drawing out which fifteen days' notice shall be given. Its purpose is, in fact, to arrange the exchanges, and negotiate at Boston the bills of the several New England states,—and its profits arise from the use of the deposits,—while other banks pay interest on deposits.

PRICES of Stocks in the New York Market.

STATES.	Rate.	Redeemable	1844			1845	
			January.	June.	September.	December.	May.
United States	6's	1862	113½	113	116	113½	113¼
Ditto	5	1853	102¾	102	104½	103½	103¾
New York	7	1848-49	107¼	106¾	109½	106	104½
Ditto	6	1862	108	107⅞	110½	101	108
Ditto	5½	1861	103½	103½	106	104	104
Ditto	5	1855	101¼	100½	105	103	106¾
Ditto	5	1860	101	101	98	103	100½
New York city	7	1857	110	110	114	115	112
Ditto	5	1870	99	100¾	101½	102	99½
Ohio	6	1856	96	96¼	99	96	97¾
Ditto	7	....	104½	102	105½	103	101½
Kentucky	6	....	101½	101	102¼	103¼	101¾
Tennessee	6	....	100	102	102	100	101
Alabama	5	....	80	....	80	72½	72½
Pennsylvania	5	....	65	74½	71½	73¼	73½
Illinois	6	....	40½	49	43½	36	39
Indiana	5	....	37	44¾	43	34½	34½
Harlem Railroad	....	....	43½	72¾	73½	64	73
Mohawk ditto	....	....	51½	60	62	58½	61
Long Island ditto	....	....	72	80	83	75	73½
Stonington	....	....	33½	43	45½	39	37½
N. and Wor. ditto	....	....	34½	53½	72¼	66½	75
Erie ditto	....	....	15½	19	24	27½	31½

"There is a marked depression in prices, it appears, in almost all descriptions; which is more remarkable in stocks of the character of United States six per cents, and New York city and state. It is observable, however, that the last quotations for United States stocks are dividend off. This price for United States stocks yields rather less than five per cent for the money. A new loan of 400,000 dollars has been made, however, by the state of New York, under the law for preserving the state credit, at a rate which yields five and three-quarters per cent. The loan is a six per cent semi-annual stock, redeemable in 1852, and was taken at 102 dollars and 25 cents for 170,000 dollars; 102 dollars and 30 cents for 225,000 dollars; and 103 dollars and 25 cents for 5000 dollars. The old stocks of the same time and tenor, are selling in the market at six per cent premium. The following table shows the whole amount of the present debt of the state of New York, and the terms on which each debt was contracted:—

Issues of New York State Stock.

DESCRIPTION.	Date of Issues.	Redeemable.	Terms.	Rate of In.	Amount.
					dollars.
Erie and Champlain	1817	1837	par.	6's	200,000
"	1818	1837	4,52 pr.	6's	200,000
"	1819	1837	1½ a 2,68 pr.	6's	375,000
"	1819	1837	par.	6's	25,000
"	Jan. 1820	1837	par.	6's	130,000
"	Feb. 1820	1837	1 prem.	6's	300,000
"	Aug. 1820	1837	7½ a 8 pr.	6's	263,500
"	1821	1837	6 a 6,05 pr.	5's	1,000,000
"	1822	1837	1,25 pr.	6's	600,000
"	Sept. 1822	July, 1845	7,10 pr.	6's	250,000
"	Oct. 1822	1845	2,54 dis.	5's	200,000
"	1822	1845	7,32 pr.	6's	300,000
"	1823	1845	1 a 6,50 dis.	5's	856,000
"	1823	1845	5,36 pr.	6's	300,000
"	1824	1845	½ a 9,96 pr.	5's	1,118,271
"	Nov. 1824	1845	par.	5's	450,000
"	1825	1846	par.	6's	270,000
Total	....	....	....	..	7,739,771
Oswego Canal	1826	1846	par.	5's	227,000
Cayuga and Seneca	1826	1846	6 pr.	5's	150,000
Oswego	1828	1846	par. a 2,25 pr.	5's	210,000
Cayuga and Seneca	1829	1849	par.	5's	87,000
Chemung	1830	1850	10,38 a 11 pr.	5's	150,000
"	1831	1850	15,10 pr.	5's	140,263
Crooked Lake	1831	1850	....	5's	100,000
Chemung	1833	1850	17,51 pr.	5's	25,737
Chenango	1833	1845	15,51 pr.	5's	100,000
Crooked Lake	1833	1850	....	5's	20,000
Chenango	1834	1845	6½ pr.	5's	900,000
"	1836	1845	¾ a 3 pr.	5's	675,000
"	1837	1845	7,10 pr.	5's	525,969
"	1837	1855	2 a 6,82 pr.	5's	69,030
Black River	1837	1850	5 a 7,91 pr.	5's	316,247
"	1837	1850	par.	5's	252,090
Genesee Valley	1837	1860	par.	5's	1,978,526
"	1837	1860	8, 15 a 11, 18 pr.	5's	21,474
Chenango	1838	1860	par.	5's	92,532
Erie Enlargement	1838	1855	1-5 a ¾ pr.	5's	1,000,000
Black River	1838	1850	3 pr.	5's	23,200
Erie Enlargement	1839	1855	par.	5's	3,000,000
Black River	1839	1850	par.	5's	208,553
Oneida "	1839	1860	par.	5's	25,000
Chenango	1839	1850	2½ pr.	5's	20,000
Erie Enlargement	1840	1854	par.	6's	500,000
"	1840	1858	9 a 15¾ dis.	5's	2,225,519
Black River	1840	1858	9 dis.	5's	250,000
Genesee Valley	1840	1858	9 a 15¾ dis.	5's	556,379
Oneida River	1840	1860	9 dis.	5's	25,000
Chenango	1840	1853	5¾ dis.	5's	20,000
Erie Enlargement	1841	1860	par.	6's	300 600
Chemung	1841	1860	9 a 15¾ dis.	5's	114,392
"	1841	1860	par.	6's	33,682
Black River	1841	1858	15¾ dis.	5's	26,706
"	1841	1860	par.	6's	10,000
Genesee Valley	1841	1858	15¾ dis.	5's	56,379
Oneida Lake	1841	1851	par.	5's	50,000
Erie Enlargement	1842	1860	par.	6's	8,500
Genesee Valley	1842	1860	par.	6's	10,000
Total	....	....	....	..	22,185,986
Preserving credit of state	1842	1848-9	par.	7's	3,647,139
" "	1843	1860	2½ pr.	6's	320,000
" "	May, 1843	1860	6 40 pr.	6's	150,000
" "	1843	1860	6,65 pr.	6's	150,000
" "	1844	1862	1,51 pr,	5's	555,000
" "	Sept. 1844	1862	par.	5's	100,000
" "	June, 1845	1852	2,30 pr.	6's	225,000
" "	1845	1852	3,25 pr.	6's	5,000
" "	1845	1852	2,25 pr.	6's	170,000
Grand total issues					27,508,125
Redeemed to July 1, 1845					7,717,611
New York state debt, July, 1845					19,790,514

"This is the direct debt of the state. There are, in addition, some 5,500,000 dollars New York stock issued in railroad and canal companies, some of which the state is already burdened with. It will be observed that the terms on which New York has been able to borrow money, have varied greatly during the twenty-eight years since she first

became a borrower. In the years 1830—1833, she obtained as high as fifteen and a half per cent premium for regular issues of five per cent stock, twenty-two years to run. Such an enormous price for stocks, in this country, naturally led to their extensive manufacture; and, like all other business, it was overdone. Since that time, the creation of some 230,000,000 dollars of public stock, state and city, has taken place. Under these circumstances, it is to be expected that the price of stocks would rule low. It is, however, to be taken into account, that prices of all commodities are low, profits of business are small, and the number of enterprises demanding extraordinary capital fewer than formerly. Hence, it would naturally follow that money would seek stocks for investment to a greater extent than in those years, when a speculative feeling, pervading all classes of business, induced a demand for capital, even in the smallest channels of business, to invest in extraordinary operations, apart from the regular business of the operator. It is true that the railroad speculation in the New England states has gone on to a surprising extent, but there is nothing in it of that wildness that marked bank speculations in former years; and, after all, the amount of capital to be expended in the projected railroads of the five New England states is small, compared to the actual wealth of that section of the country, the object to which it is to be applied, and the sources whence it will mostly be drawn. The roads projected, are nearly all well located. It is true that, in some cases, parallel lines are laid out; but they are in sections of the country densely populated, connecting important interests. The legislature of Connecticut has granted a charter for a most important link in connecting the great New England web of railroads with the city of New York. We allude to the Hartford and Danbury railroad running forty miles from Hartford, to strike the New York line at or near the boundary of West Chester and Putnam counties. The capital is fixed at 2,000,000 dollars. The route is through the largest and most wealthy manufacturing towns of Connecticut, forming a connexion with the Harlem, the means of communication between New York city and the great eastern districts. This, with the Erie and Harlem roads, will require 10,000,000 dollars in a year or two, and the eastern roads may require 15,000,000 dollars, in addition to 2,500,000 dollars that Boston will require for her water-works. The whole may form an amount equal to 30,000,000 dollars, to be expended in two or three years. This, it will be observed, is an operation far different in its results from that of investing large sums in banking; which, with the credits of those concerns, are loaned out to speculators, and sunk in baseless undertakings, that leave no valuable equivalent for the outlay. In the present state of this country, the construction of a railroad establishes a property, the value of which must constantly be enhanced, as the country progresses in population and wealth.

A Table exhibiting the Value of the Notes of the Several Banks of the United States, as compared with the Notes of the City Banks of New York; the latter being calculated as the *Par Standard* of the Currency in August, 1845.

New York City Banks	par
Clinton Bank, New York City	1 dis
Commercial Bank, New York, City	1 dis
Agricultural Bank of Herkimer	5-8 dis
Albany City Bank, under 100 drs	5-8 dis
Albany Exchange Bank, Albany	par
Amenia Bank, Leedsville	5-8 dis
Atlantic Bank, Brooklyn	par
Ballston Spa Bank, Ballston Spa	3-8 dis
Bank of Albany, under 50 drs	3-8 dis
Bank of Albion, Albion	5-8 dis
Bank of Attica, Buffalo	5-8 dis
Bank of Auburn, Auburn	5-8 dis
Bank of Brockport, Brockport	25 dis
Bank of Buffalo, Buffalo	5-8 dis
Bank of Central New York, Utica	5-8 dis
Bank of Chenango, Norwich	3-8 dis
Bank of Corning, Corning	5-8 dis
Bank of Dansville, Livingston and Co	5-8 dis
Bank of Genesee, Batavia	5-8 dis
Bank of Geneva, Geneva	5-8 dis
Bank of Ithaca, Ithaca	5-8 dis
Bank of Kinderhook, Kinderhook	par
Bank of Lansinburg, Lansinburg	5-8 dis
Bank of Lowville, Lowville	5-8 dis
Bank of Lyons, Lyons	1 dis
Bank of Monroe, Rochester	5-8 dis
Bank of Newburg, Newburg	par
Bank of New-Rochelle, New-Rochelle	5-8 dis
Bank of Orange County, Goshen	5-8 dis
Bank of Orleans, Albion	5-8 dis
Bank of Owego, Owego	5-8 dis
Bank of Poughkeepsie, Poughkeepsie	par
Bank of Rochester, Rochester	5-8 dis
Bank of Rome, Rome	5-8 dis
Bank of Salina, Salina	5-8 dis
Bank of Silver Creek, Chatauque Co	5-8 dis
Bank of Syracuse, Syracuse	5-8 dis
Bank of Troy, Troy, under 50 drs	5-8 dis
Bank of Utica, Utica	5-8 dis
Bank of Vernon, Vernon	5-8 dis
Bank of Waterford, Waterford	5-8 dis
Bank of Watertown, Watertown	5-8 dis
Bank of Waterville, Waterville	5-8 dis
Bank of Whitehall, Whitehall	5-8 dis
Bank of Whitestown, Oneida Co	5-8 dis
Black River Bank, Watertown	5-8 dis
Brooklyn Bank, Brooklyn	par
Broome Co. Bank, Bringhampton	5-8 dis
Canal Bank, Albany	5-8 dis
Canal Bank of Lockport, Lockport	5-8 dis
Catskill Bank, Catskill	par
Cayuga County Bank, Auburn	5-8 dis
Central Bank at Cherry Valley	5-8 dis
Chatauque Co. Bank, Jamestown	5-8 dis
Chemung Canal Bank, Elmira	5-8 dis

(*continued*)

Clinton Co. Bank, Plattsburg... 1 dis
Commercial Bank of Albany.. 5-8 dis
Commercial Bank of Buffalo.... 1 dis
Commercial Bank of Oswego... 1 dis
Commercial Bank of Rochester 5-8 dis
Commercial Bank of Troy.... 3-8 dis
Delaware Bank, Delhi..... 5-8 dis
Drovers' Bank, Olean..... 5-8 dis
Dutchess Co. Bank, Po'keepsie... par
Essex CountyBank, Keeseville 5-8 dis
Exchange Bank of Buffalo.... 5-8 dis
Exchange Bank of Genesee, Alex 5-8 dis
Exchange Bank at Lockport.. 5-8 dis
Farmers' Bank at Malone..... 5-8 dis
Farmers' Bank of Amsterdam 5-8 dis
Farmers' Bank of the City of Troy par
Farmers' Bank of Geneva, Geneva 5-8 dis
Farmers' Bank of Hudson..... par
Farmers' Bank of Orange Co. Warwick..... 5-8 dis
Farmers' Bank of Orleans, Gaines 5-8 dis
Farmers' Bank of Penn Yan.. 5-8 dis
Farmers' and Drovers' Bank, Buffalo..... 5-8 dis
Farmers' and Drovers' Bank, Somers..... par
Farmers' and Manufacturers' Bank, Poughkeepsie..... par
Farmers' and Mechanics' Bank Genesee, Batavia..... 5-8 dis
Farmers' and Mechanics' Bank of Ogdensburg, Ogdensburg 5-8 dis
Farmers' and Mechanics' Bank of Rochester..... 5-8 dis
Fort Plain Bank, Fort Plain.. 5-8 dis
Genesee County Bank, Leroy 5-8 dis
Hamilton Bank, Madison Co.. 10 dis
Herkimer County Bank, Little Falls..... 5-8 dis
Highland Bank, Newburg..... par
Howard Trust and Banking Co. Troy..... 3-8 dis
Hudson River Bank, Hudson.... par
James' Bank, Saratoga Co.... 5-8 dis
JeffersonCounty Bank, Watertown 3-8 dis
Kingston Bank, Kingston, Ulster Co..... par
Lewis County Bank, Martinsburgh..... 3-8 dis
Livingston County Bank, Genesee..... 5-8 dis
Lockport Bank and Trust Co., Lockport..... 5-8 dis
Long Island Bank, Brooklyn.... par
Luther Wright's Bank, Oswego 5-8 dis
MadisonCounty Bank, Cazinovia 5-8 dis
Manufacturers' Bank, Ulster.. 5-8 dis
Mechanics' and Farmers' Bank, Albany, under 50 drs..... 3-8 dis
Mercantile Bank of Schenectady 3-8 dis
Merchants' Bank, Buffalo..... 5-8 dis
Merchants' Bank at Canandaigua 5-8 dis
Merchants' and Farmers' Bank, Ithaca..... 5-8 dis
Merchants' and Farmers' Bank, Putnam Co..... 5-8 dis
Merchants' and Mechanics' Bank of Troy..... 3-8 dis
Middletown Bank, Orange Co. 3-8 dis
Mohawk Bank, Schenectady.. 3-8 dis
MohawkValley Bank, M.Village 5-8 dis
Montgomery County Bank, Johnstown..... 5-8 dis
New York State Bank, Albany 5-8 dis
New York Stock Bank, Durham 5-8 dis
Ogdensburgh Bank, Ogdensburgh..... 5-8 dis
Oliver Lee and Company's Bank, Buffalo..... 5-8 dis
Onondaga County Bank, Syracuse..... 5-8 dis
Oneida Bank, Utica..... 5-8 dis
Ontario Bank, Canandagua... 5-8 dis
Ontario Bank (Branch) pay at Utica..... 5-8 dis
Oswego Bank, Owego..... 15 dis
Otsego County Bank, Coopers town..... 5-8 dis
Palmyra Bank, Wayne Co.... 5-8 dis
Patchin Bank, Buffalo..... 5-8 dis
Pine Plains Bank, Dutchess Co. 5-8 dis
Powell Bank, Newburg..... par
Prattsville Bank, Prattsville..... par
Rochester City Bank, Rochester 5-8 dis
Sackett's Harbour Bank, Sackett's Harbour..... 5-8 dis
Saratoga County Bank, Waterford..... 3-8 dis
Schenectady Bank, Schenectady..... 3-8 dis
Seneca Co. Bank, Waterloo... 5-8 dis
State Bank of New York, Buffalo..... 75 dis
Staten Island Bank, Port Richmond..... 50 dis
Stuben County Bank, Bath... 5-8 dis
St. Lawrence Bank, Ogdenburg..... 70 dis
Suffolk County Bank, Sag Harbour..... 5-8 dis
Tanners' Bank, Catskill..... par
Tompkin's County Bank, Ithaca 5-8 dis
Troy City Bank, Troy..... 3-8 dis
Ulster County Bank, Kingston... par
Unadilla Bank, Otsego Co.... 5-8 dis
Warren County Bank, Johnsburg..... 5-8 dis
Washington County Bank, Union Village..... 5-8 dis
Watervleit Bank, West Troy... 1 dis
Westchester County Bank, Peekskill..... par
White's Bank, Buffalo..... 5-8 dis
White Plains Bank, Westchester Co..... 5-8 dis
Wooster Sherman's Bank, Watertown..... 5-8 dis
Yates County Bank, Penn Yan 5-8 dis

MAINE.

Agricultural Bank, Brewer.... — dis
Bangor Commercial Bank, Bangor — dis
Bank of Old Town, Orono..... fraud
Bank of Portland, Portland... — dis
Bank of Westbrook, Westbrook 3 dis
Calais Bank, Calais..... 10 dis
Central Bank, Hallowell..... 5 dis
Citizens' Bank, Augusta..... fraud
City Bank, Portland..... — dis
Exchange Bank, Portland.... — dis
Frankfort Bank, Frankfort.... fraud
Georgia Lumber Co, Portland. broken
Globe Bank, Bangor.....fraud
Lafayette Bank, Bangor..... — dis
Maine Bank, Portland..... — dis
Mercantile Bank, Bangor..... 5 dis
Neguemkeag Bank..... — dis
Oxford Bank, Fryboorg..... fraud
St. Croix Bank, Calais..... — dis
Union Band, Brunswick..... — dis
Washington County Bank, Calais dis
Other Banks in the State.... 3-8 dis

NEW HAMPSHIRE.

Claremont Bank, Claremont... 6 dis
Concord Bank, Concord..... 6 dis
Grafton Bank, Haverhill..... 10 dis
Other Banks in the State.... 1-4 dis

VERMONT.

Bank of Bennington, Bennington — dis
Bank of St. Albans, St. Albans.. 1 dis
Bank of Windsor, Windsor.... — dis
Essex Bank, Guildhall..... — dis
Other Banks in the State..... 1-4 dis

MASSACHUSETTS.

American Bank, Boston..... — dis
Amherst Bank, Amherst..... — dis
Chelsea Bank, Chelsea..... — dis
Cohannet Bank, Taunton.... — dis
Commercial Bank, Boston..... — dis
Commonwealth Bank, Boston. broken
Franklin Bank, Boston..... broken
Fulton Bank, Boston..... broken
Hancock Bank, Boston..... broken
Lafayette Bank, Boston..... broken
Middlesex Bank, Cambridge... 5 dis
Newburyport Bank, Newburyport..... — dis
Norfolk Bank, Roxbury..... broken
Phoenix Bank, Charlestown.. 50 dis
Other Banks in the State... 1-4 dis

RHODE ISLAND.

Freeman's Bank, Bristol..... 5 dis
Pascoag Bank, Pascoag Village 10 dis
Providence County Bank, Smithfield..... 5 dis
Rhode Island Agricultural Bank, Johnston..... 10 dis
Other Banks in the State..... 1-4 dis

CONNECTICUT.

Bridgeport Bank, Bridgeport. 1-4 dis
City Bank, Newhaven..... 1-4 dis
Connecticut Bank, Bridgeport 1-4 dis
Connecticut River Banking Company..... 1-4 dis
Danbury Bank, Danbury..... 1-4 dis
East Haddam Bank, Haddam. 1-4 dis
Exchange Bank, Hartford.... 1-4 dis
Fairfield Co. Bank, Norwalk.. 1-4 dis
Farmers' and Mechanics' Bank 1-4 dis
Hartford Bank, Hartford..... 1-4 dis
Housatonic R.R.Co., Bridgeport 1-4 dis
Jewett City Bank, Jewett City 1-4 dis
Mechanics' Bank, Newhaven. 1-4 dis
Merchants' Bank, Norwich... 1-4 dis
Meriden Bank, 5 dollars and over..... par
Middlesex Co. Bank, Middletown..... 1-4 dis
Middletown Bank, Middletown 1-4 dis
Mystic Bank, Mystic..... 1-4 dis
New Haven County Bank, New Haven..... 1-4 dis
New Haven Bank, New Haven 1-4 dis
New London Bank, New London..... 1-4 dis
Norwich Bank, Norwich..... 1-4 dis
Phœnix Bank, Hartford..... 1-4 dis
Quinebaugh Bank, Norwich.. 1-4 dis
Stonington Bank, Stonington.. 1-4 dis
Stamford Bank, Stamford..... 1-4 dis
Thames Bank, Norwich..... 1-4 dis
Thompson Bank, Thompson.. 1-4 dis
Tolland Co. Bank, Tolland.... 5-8 dis
Union Bank, New London.... 1-4 dis
Whatling Bank, New London. 1-5 dis
Windham Bank, Windham.. 1-4 dis
Windham Co. Bank, Brooklyn 1-4 dis

NEW JERSEY.

Belvidere Bank, under 10 dlrs 3-8 dis
Burlington Co. Bank, Medford 1-2 dis
Cumberland Bank of New Jersey, Bridgeton..... 1-2 dis
Commercial Bank, Perth Amboy, under 10 dollars..... 1-2 dis
Farmers' Bank of New Jersey, Mount Holly..... 1-2 dis
Farmers' and Merchants' Bank, Middletown, Point, under 5 dollars..... 1-2 dis
Farmers' and Mechanics' Bank, Rahway, under 10 dollars... 3-8 dis
Farmers' and Mechanics' Bank, New Brunswick..... — dis

(continued)

Manufacturers' Bank, Belleville ..... broken
Mechanics' and Manufacturers' Bank at Trenton ..... 1-2 dis
Mechanics' Bank of Burlington 1-2 dis
Mechanics' Bank, Newark, under 5 dollars ..... 3-8 dis
Monmouth Bank Freehold ....broken
Morris Canal and Banking Company, Jersey City ..... no sale
Morris County Bk., under 10 drs. 3-8 dis
Mount Holly Bank ..... 1-2 dis
Newark Bank and Ins. Co., under 5 dollars ..... 3-8 dis
Newhope Delaware Bridge Co. 1 dis
Orange Bank, Orange, under 5 dollars ..... 3-8 dis
Princeton Bank, Princeton .... 1-2 dis
People's Bank of Paterson .... 3-8 dis
Plainfield Bank, Plainfield ... 1-2 dis
Salem Banking Co. Salem .... 1-2 dis
State Bank at Morris, under 10 dollars ..... 3-8 dis
State Bank at New Brunswick under 5 dollars ..... 3-8 dis
State Bank at Elizabeth under 5 dollars ..... 3-8 dis
State Bank at Camden ..... 1-2 dis
State Bank at Newark, under 5 dollars ..... 3-8 dis
Sussex Bank, Newtown, under 10 dollars ..... 3-8 dis
Trenton Banking Co., Trenton, under 5 dollars ..... 1-2 dis
Union Bank, Dover ..... 3-8 dis

PENNSYLVANIA.

Philadelphia City Banks ..... 1-4 dis
Girard Bank, Philadelphia .... 2 dis
United States Bk., Philadelphia 30 dis
Bank of Chambersburg ..... 1 ¼ dis
Bank of Chester County .. ¼ to 3-8 dis
Bank of Delaware County ¼ to 3-8 dis
Bank of Germantown .... ¼ to 3-8 dis
Bank of Gettysburg ..... 1½ dis
Bank of Lewistown, Lewistown 2 dis
Bank of Middletown, Middletown ..... 1½ dis
Bank of Montgomery County ¼ to 3-8 dis
Bank of Northumberland .... 3-8 dis
Bank of Pittsburg, Pittsburg ... 1½ dis
Bank of Susquehannah County 30 to 40 dis
Berks County Bank, Reading — dis
Carlisle Bank, Carlisle ..... 1½ dis
Columbia Bank and Bridge Co., Columbia ..... 1-4 dis
Doylestown Bank, Doylestown ¼ to 3-8 dis
Easton Bank, Easton .....par
Erie Bank, Erie ..... 2½ dis
Exchange Bank, Pittsburg ..... 1 dis
Exchange Bank (Branch), Hollidaysburg ..... 1 dis
Farmers' Bk. of Bucks Co. ¼ to 3-8 dis
Farmers' and Drovers' Bank ... 2½ dis
Farmers' Bank of Lancaster ... 1-4 dis
Farmers' Bank of Reading .... 1-4 dis
Franklin Bank, Washington ... 2 dis
Harrisburg Bank, Harrisburg .. 1½ dis
Honesdale Bank, Honesdale ¾ to 1 dis
Lancaster Co. Bank, Lancaster 1-2 dis
Lancaster Bank, Lancaster .... 1-4 dis
Lebanon Bank, Lebanon ..... 1 dis
Lehigh Coal and Nav. Co.'s Scrip 40 dis
Lumberman's Bank, Warren ... — dis
Merchants' and Manufacturers' Bank, Pittsburg ..... 1 dis
Miners' Bank of Pottsville ..... 1½ dis
Monongahela Bank, Brownsville 2 dis
Northampton Bank ..... broken
Pittsburg City Scrip, Pittsburg. 10 dis
Relief Notes ..... 2½ dis
Towanda Bank, Towanda ..... 1 dis
Wyoming Bank, Wilkesbarre ... 2 dis
West Branch Bank, Williamsport 2 dis
York Bank, York ..... 1½ dis

DELAWARE.

All Banks in this State, 5 dollars and over ..... 1-4 dis
All Banks in this State, under 5 dollars ..... 3-4 dis

MARYLAND.

Baltimore City Banks ..... 1-2 dis
Baltimore and Ohio R. R. Co. Baltimore ..... 10 dis
Bank of Salisbury, Salisbury .... 3 dis
Bank of Westminster, Westminster ..... 1½ dis
Commercial Bank, Millington .. — dis
Cumberland Bank of Alleghany. 2 dis
Farmers' Bank of Maryland, Annapolis ..... 1 dis
Farmers' and Mechanics' Bank, Frederick ..... 1 dis
Farmers' and Millers' Bank, Hagerstown ..... — dis
Frederick County Bank, Frederick ..... 1½ dis
Hagerstown Bank, Hagerstown 1½ dis
Mineral Bank, Cumberland .... 2 dis
Patapsco Bank, Ellicot's Mills. 1½ dis
Washington County Bank, Williamsport ..... 1½ dis

DISTRICT OF COLUMBIA.

Bank of the Metropolis, Washington ..... 3-4 dis
Bank of Potomac, Alexandria. 3-4 dis
Bank of Washington, Washington .. .. 3-4 dis
Farmers' Bank of Alexandria, Alexandria ..... 3-4 dis
Farmers' and Mechanics' Bank, Georgetown ..... 3-4 dis
Patriotic Bank of Washington . 3-4 dis
Union Bank of Georgetown, Georgetown ..... 3-4 dis

VIRGINIA.

Bank of Virginia and Branches. 1¼ dis
Bank of the Valley and Branches ..... 1¼ dis
Exchange Bank of Virginia, Norfolk ..... 1¼ dis
Farming Bank of Virginia and Branches ..... 1½ dis
Merchants' and Mechanics' Bank, Wheeling ..... 2 dis
North Western Bank of Virginia, Wheeling ..... 2 dis

NORTH CAROLINA.

Bank of the State of North Carolina and Branches ..... 1¾ dis
Bank of Cape Fear, Wilmington ..... 1¾ dis
Merchants' Bank, Newbern ... 1¾ dis

SOUTH CAROLINA.

Charleston City Banks ..... 1½ dis
Charleston Rail Road, Charleston ..... 10 dis
South Western Rail Road Co., Charleston ..... 1½ dis
South Western Rail Road Co., pay at Knoxville, Tennessee. 3 dis
Other Banks in the State ..... 1½ dis

GEORGIA.

Augusta City Banks ..... 1¾ dis
Savannah City Banks ..... 1¾ dis
Bank of the State of Georgia and Branches ..... 1¾ dis
Central Bank, Milledgeville ... 10 dis
Central Rail Road and Banking Co., Savannah ..... 10 dis
Other sound Banks in the State ..... 1¾ dis

FLORIDA.

Bank of Florida, Apalachicola .. — dis
Bank of Jacksonville, Jacksonville ..... — dis
Southern Life Insurance and Trust Co. ..... 75 dis
Union Bank of Florida, Tallahassee ..... 75 dis

ALABAMA.

Bank of Mobile, Mobile ..... 2 dis
Bank of the State and Branches ..... 10 to 12 dis
Planters' and Merchants' Bank, Mobile ..... — dis

MISSISSIPPI.

Natchez Bank ..... — dis
Planters' Bank, Natchez ..... — dis

LOUISIANA.

New Orleans (sound) Banks. .. 2 dis
Other Banks in the State (not sound) ..... 10 to 75 dis

ARKANSAS.

Bank of the State, Little Rock. 75 dis
Real Estate Bank, Little Rock. 75 dis

TENNESSEE.

Bank of Tennessee and Branches ..... 3 dis
Farmers' and Merchants' Bank, Memphis ..... 3 dis
Planters' Bank and Branches .. 3 dis
Union Bank and Branches .... 3 dis

KENTUCKY.

Bank of Louisville, Louisville .. 2½ dis
Bank of Kentucky & Branches. 2½ dis
Northern Bank of Kentucky and Branches ..... 2½ dis

MISSOURI.

Bank of the State and Branch. 2 dis

ILLINOIS

Bank of Illinois, Shawneetown ..... 60 dis
State Bank of Illinois, Springfield ..... 35 dis

INDIANA.

State Bank of Indiana and Branches ..... 2½ dis

OHIO.

Bank of Cleveland, Cleveland .. 10 dis
Bank of Massillon, Massillon ... 2½ dis
Bank of Sandusky, Sandusky .. 2½ dis
Bank of Chillicothe, Chillicothe ..... 2½ dis
Bank of Marietta, Marietta .... 2½ dis
Bank of Zanesville, Zanesville. 2½ dis
Clinton Bank, Columbus ..... 2½ dis
Commercial Bank, Cincinnati .. 2½ dis
Commercial Bank of Sciota .... 25 dis
Commercial Bank of Lake Erie. 25 dis
Farmers' Bank of Canton, Canton ..... 25 dis
Franklin Bank, Cincinnati .... 2½ dis
Franklin Bank of Columbus ... 2½ dis
Granville Alexandrian Society. 75 dis
Lancaster Ohio Bank, Lancaster ..... 20 dis
Lafayette Bank, Cincinnati ... 2½ dis
Miami Exporting Co., Cincinnati ..... 50 dis
Ohio Life Insurance and Trust Company ..... 2½ dis
Ohio Rail Road Co., Richmond City ..... — dis
Other sound Banks in the State ..... 2½ dis

MICHIGAN.

Bank of St. Clair, St. Clair .... 65 dis
Bank of River Rasin, Monroe .. 2½ dis
Farmers' and Mechanics' Bank, Detroit ..... 10 dis
Michigan Insurance Co., Detroit ..... 2½ dis
Oakland Co. Bank, Pontiac .... 10 dis

(continued)

CANADA, &c.					
Bank British North America, Quebec	2½ dis	Bank British North America, N. F.	2 dis	Niagara Suspension Bridge	— dis
Bank British North America, N. B.	1 dis	Bank of Upper Canada	4 dis	Quebec Bank, Quebec	3 dis
Bank British North America, N. S.	5 dis	Commercial Bank of Upper Canada	3 dis	WISCONSIN TERRITORY.	
		Gore Bank, Hamilton	3 dis	Wisconsin Insurance Co.'s Checks	2 dis
		Montreal Banks	2½ to 3 dis		

LEGAL Rates of Interest in the different States and Territories.

STATES.	RATE OF INTEREST.	PUNISHMENT OF USURY.
Maine	6 per cent	Forfeit of the debt or claim.
New Hampshire	ditto	Forfeit of three times the amount unlawfully taken.
Vermont	ditto	Recovery in an action, with costs.
Massachusetts	ditto	Forfeit of three-fold the usury.
Rhode Island	ditto	Forfeit of the usury and interest on the debt.
Connecticut	ditto	Forfeit of the whole debt.
New York	7 per cent	Usurious contracts void.
New Jersey	6 per cent	Forfeit of the whole debt.
Pennsylvania	ditto	Ditto ditto.
Delaware	ditto	Ditto ditto.
Maryland	ditto	On tobacco contracts, eight per cent. Usurious contracts void.
Virginia	ditto	Forfeit double the usury taken.
North Carolina	ditto	Contracts for usury void, forfeit double the usury.
South Carolina	7 per cent	Forfeit of interest, and premium taken, with costs to debtor.
Georgia	8 per cent	Forfeit of three times the usury, and contract void.
Alabama	ditto	Forfeit of interest and usury.
Mississippi	ditto	By contract as high as ten per cent. Usury recoverable in action of debt.
Louisiana	5 per cent	Bank interest, six per cent; conventional, as high as ten per cent; beyond, contract void.
Tennessee	6 per cent	Usurious contracts void.
Kentucky	ditto	Usury may be recovered, with costs.
Ohio	ditto	Usurious contracts void.
Indiana	ditto	On written agreement may go as high as ten per cent; penalty of usury, a fine of double the excess.
Illinois	ditto	Three-fold amount of the whole interest.
Missouri	ditto	By agreement as high as ten per cent. If beyond, forfeit of whole interest due, and of the uury taken.
Michigan	7 per cent	Forfeit of the usury taken, and one-fourth the debt.
Arkansas	6 per cent	By agreement, any rate not exceeding ten per cent. Amount of usury recoverable, but contracts void.
District of Columbia	ditto	Usurious contracts void.
Florida	8 per cent	Forfeit of interest and excess, in case of usury.
Wisconsin	7 per cent	By agreement not exceeding twelve per cent. Forfeit treble the excess.
Iowa	ditto	By agreement as high as twelve per cent. Forfeit treble the excess.

*** On debts or judgments in favour of the United States, interest is computed at the rate of six per cent per annum.

DAMAGES ON PROTESTED BILLS OF EXCHANGE.*

The laws and usages of the states vary essentially on the subject of damages on protested bills. In some cases, the regulations of states approximate to each other, while in others, they are widely different. In some cases, the law or rule is unlike, but the result is nearly similar; while, between other states, the result varies from four and a half to fifteen per cent.

In *Massachusetts*, the usage was to recover the amount of the protested bill at the par of exchange, and interest, as in England, from the time payment of the dishonoured bill was demanded

* Chiefly from the fourth edition of Chancellor Kent's Commentaries.

of the drawee, and the charges of the protest, and ten per cent damages in lieu of the price of exchange. But this rule has been changed by statute, in 1825, 1835, and 1837; and bills drawn or indorsed in that state, and payable without the limits of the United States, and duly protested for non-acceptance or non-payment, are now settled at the current rate of exchange and interest, and five per cent damages; and, if the bill be drawn upon any place beyond the Cape of Good Hope, twenty per cent damages. The rate of damages in Massachusetts, on inland bills, payable out of the state, and drawn or indorsed within the state, and duly protested for non-acceptance or non-payment, is two per cent in addition to the contents of the bill, with interest and costs, if payable in any other New England state, or New York; and three per cent if payable in New Jersey, Pennsylvania, Delaware, and Maryland; and four per cent, if payable in Virginia, District of Columbia, North Carolina, South Carolina, or Georgia; and five per cent, if payable in any other of the United States, or the territories thereof.

Maine.—Payable out of the state, and in New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, or New York, three per cent; in New Jersey, Pennsylvania, Delaware, Maryland, Virginia, or District of Columbia, five per cent; in North Carolina, South Carolina, or Georgia, six per cent; at any other place in the United States or territories, nine per cent; at any place out of the United States or territories, ten per cent; payable within the state, at not less than seventy-five miles distance, in sums of 100 dollars and over, one per cent.

New Hampshire.—[In this state there is no statute regulation on the subject. The usual practice has been to charge the rate of damages existing at the point where the bill was payable.]

Vermont.—[No statute regulation. The practice has been similar to that in New Hampshire.]

Rhode Island.—Payable without the United States, ten per cent; or within the United States, and out of Rhode Island, five per cent.

Connecticut.—The rule of damages on bills returned protested, and drawn on any person in New York, is two per cent upon the principal sum specified in the bill; in New Hampshire, Vermont, Maine, Massachusetts, Rhode Island, New York (city of New York excepted), New Jersey, Pennsylvania, Delaware, Maryland, Virginia, or territory of Columbia, three per cent; in North Carolina, South Carolina, Ohio, or Georgia, five per cent; in any other part of the United States, eight per cent upon such principal sum, and to be in lieu of interest and all other charges and without any reference to the rate of exchange.

New York.—The rate of damages on bills drawn and payable within the United States, or other parts of North America, was, in 1819, regulated in New York by statute, and the damages fixed at five, or seven and a half, or ten per cent, according to the distance or situation of the place, on which the bill was drawn. But, by the new revised statutes, which went into operation on the 1st of January, 1830, the damages on bills, foreign and inland, were made the subject of a more extensive regulation. They provide, that, upon bills drawn or negotiated within the state, upon any person, at any place within the six states east of New York, or in New Jersey, Pennsylvania, Ohio, Delaware, Maryland, Virginia, or the District of Columbia, the damages to be allowed and paid, upon the usual protest for non-acceptance or non-payment, to the holder of the bill, as pure chaser thereof, or of some interest therein, for a valuable consideration, shall be three per cent upon the principal sum specified in the bill; and upon any person at any place within the states of North Carolina, South Carolina, Georgia, Kentucky, and Tennessee, five per cent; and upon any person in any other state or territory of the United States, or at any other place on, or adjacent to, this continent, and north of the equator, or in any British or foreign possessions in the West Indies, or elsewhere in the Western Atlantic ocean, or in Europe, ten per cent. The damages are to be in lieu of interest, charges of protest, and all other charges incurred previous to, and at the time of, giving notice of non-acceptance or non-payment. But the holder will be entitled to demand and recover interest upon the aggregate amount of the principal sum specified in the bill, and the damages, from the time of notice of the protest for non-acceptance, or notice of a demand and protest for non-payment. If the contents of the bill be expressed in the money of account of the United States, the amount due thereon, and the damages allowed for the non-payment, are to be ascertained and determined, without reference to the rate of exchange existing between New York end the place on which the bill is drawn. But, if the contents of the bill be expressed in the money of account, or currency of any foreign country, then the amount due, exclusive of the damages, is to be ascertained and determined by the rate of exchange, or the value of such foreign currency, at the time of the demand of payment.

New Jersey.—[There are no statute regulations on this subject in New Jersey.]

In *Pennsylvania*, the rule, for a century past, was twenty per cent damages, in lieu of re-exchange; but by statute, in 1821, five per cent damages were allowed upon bills drawn upon any person in any other of the United States, except Louisiana; if on Louisiana, or any other part of North America, except the north-west coast and Mexico, ten per cent; if on Mexico, the Spanish Main, or the islands on the coast of Africa, fifteen per cent; and twenty per cent upon protested bills on Europe, and twenty-five per cent upon other foreign bills, in lieu of all charges, except the protest, and the amount of the bill is to be ascertained and determined at the rate of exchange.

Delaware.—Payable at any place within the United States, or territories, out of Delaware, five per cent; at any place in Europe, twenty per cent.

In *Maryland*, the rule, by statute, is payable without the state, and at any place in the United States, or territories thereof, eight per cent; in any foreign country, fifteen per cent. And the amount of the bill ascertained at the current rate of exchange, or the rate requisite to purchase a good bill of the same time of payment, upon the same place.

Virginia.—Payable out of the state, at any place within the United States, or territories, three per cent; in any foreign country, fifteen per cent.

In *North Carolina*, by statute, in 1828, damages on protested bills, drawn or indorsed in that state, and payable in any other part of the United States, except Louisiana, are six per cent; payable in any other part of North America, except the West India islands, ten per cent; payable in South America, the African islands, or Europe, fifteen per cent; and payable elsewhere, twenty per cent.

South Carolina.—Payable within the United States, at any place out of South Carolina, ten per cent; in any other part of North America, or the West India islands, twelve and a half per cent; in any other part of the world, fifteen per cent.

Georgia.—The damages in Georgia, by statute, in 1827, on bills drawn on a person in another state, and protested for non-payment, are five per cent; and on foreign bills, protested for non-payment, are ten per cent, together with the usual expenses and interest, and the principal to be settled at the current rate of exchange.

Alabama.—The damages on bills, drawn in the state of Alabama, on any person resident within the state, are ten per cent; and on any person out of it, and within the United States, are fifteen per cent; and on persons out of the United States, twenty per cent on the sum drawn for, together with incidental charges and interest.

In *Louisiana*, in 1838, the rate of damages, upon the protest for non-acceptance or non-payment of bills of exchange, drawn on, and payable in foreign countries, was declared by statute to be ten per cent; and in any other state in the United States, five per cent, together with interest on the aggregate amount of principal and damages. On protested bills, drawn and payable within the United States, the damages include all charges, such as premiums, and expenses, and interest on those damages, but nothing for the difference of exchange.

In *Mississippi*, the damages on inland bills, protested for non-payment, are five per cent; if drawn on any person resident out of the United States, ten per cent.

The damages in *Tennessee*, by statute, in 1830, on protested bills, over and above the principal sum, and charges of protest, and interest on the principal sum, damages, and charge of protest from the time of notice, are three per cent on the principal sum, if the bill be drawn upon any person in the United States; and fifteen per cent, if upon any person in any other place or state in North America, bordering on the Gulf of Mexico, or in the West Indies; and twenty per cent, if upon a person in any other part of the world. These damages are in lieu of interest and all other charges, except the charges of protest, to the time of notice of the protest, and demand of payment.

Kentucky.—On foreign bills, ten per cent, damages are allowed. On inland bills, damages are governed by the law of the place.

Ohio.—Payable at any place without the United States, twelve per cent; within the United States, at any place out of Ohio, six per cent.

Indiana.—Payable at any place without the United States, ten per cent; at any place within the United States, out of Indiana, five per cent. Drawer or indorser not liable for damages, if paid at maturity, with costs.

Illinois.—Payable at any place without the United States, ten per cent; at any point within the United States, and out of Illinois, five per cent.

Missouri.—Payable at any place within the state, four per cent; out of the state, and within the United States, ten per cent; at any place out of the United States, or territories, twenty per cent.

Michigan.—[No statute regulation has as yet been adopted in this state.]

Arkansas.—Payable at any place within the state, two per cent; in Alabama, Louisiana, Mississippi, Tennessee, Kentucky, Ohio, Indiana, Illinois, Missouri, or at any place on the Ohio river, four per cent; in any other place in the United States, or territories, five per cent; at any place out of the United States, ten per cent; together with costs and interest at the rate of ten per cent per annum.

Florida.—Same as the state of Alabama.

Wisconsin.—Payable at any place without the United States, twenty per cent; out of the territory, adjoining the same within the United States, five per cent; in the United States, not adjoining the territory, ten per cent.

Iowa.—The same as in the territorv of Wisconsin

District of Columbia.—[The rates established in Maryland and Virginia, are charged on protested bills in the district.]

CHAPTER XXXIV.

MONEYS, WEIGHTS, AND MEASURES, OF THE UNITED STATES OF AMERICA.

THE decimal system was adopted by Congress in the subdivision of moneys, but not as respects weights and measures.

The power of regulating the standard of the latter was vested in the federal government, which acted upon this authority, first, in regard to the custom-house duties, and afterwards generally; but not until it was found that the weights and measures of Massachusetts had become inaccurate, and that the weights and measures differed in one state from those of another.

In 1836, a law was passed for regulating the weights and measures of the union. This law directed the secretary of the treasury to construct and supply standards of weights, of length, and of capacity of the United States, to the executives of the different states of the union, the governors of territories, and the custom-houses.

The report of Mr. John Quincy Adams, upon weights and measures in the year 1821, was acted upon, in most of its details, as much as if the law had been passed at the time the report was made. Mr. Adams gave the preference to the standards of Great Britain over those of France, from the circumstance that they were generally in use in the United States, and on the ground that a great change in weights and measures similar to that introduced in France, of the same decimal principle, would have been attended with great embarrassment.

The troy weight of England was adopted for weighing bullion.

The avoirdupois weight of England for weighing all other articles bought or sold by weight.

The British and the American statute acre, square yard, square foot, and inch are the same.

The linear measures of England, that is the mile, yard, foot, and inch, are the same in America.

England has, however, altered her corn and liquid measures, while America retains the old English wine gallon for liquids, and the Winchester bushel for corn, &c.

MONEYS.—It is remarkable that computations in old depreciated currencies should have, in ordinary transactions, continued to prevail. The dollar in the Massachusetts states has been long valued at six shillings; in New York and North Carolina at eight shillings, varying also in almost every other state. The legal moneys are, however, gold eagles, silver dollars, and copper cents. (*See Mint of United States* hereafter.) Coins of foreign countries, many of them old and

much worn, are found in most towns. Into New Orleans, Mexican, South American, and Spanish dollars, and Spanish Mexican and South American gold have always flown in. This has been the case in regard to many other towns. Accounts are kept in dollars and cents. The exchanges with foreign countries fluctuate. The following tables will show the valuations and exchanges.

MONEY TABLES.

A TABLE of Gold Coins, the exact Weight, the Assay, and the present Value in the United States, according to the Gold Coin Bill passed by Congress during session in 1833-4.

NAMES.	Weight.		Assay.		Value.		
	dw.	gr.	car.	gr.	d.	c.	m.
UNITED STATES.							
Eagle, coined before July 31, 1834	11	6	22	0	10	66	5
Ditto, coined after July 31, 1834	10	18	21 2 & 14	43	10	0	0
Shares in proportion.							
FOREIGN GOLD.							
AUSTRIA.							
Souverain	3	14	21	3	3	38	7
Double ducat	4	12	23	2¼	4	59	3
Hungarian ditto	2	5¾	23	3¾	2	29	7
Ducat	2	6	23	2*	2	29	6
AUGSBURG.							
Ducat	2	5¼	23	1¾	2	24	0
BAVARIA.							
Carolin	6	5¼	18	2	4	95	7
Max d'or, or Maximilian	4	4	18	1¾	3	31	0
Ducat	2	5¾	23	2¼	2	27	5
Pistole	4	6½	21	2¾	3	97	9
BERNE.							
Ducat	1	23	23	1¾	1	97	7
Ditto, double in proportion							
Pistole	4	21	21	2¼	4	54	2
BRAZIL.							
Johannes	18	00	21	3¾	17	6	4
Ditto, half in proportion							
Dobraon	34	12	22	0	32	70	6
Dobra	18	6	22	0	17	30	1
Moidore	6	22	22	0	6	55	7
Ditto, half in proportion							
Crusado	0	16¼	21	3¾	0	63	7
BRUNSWICK.							
Pistole	4	21¼	21	2½	4	55	2
Ditto, double in proportion							
Ducat	2	5¾	23	0½	2	23	1
Carl d'or, before 1802	4	6½	21	2½	3	97	9
Ditto, double in proportion							
Ditto, since 1802	4	6½	21	1½	3	93	3
BADEN.							
Ducat	1	23½	23	2¾	2	2	0
BASIL.							
Ducat	2	4½	22	0	2	7	3
Pistole	4	22	21	1½	4	52	8
BOLOGNA.							
Pistole	3	13	21	2¼	3	32	8
Ditto, 1802	3	13	21	2½	3	30	0
Ditto, half, &c., in proportion							
Sequin, before 1760	2	4½	23	2	2	21	5
Ditto, since 1760	2	4½	23	3½	2	25	0
Scudo	17	0¼	21	2¼	15	80	4
COLOGNE.							
Ducat	2	5¾	23	2	2	26	7
COLUMBIA, CENTRAL AMERICA, CHILI, AND PERU.							
Doubloons	17	9	20	3	15	53	5
DENMARK.							
Ducat, current	2	0	21	0¼	1	81	5
Ditto, specie	2	5¾	23	2	2	26	7
Christian d'or	4	7	21	3	4	2	1
EAST INDIES.							
Rupee, Bombay, 1818	7	11	22	0½	7	9	6
Ditto, Madras, 1818	7	12	22	0	7	11	0
Pagoda, star	2	4¾	19	0	1	79	8
Mohur sicca of Bengal	7	23	23	3¾	8	17	6
ENGLAND.							
*Guinea	5	9½	22	0	5	11	5
Ditto, half in proportion							
†Sovereign	5	3¼	22	0	4	87	5
Seven shilling piece	1	19	22	0	1	69	8
FRANCE.							
Double Louis, coined before 1786	10	11	21	2	9	68	8
Louis, ditto	5	5½	21	2	4	84	3
Double Louis, coined since 1786	9	20	21	2½	9	16	2
Louis, ditto	4	22	21	2½	4	58	1
Double Napoleon, or 40 francs	8	7	21	2¼	7	70	3
Napoleon, or 20 francs. Same as the new Louis	4	3½	21	2¼	3	85	1

* Guineas, when received in this country, are almost invariably one grain light, and, therefore, the real value of them is 5 dollars 7½ cents.

† A sovereign, when received from the Mint, weighs 5 dwt. 3¼ grains, but nine-tenths of those brought to this country do not weigh more than 5 dwt. 2½ grains. The average value of each sovereign is 4 dollars 85 cents; of course, those which are of full weight are worth the price above stated.—*New York Merchants' Magazine.*

Money Table—*continued.*

Sovereigns compared with a Draft on London at 60 days' sight.			Quotations of London Exchange, reduced into Federal Money, as recommended by the Chambers of Commerce in the United States.					
Price of Sovereigns in the United States.	Equal to a Remittance in Pounds Sterling.		Precise proportion between both Quotations.				As adopted by the New York Price Current.	
dollars.	per cent or dollars.		per cent equal to dollars.		dollars equal to per cent.		per cent equal to dollars.	
4 80	108.35	4 81.6	PAR.	4 44.4	4 46	100 35	105	4 66
4 81	108.58	4 82.6	100½	4 46.6	4 48	100.80	105½	4 67
4 82	108.80	4 83 6	101	4 48.9	4 50	101.25	105½	4 68
4 83	109.03	4 84.6	101½	4 51.1	4 52	101.70	105¾	4 70
4 84	109 25	4 85.6	102	4 53.3	4 54	102.15	106	4 71
4 85	109.48	4 86.6	102½	4 55.6	4 56	102.60	106¼	4 72
4 86	109.70	4 87.6	103	4 57.8	4 58	103.05	106½	4 73
4 87	109.93	4 88.9	103½	4 60.0	4 60	103.50	106¾	4 74
4 88	110.15	4 89.6	104	4 62.2	4 62	103.95	107	4 75
4 89	110 38	4 90.6	104½	4 64.4	4 64	104.40	107¼	4 76
4 90	110.60	4 91.6	105	4 66.7	4 66	104.85	107½	4 77
4 91	110.83	4 92.6	105½	4 68.9	4 68	105.30	107¾	4 78
4 92	111.06	4 93.6	106	4 71.1	4 70	105.75	108	4 80
4 93	111.28	4 04.6	106¼	4 72.2	4 71	105.97	108¼	4 81
4 94	111.51	4 95.6	106½	4 73 3	4 72	106.20	108½	4 82
4 95	111 73	4 96.6	106¾	4 74.4	4 73	106.42	108¾	4 83
4 96	111.96	4 97 6	107	4 75.6	4 74	106.65	109	4 84
4 97	112.18	4 98.6	107¼	4 76.7	4 75	106.87	109¼	4 85
4 98	112.41	4 99.6	107½	4 77.8	4 76	107.10	109½	4 86
4 99	112.63	5 00.6	107¾	4 78.9	4 77	107.32	109¾	4 87
5 00	112.86	5 01.6	108	4 80.0	4 78	107 55	110	4 88
5 01	113.09	5 02.6	108¼	4 81.1	4 79	107.77	110¼	4 90
5 02	113.31	5 03.6	108½	4 82.2	4 80	108.00	110½	4 91
5 03	113.54	5 04.6	108¾	4 83.3	4 81	108.22	110¾	4 92
5 04	113.76	5 05.6	109	4 84.4	4 82	108.45	111	4 93
5 05	113.99	5 06.6	109¼	4 85.6	4 83	108 67	111¼	4 94
5 06	114.21	5 07.6	109½	4 86.7	4 84	108.90	111½	4 95
5 07	114.44	5 08.6	109¾	4 87.8	4 85	109.12	111¾	4 96
5 08	114.66	5 09.6	110	4 88.9	4 86	109.35	112	4 97
5 09	114.89	5 10.6	110¼	4 90.0	4 87	109.57	112¼	4 98
5 10	115.11	5 11.6	110½	4 91.1	4 88	109.80	112½	5 00
5 12½	115.68	5 14.1	110¾	4 92.2	4 89	110.02	112¾	5 01
5 15	116.24	5 16.6	111	4 93.3	4 90	110.25	113	5 02
5 17½	116.81	5 19.1	111½	4 95.6	4 92	110 70	113¼	5 03
5 20	117.37	5 21.6	112	4 97.8	4 94	111.15	113½	5 04
5 22½	117.93	5 24.1	112½	5 00.0	4 96	111.60	113¾	5 05
5 25	118.50	5 26.7	113	5 02.2	4 98	112.05	114	5 06
5 27½	119.06	5 29 2	113½	5 04.4	5 00	112.50	114¼	5 07
5 30	119.62	5 31.7	114	5 06.7	5 02½	113.06	114½	5 08
5 32½	120.19	5 34.2	114½	5 08.9	5 05	113.62	114¾	5 10
5 35	120.75	5 36.7	115	5 11.1	5 07½	114.19	115	5 11
5 37½	121.31	5 39.2	115½	5 13.3	5 10	114.75	115½	5 13
5 40	121.88	5 41.7	116	5 15.6	5 12½	115.31	116	5 15

To reduce Dollars to Pounds Sterling.—From one-fourth of the number of dollars deduct 10 per cent of that fourth, and the remainder will be pounds, and the decimals of a pound.

Example.—Required the value 444.44 dollars in pounds sterling.

One-fourth equal to 111.11
10 per cent equal to 11.11

£100.00 Answer.

Note.—The value of British silver shilling in the United States is 22 cents 2 mills.

The following foreign coins, when of the required fineness, are a legal tender in the United States, at the following rates:—

Gold Coins.

		Carats.
1	Those of Great Britain, Portugal, and Brazil, of 22 carats fineness, at	94.8 per dwt.
2	Those of France, 9-10 fine	93.1 "
3	Those of Spain, Mexico, and Columbia, of the fineness of 20 carats 3 7-16 grains	89.9 "

Silver Coins.

1	Dollars of Mexico, Peru, Chili, and Central America, and those restamped in Brazil, weighing 415 grains, and of the fineness of 10 ounces 15 pennyweights of pure silver in a troy pound	At 100 cents each.
2	Five-franc pieces of France, of the fineness of 10 ounces 16 pennyweights in the troy pound, and weighing 384 grains	At 93 cents each.

Pro forma accounts of shipments of Mexican dollars to France and England, calculated by Mr. J. F. Entz, of the New York Life Insurance and Trust Company:—

PRO FORMA Account of a Shipment of Mexican dollars from New York to London.

		dollars.
20,000 dollars purchased at 1¾ per cent premium		20,350 00
Cost of 4 barrels, packing charges, cartage, &c.		10 75
	dollars.	
Insurance, at ½ per cent, on 20,350 dollars	101 75	
Policy	1 25	
		103 00
Total cost in New York		20,463 75
		£ s. d.
The same 20,000 dollars, weighing 17,320 ounces, and sold at 4s. 10½d. per ounce		4,194 13 10
	£ s. d.	
Charges—Freight per packet, ¼ per cent	10 8 4	
Primage, 5 per cent	10 5	
Landing charges, postages, &c.	1 5 9	
Brokerage, ⅛ per cent	5 4 10	
Commission, ½ per cent	20 19 6	
		38 8 10
Net proceeds, cash		4,156 5 0
Add interest of about 45 days, at 4 per cent, until the draft drawn against the shipment becomes due		20 15 7
Total		4,177 0 7

This amount, drawn at 60 days' sight, to realise the above 20,463 dollars, 75 cents the rate of exchange would have to be 110 23-100 per cent; which shows that the shipment would not be profitable, unless at least 110¼ per cent could be obtained for the draft. Without commission in London, the rate would be 109.67.6, or about 55-100 less.

The following is a table by which the rate of exchange may be ascertained, at any given price for silver, in London:

EXCHANGE TABLES.

Exchange tables between London and the United States, and remittances to London from Paris, Hamburg, and Amsterdam, calculated at various rates from minimum to maximum of exchange.

PARIS Remittances to London for Negotiation, compared with a Direct Remittance at Sixty Days' Sight, exclusive of Commission.

PARIS DRAFTS SOLD AT LONDON.	UNITED STATES QUOTATION OF PARIS AT SIXTY DAYS' SIGHT.							
	francs. 4.80	francs. 4.82½	francs. 4.85	francs. 4.87½	francs. 4.90	francs. 4.92½	francs. 4.95	francs. 4.97½
PER £	EQUAL TO A DRAFT ON LONDON AT							
francs.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
25.20	5 21.1	5 18.4	5 15.8	5 13.1	5 10.5	5 07.9	5 05.4	5 02.8
25.25	5 22.2	5 19.5	5 16.8	5 14.2	5 11.5	5 08.9	5 06.4	5 03.8
25.30	5 23.2	5 20.5	5 17.8	5 15.2	5 12.5	5 09.9	5 07.4	5 04.8
25.35	5 24.2	5 21.5	5 18.8	5 16.2	5 13.5	5 10.9	5 08.4	5 05.8
25.40	5 25.3	5 22.6	5 19.9	5 17.2	5 14.6	5 12.0	5 09.4	5 06.8
25.45	5 26.3	5 23.6	5 20.9	5 18.2	5 15.6	5 13.0	5 10.4	5 07.8
25.50	5 27.3	5 24.6	5 21.9	5 19.2	5 16.6	5 14.0	5 11.4	5 08.8
25.55	5 28.4	5 25.6	5 22.9	5 20.3	5 17.6	5 15.0	5 12.4	5 09.8
25 60	5 29.4	5 26.7	5 24.0	5 21.3	5 18.6	5 16.0	5 13.4	5 10.8
25.65	5 30.5	5 27.7	5 25.0	5 22.3	5 19.6	5 17.0	5 14.4	5 11.8
25.70	5 31.5	5 28.7	5 26.0	5 23.3	5 20.6	5 18.0	5 15.4	5 12.8
25.75	5 32.5	5 29.8	5 27.0	5 24.3	5 21.6	5 19.0	5 16.4	5 13.8
25.80	5 33.6	5 30.8	5 28.0	5 25.3	5 22.7	5 20.0	5 17.4	5 14.8
25.85	5 34.6	5 31.8	5 29.1	5 26.4	5 23.7	5 21.0	5 18.4	5 15.8
25.90	5 35.6	5 32 8	5 30.1	5 27.4	5 24.7	5 22.0	5 19.4	5 16.8
25.95	5 36.7	5 33.9	5 31.1	5 28.4	5 25.7	5 23.0	5 20.4	5 17.8
26.00	5 37.7	5 34.9	5 32 1	5 29.4	5 26.7	5 24.0	5 21.4	5 18.8
26.05	5 38.7	5 35.9	5 33 2	5 30.4	5 27.7	5 25.0	5 22.4	5 19 8
26.10	5 39.8	5 37.0	5 34.2	5 31.5	5 28.7	5 26.1	5 23.4	5 20.8
26.15	5 40.8	5 38.0	5 35.2	5 32.5	5 29.8	5 27.1	5 24.4	5 21.8
26.20	5 41.8	5 39.0	5 36.2	5 33.5	5 30.8	5 28.1	5 25.4	5 22.8

PARIS Remittances to London—*continued.*

PARIS DRAFTS SOLD AT LONDON.	UNITED STATES QUOTATION OF PARIS AT SIXTY DAYS' SIGHT.							
	francs. 5.00	francs. 5.02½	francs. 5.05	francs. 5.07½	francs. 5.10	francs. 5.12½	francs. 5.15	francs. 5.17½
PER £	EQUAL TO A DRAFT ON LONDON AT							
francs.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
25.20	5 00.3	4 97.8	4 95.3	4 92.9	4 90.5	4 88.1	4 85.7	4 83.4
25.25	5 01.3	4 98.8	4 96.3	4 93.9	4 91.5	4 89.1	4 86.7	4 84.3
25.30	5 02.3	4 99.8	4 97.3	4 94.9	4 92.4	4 90.0	4 87.7	4 85.3
25.35	5 03.3	5 00.8	4 98.3	4 95.8	4 93.4	4 91.0	4 88.6	4 86.3
25.40	5 04.3	5 01.8	4 99.3	4 96.8	4 94.4	4 92.0	4 89.6	4 87.2
25.45	5 05.3	5 02.8	5 00.3	4 97.8	4 95.4	4 92.9	4 90.6	4 88.2
25.50	5 06.3	5 03.7	5 01.2	4 98.8	4 96.3	4 93.9	4 91.5	4 89.1
25.55	5 07.3	5 04.7	5 02.2	4 99.8	4 97.3	4 94.9	4 92.5	4 90.1
25.60	5 08.2	5 05.7	5 03.2	5 00.7	4 98.3	4 95.9	4 93.4	4 91.0
25.65	5 09.2	5 06.7	5 04.2	5 01.7	4 99.2	4 96.8	4 94.4	4 92.0
25.70	5 10.2	5 07.7	5 05.2	5 02.7	5 00.2	4 97.8	4 95.4	4 93.0
25.75	5 11.2	5 08.7	5 06.2	5 03.7	5 01.2	4 98.8	4 96.3	4 93.9
25.80	5 12.2	5 09.7	5 07.1	5 04.6	5 02.2	4 99.7	4 97.3	4 94.9
25.85	5 13.2	5 10.7	5 08.1	5 05.6	5 03.1	5 00.7	4 98.3	4 95.8
25 90	5 14.2	5 11.6	5 09.1	5 06.6	5 04.1	5 01.7	4 99.2	4 96.8
25.95	5 15.2	5 12.6	5 10.1	5 06.6	5 05.1	5 02.6	5 00.2	4 97.8
26.00	5 16.2	5 13.6	5 11.1	5 08.6	5 06.1	5 03.6	5 01.1	4 98.7
26.05	5 17.2	5 14.6	5 12.1	5 09.5	5 07.0	5 04.6	5 02.1	4 99.7
26.10	5 18.2	5 15.6	5 13.0	5 10.5	5 08.0	5 05.5	5 03.1	5 00.6
26.15	5 19.2	5 16 6	5 14.0	5 11.5	5 09.0	5 06.5	5 04.0	5 01.6
26.20	5 20.2	5 17.6	5 15.0	5 12.5	5 10.0	5 07.5	5 05.0	5 02.6

PARIS DRAFTS SOLD AT LONDON.	UNITED STATES QUOTATION OF PARIS AT SIXTY DAYS' SIGHT.							
	francs. 5 20	francs. 5 22½	francs. 5.25	francs. 5.27½	francs. 5.30	francs. 5.32½	francs. 5.35	francs. 5.37½
PER £	EQUAL TO A DRAFT ON LONDON AT							
francs.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
25.20	4 81.1	4 78.8	4 76.5	4 74.2	4 72.0	4 69.8	4 67.6	4 65.4
25.25	4 82.0	4 79.7	4 77.4	4 75.2	4 72.9	4 70.7	4 68.5	4 66 3
25.30	4 83.0	4 80.7	4 78.4	4 76.1	4 73.8	4 71.6	4 69.4	4 67.2
25.35	4 83.9	4 81.6	4 79.3	4 77.0	4 74.8	4 72.6	4 70.4	4 68.2
25.40	4 84.9	4 82.6	4 80.3	4 78.0	4 75.7	4 73.5	4 71.3	4 69.1
25.45	4 85.8	4 83.5	4 81.2	4 78.9	4 76.7	4 74.4	4 72.2	4 70.0
25.50	4 86.8	4 84.5	4 82.2	4 79.9	4 77.6	4 75.4	4 73.1	4 70.9
25.55	4 87.7	4 85.4	4 83.1	4 80.8	4 78.5	4 76.3	4 74.1	4 71.9
25.60	4 88.7	4 86.4	4 84.0	4 81.7	4 79.5	4 77.2	4 75.0	4 72.8
25.65	4 89.6	4 87.3	4 85.0	4 82.7	4 80.4	4 78.2	4 75.9	4 73.7
25.70	4 90.6	4 88.3	4 85.9	4 83.6	4 81.3	4 79.1	4 76.8	4 74.6
25.75	4 91.5	4 89.2	4 86.9	4 84.6	4 82.3	4 80.0	4 77.8	4 75 6
25.80	4 92.5	4 90.2	4 87.8	4 85.5	4 83.2	4 81.0	4 78.7	4 76.5
25.85	4 93.5	4 91.1	4 88.8	4 86.4	4 84.2	4 81.9	4 79.6	4 77.4
25.90	4 94.4	4 92.1	4 89.7	4 87.4	4 85.1	4 82.8	4 80.6	4 78.3
25.95	4 95.4	4 93.0	4 90.7	4 88.3	4 86 0	4 83.7	4 81.5	4 79.2
26.00	4 96.3	4 94.0	4 91.6	4 89.3	4 87.0	4 84.7	4 82 4	4 80.2
26.05	4 97.3	4 94.9	4 92.5	4 90.2	4 87.9	4 85.6	4 83.3	4 81.1
26.10	4 98.2	4 95.9	4 93.5	4 91.2	4 88.8	4 86.5	4 84.3	4 82.0
26.15	4 99.2	4 96.8	4 94.4	4 92.1	4 89.8	4 87.5	4 85.2	4 82.9
26.20	5 00.1	4 97.8	4 95.4	4 93.0	4 90.7	4 88.4	4 86.1	4 83.9

PARIS DRAFTS SOLD AT LONDON.	UNITED STATES QUOTATION OF PARIS AT SIXTY DAYS' SIGHT.							
	francs. 5.40	francs. 5.42½	francs. 5.45	francs. 5.47½	francs. 5.50	francs. 5.52½	francs. 5 55	francs. 5.57½
PER £	EQUAL TO A DRAFT ON LONDON AT							
francs.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
25.20	4 63.2	4 61.1	4 59.0	4 56.9	4 54.8	4 52.8	4 50.7	4 48.7
25.25	4 64.2	4 62.0	4 59.9	4 57.8	4 55.7	4 53.7	4 51.6	4 49.6
25.30	4 65.1	4 62.9	4 60.8	4 58.7	4 56.6	4 54.6	4 52.5	4 50.5
25.35	4 66.0	4 63.8	4 61.7	4 59.6	4 57.5	4 55.5	4 53.4	4 51.4
25.40	4 66.9	4 64.8	4 62.6	4 60.5	4 58.4	4 56.4	4 54.3	4 52.3
25.45	4 67.8	4 65.7	4 63.5	4 61.4	4 59.3	4 57.3	4 55.2	4 53.2
25.50	4 68.8	4 66.6	4 64.5	4 62.3	4 60.2	4 58.2	4 56.1	4 54.0
25.55	4 69.7	4 67.5	4 65.4	4 63.2	4 61.1	4 59 0	4 57.0	4 84.9
25.60	4 70.6	4 68.4	4 66.3	4 64.1	4 62.0	4 59.9	4 57.9	4 55.8
25.65	4 71.5	4 69.3	4 67.2	4 65.1	4 62.9	4 60.8	4 58.8	4 66.7
25.70	4 72.4	4 70.3	4 68.1	4 66.0	4 63.8	4 61.7	4 59.7	4 57.6
25.75	4 73.3	4 71.2	4 69.0	4 66.9	4 64.7	4 62.6	4 60.6	4 58.5
25.80	4 74.3	4 72.1	4 69.9	4 67.8	4 65.6	4 63.5	4 61.5	4 59.4
25.85	4 75.2	4 73.0	4 70.8	4 68.7	4 66.6	4 64.4	4 62.3	4 60.3
25.90	4 76.1	4 73.9	4 71.7	4 69.6	4 67 5	4 65.3	4 63.2	4 61.2
25.95	4 77.0	4 74.8	4 72.6	4 70.5	4 68.4	4 66.2	4 64.1	4 62.0
26.00	4 77.9	4 75.7	4 73.6	4 71.4	4 69.3	4 67.1	4 65.0	4 62.9
26.05	4 78.9	4 76.7	4 74.5	4 72.3	4 70.2	4 68.0	4 65.9	4 63.8
26.10	4 79.8	4 77.6	4 75.4	4 73.2	4 71.1	4 68.9	4 66.8	4 64.7
26.15	4 80.7	4 78.5	4 76.3	4 74.1	4 72.0	4 69.8	4 67.7	4 65.6
26.20	4 81.6	4 79.4	4 77.2	4 75.0	4 72.9	4 70.7	4 68.6	4 66.5

HAMBURG Remittances to London for Negotiation, compared with a direct Remittance at sixty Days' Sight, exclusive of Commission.

HAMBURG DRAFTS SOLD AT LONDON.	UNITED STATES QUOTATION OF HAMBURG PER BANCO MARK.							
	cents. 34⅛	cents. 34⅜	cents. 35	cents. 35½	cents. 35½	cents. 35⅝	cents. 36	cents. 36½
	EQUAL TO A DRAFT ON LONDON AT							
MKS. & SH. B.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
13.6	4 58.0	4 61.4	4 64.7	4 68.0	4 71.3	4 74.6	4 78.0	4 81.3
13.6½	4 59.1	4 62.4	4 65.8	4 69.1	4 72.4	4 75.7	4 79.1	4 82.4
13.7	4 60.2	4 63.5	4 66.9	4 70.2	4 73.5	4 76.9	4 80.2	4 83.5
13.7½	4 61.2	4 64.6	4 67.9	4 71.3	4 74.6	4 78.0	4 81.3	4 84.7
13.8	4 62.3	4 65.7	4 69.0	4 72.4	4 75.7	4 79.1	4 82.4	4 85.8
13.8½	4 63.4	4 66.8	4 70.1	4 73.5	4 76.8	4 80.2	4 83.5	4 86.9
13.9	4 64.5	4 67.8	4 71.2	4 74.6	4 77.9	4 81.3	4 84.7	4 88.0
13.9½	4 65.5	4 68.9	4 72.3	4 75.7	4 79.0	4 82.4	4 85.8	4 89.2
13.10	4 66.6	4 70.0	4 73.4	4 75.8	4 80.1	4 83.5	4 86.9	4 90.3
13.10½	4 67.7	4 71.1	4 74.5	4 77.8	4 81.2	4 84.6	4 88.0	4 91.4
13.11	4 68.7	4 72.1	4 75.5	4 78.9	4 82.3	4 85.7	4 89.1	4 92.5
13.11½	4 69.8	4 73.2	4 76.6	4 80.0	4 83.4	4 86.8	4 90.2	4 93.7
13.12	4 70.9	4 74.3	4 77.8	4 81.1	4 84.5	4 87.9	4 91.4	4 94.8
13.12½	4 72.0	4 75.4	4 78.8	4 82.2	4 85.6	4 89.1	4 92.5	4 95.9
13.13	4 73.0	4 76.5	4 79.9	4 83.3	4 86.7	4 90.2	4 93.6	4 97.0
13.13½	4 74.1	4 77.5	4 81.0	4 84.4	4 87.8	4 91.3	4 94.7	4 98.2
13.14	4 75.2	4 78.6	4 82.1	4 85.5	4 88.9	4 92.4	4 95.8	4 99.3
13.14½	4 76.2	4 79.7	4 83.1	4 86.6	4 90.0	4 93.5	4 96.9	5 00.4
13.15	4 77.3	4 80.8	4 84.2	4 87.7	4 91.1	4 94.6	4 98.1	5 01.5
13.15½	4 78.4	4 81.8	4 85.3	4 88.8	4 92.2	4 95.7	4 99.2	5 02.7
14.00	4 79.5	4 82.9	4 86.4	4 89.9	4 93.3	4 96.8	5 00.3	5 03.8

HAMBURG DRAFTS SOLD AT LONDON.	UNITED STATES QUOTATION OF HAMBURG PER BANCO MARK.							
	cents. 36⅞	cents. 36⅞	cents. 37	cents. 37½	cents. 37½	cents. 37⅝	cents. 38	cents. 38½
	EQUAL TO A DRAFT ON LONDON AT							
MKS. & SH. B.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
13.6	4 84.6	4 87.9	4 91.2	4 94.6	4 97.9	5 01.2	5 04.5	5 11.2
13.6½	4 85.7	4 89.1	4 92.4	4 95.7	4 99.0	5 02.4	5 05.7	5 12.4
13.7	4 86.9	4 90.2	4 93.5	4 96.9	5 00.2	5 03.5	5 06.9	5 13.6
13.7½	4 88.0	4 91.3	4 94.7	4 98.0	5 01.4	5 04.7	5 08.1	5 14.8
13.8	4 89.1	4 92.5	4 95.8	4 99.2	5 02.5	5 05.9	5 09.2	5 16.0
13.8½	4 90.3	4 93.6	4 97.0	5 00.3	5 03.7	5 07.1	5 10.4	5 17.1
13.9	4 91.4	4 94.8	4 98.1	5 01.5	5 04.9	5 08.2	5 11.6	5 18.3
13.9½	4 92.5	4 95.9	4 99.3	5 02.6	5 06.0	5 09.4	5 12.8	5 19.5
13.10	4 93.7	4 97.0	5 00.4	5 03.8	5 07.2	5 10.6	5 14.0	5 20.7
13.10½	4 94.8	4 98.2	5 01.6	5 05.0	5 08.3	5 11.7	5 15.1	5 21.9
13.11	4 95.9	4 99.3	5 02.7	5 06.1	5 09.5	5 12.9	5 16.3	5 23.1
13.11½	4 97.1	5 00.5	5 03.9	5 07.3	5 10.7	5 14.1	5 17.5	5 24.3
13.12	4 98.2	5 01.6	5 05.0	5 08.4	5 11.8	5 15.3	5 18.7	5 25.5
13.12½	4 99.3	5 02.7	5 06.2	5 09.6	5 13.0	5 16.4	5 19.8	5 26.7
13.13	5 00.4	5 03.8	5 07.3	5 10.7	5 14.2	5 17.6	5 21.0	5 27.9
13.13½	5 01.6	5 05.0	5 08.5	5 11.9	5 15.3	5 18.8	5 22.2	5 29.1
13.14	5 02.7	5 06.2	5 09.6	5 13.0	5 16.5	5 19.9	5 23.4	5 30.3
13.14½	5 03.8	5 07.3	5 10.8	5 14.2	5 17.7	5 21.1	5 24.6	5 31.5
13.15	5 05.0	5 08.4	5 11.9	5 15.4	5 18.8	5 22.3	5 25.7	5 32.7
13.15½	5 06.1	5 09.6	5 13.1	5 16.5	5 20.0	5 23.4	5 26.9	5 33.8
14.00	5 07.2	5 10.7	5 14.2	5 17.7	5 21.1	5 24.6	5 28.1	5 35.0

AMSTERDAM Remittances to London for Negotiation, compared with a direct Remittance at sixty Days' Sight, exclusive of Commission.

AMSTERDAM DRAFTS SOLD AT LONDON.	UNITED STATES QUOTATION OF AMSTERDAM PER FLORIN.							
	cents. 39	cents. 39¼	cents. 39½	cents. 39¾	cents. 40	cents. 40¼	cents. 40½	cents. 40¾
	EQUAL TO A DRAFT ON LONDON AT							
FLORINS & STIVERS.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
11.16	4 56.8	4 59.7	4 62.7	4 65.6	4 68.5	4 71.5	5 05.5	5 02.8
11.17	4 58.8	4 61.7	4 64.6	4 67.6	4 70.5	4 73.5	5 06.4	5 03.8
11.18	4 60.7	4 63.6	4 66.6	4 69.6	4 72.5	4 75.5	5 07.4	5 04.8
11.19	4 62.6	4 65.6	4 68.6	4 71.5	4 74.5	4 77.5	5 08.4	5 05.8
12.00	4 64.6	4 67.5	4 70.5	4 73.5	4 76.5	4 79.5	5 09.4	5 06.8
12.00½	4 65.5	4 68.5	4 71.5	4 74.5	4 77.5	4 80.5	5 10.4	5 07.8
12.01	4 66.5	4 69.5	4 72.5	4 75.5	4 78.5	4 81.5	5 11.4	5 08.8
12.01½	4 67.5	4 70.5	4 73.5	4 76.5	4 79.5	4 82.5	5 12.4	5 09.8
12.02	4 68.4	4 71.4	4 74.4	4 77.4	4 80.4	4 83.4	5 13.4	5 10.8
12.02½	4 69.4	4 72.4	4 75.4	4 78.4	4 81.4	4 84.4	5 14.4	5 11.8
12.03	4 70.4	4 73.4	4 76.4	4 79.4	4 82.4	4 85.4	5 15.4	5 12.8
12.03½	4 71.3	4 74.4	4 77.4	4 80.4	4 83.4	4 86.4	5 16.4	5 13.8
12.04	4 72.3	4 75.3	4 78.4	4 81.4	4 84.4	4 87.4	5 17.4	5 14.8
12.04½	4 73.3	4 76.3	4 79.3	4 82.4	4 85.4	4 88.4	5 18.4	5 15.8
12.05	4 74.2	4 77.3	4 80.3	4 83.4	4 86.4	4 89.4	5 19.4	5 16.8
12.05½	4 75.2	4 78.3	4 81.3	4 84.4	4 87.4	4 90.4	5 20.4	5 17.8
12.06	4 76.2	4 79.2	4 82.3	4 85.3	4 88.4	4 91.4	5 21.4	5 18.8
12.06½	4 77.1	4 80.2	4 83.3	4 86.3	4 89.4	4 92.4	5 22.4	5 19.8
12.07	4 78.1	4 81.2	4 84.2	4 87.3	4 90.4	4 93.4	5 23.4	5 20.8
12.07½	4 79.1	4 82.2	4 85.2	4 88.3	4 91.4	4 94.4	5 24.4	5 21.8
12.08	4 80.1	4 83.1	4 86.2	4 89.3	4 92.4	4 95.4	5 25.4	5 22.8

AMSTERDAM Remittances to London—*continued.*

AMSTERDAM DRAFTS SOLD AT LONDON.	UNITED STATES QUOTATION OF AMSTERDAM PER FLORIN.							
	cents. 41	cents. 41¼	cents. 41½	cents. 41¾	cents. 42	cents. 42½	cents. 43	cents. 43½
	EQUAL TO A DRAFT ON LONDON AT							
FLORINS & STIVERS.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
11.16	4 80.2	4 83.2	4 86.1	4 89.0	4 92.0	4 97.8	5 03.7	5 09.5
11.17	4 82.2	4 85.2	4 88.2	4 91.1	4 94.0	4 99.9	5 05.8	5 11.7
11.18	4 84.3	4 87.3	4 90.2	4 93.2	4 96.1	5 02.0	5 07.9	5 13.9
11.19	4 86.4	4 89.3	4 92.3	4 95.3	4 98.2	5 04.1	5 10.1	5 16.0
12.00	4 88.4	4 91 4	4 94.3	4 97.3	5 00.3	5 06.3	5 12.2	5 18.2
12 00½	4 89.4	4 92.4	4 95.4	4 98.4	5 01.3	5 07.3	5 13.3	5 19.3
12.01	4 90.4	4 93.4	4 96.4	4 99.4	5 02.4	5 08.4	5 14.3	5 20.3
12.01½	4 91.4	4 94.4	4 97 4	5 00.4	5 03.4	5 09.4	5 15.4	5 21.4
12.02	4 92.5	4 95.5	4 98.5	5 01.5	5 04.5	5 10.5	5 16 5	5 22.5
12.02½	4 93.5	4 96.5	4 99.5	5 02.5	5 05.5	5 11.5	5 17.5	5 23.6
12.03	4 94.5	4 97.5	5 00.5	5 03.5	5 06.6	5 12.6	5 18.6	5 24.6
12.03½	4 95 5	4 98.5	5 01.5	5 04.6	5 07.6	5 13 6	5 19.7	5 25.7
12.04	4 96.5	4 99.6	5 02.6	5 05.6	5 08.6	5 14.7	5 20.7	5 26.8
12.04½	4 97.5	5 00.6	5 03.6	5 06.7	5 09.7	5 15.7	5 21.8	5 27.9
12.05	4 98.6	5 01.6	5 04.6	5 07.7	5 10.7	5 16.8	5 22.9	5 29.0
12.05½	4 99.6	5 02.6	5 05.7	5 08.7	5 11.8	5 17.9	5 23.9	5 30.0
12.06	5 00.6	5 03.7	5 06.7	5 09.8	5 12 8	5 18.9	5 25.0	5 31.1
12.06½	5 01.6	5 04.7	5 07.7	5 10.8	5 13.8	5 20.0	5 26.1	5 32 2
12.07	5 02.6	5 05.7	5 08.8	5 11.8	5 14.9	5 21.0	5 27.1	5 33.3
12.07½	5 03.7	5 06.7	5 09.8	5 12.9	5 15.9	5 22.1	5 28.2	5 34.4
12.08	5 04.7	5 07.7	5 10.8	5 14.9	5 17.0	5 23.1	5 29.3	5 35.4

TABLE showing the Rate of Exchange realised by a Shipment of Spanish, Mexican, United States, or other Dollars, from New York to London.

London price per ounce.	PREMIUM ON DOLLARS IN NEW YORK.										
Pence.	par.	½ per ct.	1 per ct.	1½ p. ct.	2 per ct.	2½ p. ct.	3 per ct.	3½ p. ct.	4 per ct.	4½ p. ct.	5 per ct.
57½	109.52	110.06	110.61	111.16	111.70	112.25	112.80	113.35	113.89	114.44	114.99
57⅝	109 28	109.82	110.37	110.92	111.46	112.01	112.55	113.10	113.65	114.19	114.74
57¾	109.04	109.59	110.13	110.68	111.22	111.77	112.31	112.86	113.40	113.95	114.49
57⅞	108.80	109.35	109.89	110.44	110.98	111.52	112.07	112.61	113.16	113.70	114.24
58	108.57	109.11	109.65	110.20	110.74	111.28	111.83	112.37	112.91	113.45	114.00
58⅛	108.34	108.88	109.42	109.96	110.50	111 04	111.58	112.13	112.67	113.21	113.75
58¼	108.10	108.64	109.18	109.72	110.26	110.80	111.34	111.88	112.43	112.97	113.51
58⅜	107.87	108.41	108.95	109.49	110.03	110.57	111.11	111.65	112.18	112.72	113.26
58½	107.64	108.18	108.72	109.25	109.79	110 33	110.87	111.41	111.94	112.48	113.02
58⅝	107.41	107.95	108.48	109.02	109.56	110.09	110.63	111.17	111.70	112.24	112.78
58¾	107.18	107.72	108.25	109.79	109.32	109.86	110.40	110.93	111.47	112.00	112.54
57⅞	106.95	107.49	108.02	108.56	109.09	109 62	110.16	110.69	111.23	111.76	112.30
59	106.73	107.26	107.79	108.33	108.86	109.39	109.93	101.46	110.99	111.53	112.06

Example.—Mexican dollars costing 1½ per cent premium, and sold in London at 58½ pence per ounce, are equal to an exchange of 409.96.

The intermediate prices for dollars are found by taken the difference as follows, viz. :—

Dollars, at 1½ per cent. and 58 pence ..... 1 per cent, equal to 109.65
1½ „ equal to 110.20

Difference..... 55

One half of this, or 27½, added to 109.65, equal to 109.92.

PRO FORMA Account of a Shipment of Mexican Dollars from New York to Paris.

			dollars.
20,000 dollars, purchased at 1¾ per cent premium			20,350 00
Cost of 4 barrels, packing charges, &c.			10 75
		dollars.	
Insurance, at ½ per cent, on 20,350		101 75	
Policy		1 25	
			103 00
Total cost in New York			20,463 75
			francs.
The same 20,000 dollars sold in Paris at 5.34 francs			106,800 00
		francs.	
Charges in Havre—Import duty and permits		12 40	
" Cartage, cooperage, postages, &c.		20 10	
	dollars.		
" Freight, ¼ per cent on 20,000 dollars	50		
" Primage, 10 per cent	5		
	55		
At 5.25 francs		288 75	
Charges in Paris—Freight		114 50	
" Viewing and delivering		6 50	
" Brokerage, ½ per cent		133 50	
" Commission, ½ per cent		534 00	
			1,109 75
Net proceeds, cash			105,690 25
Add interest of about 45 days, at 4 per cent, until the draft drawn against the shipment becomes due			528 45
Total			106,218 70

This amount, drawn so as to realise the above 20,463 dollars 75 cents, the rate of exchange would have to be 5.19; which shows that, unless this rate could be obtained for the draft, the shipment would not answer. Without commission in Paris, the result would be 5.21.6, or half per cent more. The steamers charge three-eighths per cent freight, but the additional expense is nearly compensated by the interest of about 15 days, thereby gained.

TABLE showing the Rate of Exchange on Paris, realised by a Shipment of Spanish, Mexican, or other Dollars, from New York to Paris.

Paris price per dollar.	PREMIUM ON DOLLARS IN NEW YORK.										
francs.	par.	½ per ct.	1 per ct.	1½ p. ct.	2 per ct.	½ p. ct.	3 per ct.	3½ p. ct.	4 per ct.	4½ p. ct.	5 per ct.
5.30	5.24.2	5.21.6	5.19.0	5.16.4	5.13.9	5.11.4	5.08.9	5.06.4	5.04.0	5.01 6	4.99.2
5.32	5.26.1	5.23.5	5.20.9	5.18.4	5.15.8	5.13.3	5.10.8	5.08.4	5.05.9	5.03.5	5.01.1
5.34	5.28.1	5.25.5	5.22.9	5 20.3	5.17.8	5.15.3	5.12.8	5.10.3	5.07.8	5.05.4	5.03.0
5.36	5.30.1	5.27.5	5.24 9	5.22.3	5.19.7	5.17.2	5.14.7	5.12.2	5.09.7	5.07.3	5 04.9
5.38	5.32.1	5.29.5	5.26.8	5.24.2	5.21.7	5.19.1	5.16.6	5.14.1	5.11.6	5.09.2	5.06.8
5.40	5.34.1	5.31.4	5 28.8	5.26.2	5.23.6	5.21.1	5.18.5	5.16.0	5.13.5	5.11.1	5.08.7
5.42	5.36.1	5.33.4	5.30.8	5.28.1	5.25.6	5.23.0	5.20·5	5·17.9	5.15.4	5.13.0	5·10.6
5.44	5.38.0	5.35.4	5 32.7	5.30.1	5.27.5	5.24.9	5.22·4	5.19.9	5.17.3	5.14.9	5.12.4
5.46	5.40.0	5.37.4	5.34.7	5.32.1	5.29.5	5.26.9	5.24.3	5.21.8	5.19.2	5.16 8	5.14.3
5.48	5.42.0	5.39.3	5.36.7	5.34.6	5.31.4	5.28 8	5.26.2	5.23.7	5.21.1	5.18.7	5.16.2
5.50	5.44.0	5.41.3	5.38.6	5.36.0	5.33.3	5.30.7	5.28.2	5.25.6	5.23.0	5 20.6	5.18.1
5.01	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1 0	1.0	1.0	0.9

Example.—Mexican dollars costing 1½ per cent, sold at 5.36 francs, will allow to draw at ..... francs. 5.22.3
" " " 5.35 " " 5.21.3

THE following is an account of sovereigns, as a remittance to London:—

		dollars.
1000 sovereigns, bought in New York, at 4 90 dollars		4,900 00
	dollars	
Packing shipping, bills of lading, &c.	3 50	
Marine insurance, ½ per cent; policy, 1 25 dollars	25 75	
		29 25
Total cost in New York		4,929 25
		£ s. d.
Value in London		1,000 0 0
	£ s. d.	
Freight, ½ per cent; primage, 5 per cent	5 5 0	
Landing charges, postages, &c.	15 0	
		6 0 0
Proceeds		994 0 0
	£ s. d.	
4,929 25 dollars would buy a bill at 110.60 per cent for	1,002 15 5	
Less 63 days' interest, at 5 per cent	8 15 5	
		994 0 0
No commission is paid, or is included in this calculation.		

THE following statement shows the equivalent of a bill at different prices of sovereigns in New York:—

Price of sovereigns in United States	dollars. 4 82	dollars. 4 83	dollars. 4 84	dollars. 4 85	dollars. 4 86	dollars. 4 87	dollars. 4 88	dollars. 4 89
Equal to a bill at per cent	108.80	109.03	109.25	109.48	109.70	109.93	110.15	110.38

CHAPTER XXXV.

MINT OF THE UNITED STATES.

THE earliest metallic currency of each colony consisted chiefly of the coins of the mother country. In Massachusetts, however (and doubtless in all the settlements), specie was so scarce, that for many years it was common to pay taxes, and to carry on internal trade, by transferring at certain rates, cattle, skins, and the products of the soil.* Various considerations, enhanced by the inconvenience and uncertainty of such a medium, induced the Massachusetts colony, in 1652, to establish a mint. The law enacted for that purpose, provided for the coinage of shillings, sixpences, and threepences, to be of the fineness of sterling silver (925 thousandths), and by a reduction of weight, to be "twopence in the shilling of less valew than the English coyne."† This New England mint met with much opposition from the British crown, whose prerogative was supposed to have been invaded by its operations; but it continued in existence more than thirty years, during which time a considerable amount of coin was issued. These coins are now extremely scarce, and indeed are not to be found except in the

See Felt's "Historical Account of the Massachusetts Currency, 1839." This work contains much interesting and valuable information.

† The mint indenture, or contract, required that the shilling should weigh seventy-two grains, and the smaller pieces in proportion. As the English shilling of those days weighed ninety-three grains, there appears an unaccountable miscalculation. An abatement of one-sixth of the value would have made seventy-seven grains and a half.

cabinets of the curious. The shilling only of this mint is known; the best specimens of which, at this day, weigh from sixty-four to sixty-seven grains, and by a recent assay is proved to be 926 thousandths fine; the intrinsic value, therefore, was about sixteen cents and two-thirds. They are a rude kind of coinage, very thin, and of various diameters; and there is some variety in the impressions; but the date of 1652 appears on all of them. The device of a *pine-tree* on one side, has given to the series the common designation of the "pine-tree coinage." They were taken in England at a discount of one-fourth of their colonial value.

In Maryland, silver and copper coins were issued in 1662. These pieces were to be equivalent to the British, but in reality were not much heavier than the shillings coined at Boston.

These were the only silver moneys coined previous to the American revolution. There were various pieces of copper coined at different periods; as, in 1694, the halfpenny for the Carolinas, a twopenny-piece and penny in 1723, another penny in 1733, and a halfpenny for Virginia in 1773. After the revolution, and before the establishment of the national mint, there were various issues of silver and copper, by states, and by individuals.

As the population and trade of the colonies increased, foreign gold and silver coins found their way into the country, and became a part of the circulating medium. These were chiefly the guinea, the joe and half-joe, the doubloon and pistole, in gold; the dollar, the pistareen, and the British shilling and sixpence, in silver. French crowns were not known until the revolution, when they became common. Of the specie currency, the Spanish American dollar, formed the chief circulation, and it became the effective standard, or unit, of the money of the republic.

The pound of the colonies was at first the same as the pound sterling of England, being simply a money of account. This rate, in process of time, became greatly altered, in consequence of excessive issues of paper by the colonial authorities; but, as these issues were greater in some of the colonies than in others, the proportion was both unequal and complicated. The following were the rates of the colonial pounds, in sterling pounds and Spanish dollars, after the revolution:—

NAMES.	New England and Virginia.			New York and North Carolina.			Middle States.			South Carolina and Georgia.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Pound sterling	1	6	8	1	15	6¾	1	13	4	1	0	8 8.9
Spanish dollar	0	6	0	0	8	0	0	7	6	0	4	8

When peace was concluded, Congress directed the financier of the confederation, Robert Morris, to lay before them his views upon the subject of coins and currency. The report was presented early in 1782, and is stated by Mr. Jefferson to have been the work of the assistant financier, Gouverneur Morris.

He first laboured to harmonise the moneys of all the states; and found that the one-thousand four hundred and fortieth part of a dollar (Spanish) was a common divisor for the various currencies. Starting with this fraction as his unit, he proposed the following table of moneys:—

Ten units to be equal to one penny.

Ten pence one bill.

Ten bills one dollar (about two-thirds of the Spanish dollar).

Ten dollars one *crown*.*

The report contains this observation: "Although it is not absolutely necessary, yet it is very desirable, that money should be increased in a decimal ratio; because, by that means, all calculations of interest, exchange, insurance, and the like, are rendered much more simple and accurate, and of course more within the power of the great mass of the people."

The subject was discussed repeatedly in Congress, but no further step was taken until 1784, when Mr. Jefferson, on behalf of a committee appointed for the purpose, brought in a report, disagreeing with that of the financier, except as to the decimal system. The following remarks occur in this document:— "The most easy ratio of multiplication and division, is that of ten. Every one knows the facility of decimal arithmetic. Every one remembers, that when learning money arithmetic, he used to be puzzled with adding the farthings, taking out the fours, and carrying them on; adding the pence, taking out the twelves, and carrying them on; adding the shillings, taking out the twenties, and carrying them on; but when he came to the pounds, where he had only tens to carry forward, it was easy and free from error. The bulk of mankind are schoolboys through life. Certainly, in all cases, where we are free to choose between easy and difficult modes of operation, it is most rational to choose the easy. The financier, therefore, in his report, well proposes that our coins should be in decimal proportions to one another."

He disapproved of the *unit* of Mr. Morris, first, on account of its diminutive size: "A horse or bullock of eighty dollars' value would require a notation of six figures, to wit, 115,200 units;" secondly, because of its want of correspondence in value with any known coins. In lieu of this the Spanish dollar was proposed, as being of convenient size, capable of easy actual division, and familiar to the minds of the people. It was added that the course of our commerce would bring us more of this than of any other foreign coin; and besides, the dollar was all ready as much referred to as a measure of value, as the respective provincial pounds. Upon this basis it was proposed to strike four coins, viz:—

* This last coin was to be of gold. He apologised for introducing the name of *crown*, in a country where that emblem had lost favour, by stating that his project was to have on the coin the representation of an Indian, with a bow in his left hand, and thirteen arrows in the right, with his right foot on a crown.—*Spark's Life of Gouverneur Morris*, i. 273.

A golden piece of the value of ten dollars.

A dollar in silver.

A tenth of a dollar, also in silver.

A hundredth of a dollar, in copper.

The assistant financier conceded something to Mr. Jefferson's views, but adhered to the main principles of his own scheme. But Congress, in 1785, adopted Mr. Jefferson's report, and in the following year made legal provision for a coinage upon that basis.*

All these proceedings were, of course, under the *Confederation*, which lasted from 1778 to 1787. An article in that compact provided as follows: "The United States, in Congress assembled, shall have the sole and exclusive right and power of regulating the alloy and value of coin struck by their own authority, or by that of the respective states." Some of the states issued copper coins during that period. How long they continued current cannot be stated; but at this day those of them that remain are in the custody of coin-collectors. The cent of Massachusetts varies in weight from 148 to 164 grains; the New Jersey piece, 128 to 154 grains; the Connecticut coin is the most irregular, varying from 96 to 144 grains. The Vermont cent, of 1786, weighs about 110 grains. There are also other varieties, particularly the "Nova Constellatio," of thirteen stars, and another piece with the same significant number of *rings*, conjoined, both of which were coined in Massachusetts.†

The constitution of 1787 vested the right of coinage solely in the general government. The establishment of a mint was, however, still delayed. In the report on moneys, weights, and measures, made to Congress, in 1790, by Mr. Jefferson, then secretary of state, it was remarked: "The experiment made by Congress, in 1786, by declaring that there should be one money of account and payment through the United States, and that its parts and multiples should be in a decimal ratio, has obtained such general approbation, both at home and

* The interest taken in this subject by General Washington, and his approval of Mr. Jefferson's plan, appear by the following passage in a letter to Mr. Grayson, member of Congress:—

"I thank you for the several articles of intelligence contained in your letter, and for the propositions respecting a coinage of gold, silver, and copper; a measure which, in my opinion, has become indispensably necessary. Mr. Jefferson's ideas upon this subject are plain and simple; well adapted, I think, to the nature of the case, as he has exemplified it by the plan. Without a coinage, or unless some stop can be put to the cutting and clipping of money, our dollars, pistareens, &c., will be converted, as Teague says, into *five* quarters; and a man must travel with a pair of scales in his pocket, or run the risk of receiving gold at one-fourth less by weight than it counts." (*Writings of Washington*, edited by Sparks, ix. 125.)

The illustrious father of his country took a lively interest in the national coinage. The mint was repeatedly noticed in his messages to Congress. (See Sparks, xii. 25, 32, 53, 63.) It was his practice, whilst president, to visit the institution frequently; the seat of government being then at Philadelphia.

† In this place it may be proper to notice a coinage of silver, bearing the name of "J. Chalmers, Annapolis," and dated 1783. The specimens reserved in the collection at the mint, are a shilling, sixpence, and threepence, weighing 57, 27, and ten grains respectively; of course very carelessly proportioned.

abroad, that nothing seems wanting but the actual coinage, to banish the discordant pounds, shilling, pence, and farthings of the different states, and to establish in their stead the new denominations."

On the 2nd of April, 1792, a code of laws was enacted for the establishment and regulation of the mint, under which, with slight amendments, the coinage was executed for forty-two years.

The denominations of coin, with their rates, were as follows:—

GOLD. The eagle of ten dollars, to weigh 270 grains, the half and quarter in proportion; all of the fineness of 22 carats, or 917 thousandths.

SILVER. The dollar of 100 cents, to weigh 416 grains; the half-quarter, tenth or dime, and twentieth or half-dime, in proportion; the fineness to be 1485 parts in 1664,* or 892·4 thousandths.

COPPER. The cent, to weigh 264 grains; the half-cent in proportion.

Since the act of 1792, the following alterations in the standards have been made:—

On the 14th of January, 1793, the weight of the cent was reduced to 208 grains; the half cent in proportion.†

January 26th, 1796. President Washington issued a proclamation (as he had been empowered to do by law,) that, "on account of the increased price of copper, and the expence of coinage," the cent would be reduced to 7 dwts. or 168 grains, and the half-cent in proportion. The copper coins have since remained at this standard.

June 28th, 1834. An act was passed, changing the weight and fineness of the gold coins, and the relative value of gold to silver. Before stating the alterations, it may be proper to observe, that the estimate of gold as being worth fifteen times as much as silver, which was the original basis, was found too low at the market value; which, although always fluctuating, was nearer sixteen to one, upon a general average. The effect of the legal proportions was to reduce the coinage of gold, and to restrain its circulation; being always at a premium, the coin was immediately exported to Europe, in the course of trade, and there quickly wrought into other shapes.

In June, 1834, the weight of the eagle was reduced by law to 258 grains (the parts in proportion), of which 232 grains must be fine gold, making the fineness

* This was an arithmetical nicety, deduced from a weight of 416 grains, of which 371¼ grains must be fine metal; this being considered the average contents of a Spanish dollar. The estimate was slightly erroneous, and makes our dollar of a little less value; the effect of which has been beneficial to our national coinage, as the difference, though not appreciable in ordinary currency, makes a considerable gain upon recoinage in large sums. See letter of Dr. Moore, late director of the mint, to a select committee of Congress, in 1832.

† The mint was not fully in operation until January, 1795. Before that time it was rather engaged in experimenting; hence the variety of specimens, in silver and copper, anterior to that date, which are now so much in request among the virtuosi. The most noted of these is the Washington cent.

21 carats $2\frac{14}{43}$ car. grains, or $899\frac{225}{1000}$. This was an increase of $6\frac{681}{1900}$ per cent on the former value of gold. The silver coinage was not changed.

The standard of nine-tenths fine, as adopted in France and some other countries, was obviously the most simple, and upon every consideration, the most suitable. To bring the silver coins to that proportion, without changing the amount of fine silver in them, it was only necessary to put less copper, by three grains and a half, in the dollar, reducing its weight to $412\frac{1}{2}$ grains. The weight of the gold was not to be changed, but the fineness increased about three-fourths of one-thousandth, a difference far within the scope of the legal allowance, and hardly appreciable. These proportions were incorporated in a consolidated code of Mint Laws, enacted by Congress, in January, 1837. By that act, the eagle is to be 900-thousandths fine, and to weigh 258 grains; the half and quarter in proportion; and the dollar, at the same fineness, to weigh $412\frac{1}{2}$ grains; the parts in proportion.* The allowed deviation in fineness, for gold, is from 898 to 902; for silver, 897 to 903.†

The following is a recapitulation of the various standards, of the gold and silver coins :—

DATE.	GOLD EAGLE.		SILVER DOLLAR.	
	Weight.	Fineness.	Weight.	Fineness.
	grains.	thousandths.	grains.	thousandths.
Act of April 2, 1792	270	916.7	416	892.4
Act of June 28, 1834	258	899 2		
Act of January, 18, 1837	258	900	412.5	900

Until the year 1835, there was but one mint, which was established at Philadelphia. In that year three *branches* of the mint were created by act of Congress. Two of these, for the coinage of gold only, were to be situated at the towns of Charlotte, in North Carolina, and Dahlonega, in Georgia—central points of the gold mining region. The third branch was for both gold and silver, at New Orleans, the commercial emporium of the south-west. These three institutions, which, in the view of the law are not distinct mints, but rather branches of the mint, are respectively managed by superintendents, who are under the control of the director of the chief mint. The branches went into operation in the year 1838. Their coinage is uniform with that of the establishment at Philadelphia, being systematically tested there for approval.

The whole mint establishment, thus constituted, is itself a branch of the treasury department of the general government, and is under the supervision of the secretary of the treasury.

The whole coinage of the United States, during the year 1843, amounts to

* The relative value, therefore, of silver to gold, is 15.9884 to 1.

† The practical limits here, are, for gold, 899 to 901; silver 898 to 902.

within a small fraction of 12,000,000 dollars, and exceeds, by more than one-half, that of any former year. Of this coinage, more than 8,000,000 dollars is in gold; showing a greater proportion to silver than has heretofore been presented.

The branch mints at Charlotte and Dahlonega, have each coined nearly double the amount which they have reached in any former year, and the New Orleans mint nearly quadruple.

The production of the gold mines of the United States, as indicated by the amount sent to the mints, exceeds that of any former year.

The following is a statement of deposits and coinage at the mint of the United States and branches, for the year ending 31st December, 1843 :—

DEPOSITS of Gold.

MINTS.	United States Coins, Old Standard.	Foreign Coins.	United States Bullion.	Foreign Bullion.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.
Charlotte, North Carolina	....	....	272,064	....	272,064
Dahlonega, Georgia	....	....	570,080	....	570,080
New Orleans	1,257	3,081,962	22,573	33,198	3,138,990
Philadelphia	26,994	3,548,632	180,728	351,453	4,107,807
Total	28,251	6,630,594	1,045,445	384,651	8,088,941

DEPOSITS of Silver, and Total of Gold and Silver.

MINTS.	SILVER.				Total Gold and Silver.
	Foreign Coins.	Foreign Bullion.	United States Bullion.	TOTAL.	
	dollars.	dollars.	dollars.	dollars.	dollars.
Charlotte, North Carolina	....	....	....	....	272,064
Dahlonega, Georgia	....	....	....	....	570,080
New Orleans	1,359,621	24,699	....	1,384,320	4,523,310
Philadelphia	2,101,198	247,992	8640	2,357,830	6,465,637
Total	3,460,819	272,691	8640	3,742,150	11,831,091

GOLD Coined.

MINTS.	Eagles.	Half Eagles.	Quarter Eagles.	Value.
	pieces.	pieces.	pieces.	dollars cts.
Charlotte, North Carolina	....	44,353	26,096	287,005 00
Dahlonega, Georgia	....	98,452	36,209	582,782 50
New Orleans	175,165	101,075	368,002	3,177,000 00
Philadelphia	75,462	611,205	100,546	4,062,010 00
Total	250,624	855,085	530,853	8,108,797 50

SILVER Coined.

MINTS.	Dollars.	Half Dollars.	Quarter Dollars.	Dimes.	Half Dimes.	Value.
	pieces.	pieces.	pieces.	pieces.	pieces.	dollars.
Charlotte, North Carolina						
Dahlonega, Georgia						
New Orleans	....	2,268,000	968,000	150,000	....	1,391,000
Philadelphia	165,100	3,844,000	645,600	1,370,000	1,165,000	2,443,750
Total	165,100	6,112,000	1,613,600	1,520,000	1,165,000	3,834,750

Deposits of Gold at the United States Mint from United States Mines.

PERIOD.	Virginia.	North Carolina.	South Carolina.	Georgia.	Tennessee.	Alabama.	Various sources.	Total at U. S. Mint.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1824	....	5,000	....	....	....	....	....	5,000
1825	....	17,000	....	....	....	....	....	17,000
1826	....	20,000	....	....	....	....	....	20,000
1827	....	21,000	....	....	....	....	....	21,000
1828	....	46,000	....	....	....	....	....	46 000
1829	2,500	134,000	3,500	....	....	....	....	140,000
1830	24,000	204,000	26,000	212,000	....	....	....	466,000
1831	26,000	294,000	22,000	176,000	1,000	....	1,000	520,000
1832	35,000	458,000	45,000	140,000	1,000	....	....	678,000
1833	104,000	475,000	66,000	216,000	7,000	....	....	868 000
1834	62,000	380,000	38,000	415,000	3,000	....	....	898,000
1835	60,400	263,500	42,400	319,900	100	....	12,200	698,500
1836	62,000	148,100	55,200	201,400	300	....	....	467,000
1837	52,100	116,900	29,400	83,600	....	....	....	282,000
1838	55,000	66,000	13,000	36,000	1,500	....	200	171,700
1839	57,600	53,500	6,300	20,300	300	500	....	138,500
1840	38,995	36,804	5,319	91,113	104	4,431	....	176,766
1841	25,736	76,431	3,440	139,796	1,212	1,863	....	248,478
1842	42,163	61,629	223	150,276	....	5,579	13,717	273,587
1843	48,148	62,873	5,099	56,619	2,788	4,786	415	180,728
Total	694,642	2,939,737	360,881	2,258,004	18,304	17,159	27,533	6,316,259

Deposits of Gold at the Branch Mints from United States Mines.

YEARS.	Branch Mint at Charlotte, North Carolina.	Branch Mint at Dahlonega, Georgia.	Branch Mint at New Orleans.	Total at the Branch Mints.	Total Deposits of the United States. Gold.
	dollars.	dollars.	dollars.	dollars.	dollars.
1838	127,000	135,700	700	263,400	435,100
1839	126,836	113,035	6,869	246,740	385,240
1840	124,726	121,858	2,835	249,419	426,185
1841	129,847	161,974	1,818	293,639	542,117
1842	174,508	323,372	5,630	503,510	777,097
1843	272,064	570,080	22,573	864,717	1,045,445
Total	954,981	1,426,019	40,425	2,421,425	3,611,184

Amount of Gold Coined Annually.

MINTS AND PERIODS.	Eagles.	Half Eagles.	Quarter Eagles.	Total of Gold.	
				Number.	Value.
	pieces.	pieces.	pieces.	pieces.	dollars.
Charlotte, N. C.—1838	....	12,886	7,894	20,780	84,165
" 1839	....	23,467	18,173	41,640	162,767
" 1840	....	18,994	12,834	31,828	127,055
" 1841	....	21,467	10,281	31,748	133,038
" 1842	....	27,480	8,642	36,122	159,005
" 1843	....	44,353	26,096	70,449	287,005
Total	....	148,647	83,920	232,567	953,035
Dahlonega, Ga.—1838	....	20,583	....	20,583	102,915
" 1839	....	18,939	13,674	32,613	128,880
" 1840	....	22,896	3,533	26,428	123,310
" 1841	....	30,495	4,164	34,659	162,885
" 1842	....	59,608	4,643	64,251	309,648
" 1843	....	98,452	36,209	134,661	582,782
Total	....	250,973	62,222	313,195	1,410,420
New Orleans—1838					
" 1839	....	....	9,396	9,396	23,490
" 1840	....	30,400	26,200	56,600	217,500
" 1841	2,500	8,350	7,380	18,230	85,200
" 1842	27,400	16,400	19,800	63,600	405,500
" 1843	175,162	701,075	368,002	644,239	3,177,000
Total	205,062	156,225	430,778	792,065	3,908,690
Sum of totals	205,062	555,845	576,920	1,337,827	6,272,145

THE following Statement exhibits the Amount of Silver coined at the Branch Mints:

MINTS AND PERIODS.	Half Dollars.	Quarter Dollars.	Dimes.	Half Dimes.	TOTAL OF SILVER.	
					Number.	Value.
	pieces.	pieces.	pieces.	pieces.	pieces.	dollars.
New Orleans—1838.....	....	....	403,430	....	402,430	40,243
" 1839.....	116,000	....	1,291,600	1,060,050	2,467,300	240,160
" 1840.....	855,100	425,200	1,175,000	1,935,000	3,300,600	698,100
" 1841.....	401,000	452,000	2,007,500	815,000	3,675,500	555,000
" 1842.....	957,000	769,000	2,020,000	350,000	4,096,000	890,250
" 1843.....	2,268,000	968,000	150,000	....	3,386,000	1,391,000
Total	4,597,100	2,614,200	7,046,530	3,160,000	17,417,830	3,814,753

It would seem, from the official report of Mr. Patterson, that no coinage of silver has ever been made at the other branch mints.

THE following table shows the total number of pieces, and the value of the same, coined at the several branch mints:

YEARS.	CHARLOTTE, N. C.		DAHLONEGA, GEORGIA.		NEW ORLEANS.	
	Pieces.	Value.	Pieces.	Value.	Pieces.	Value.
	number.	dollars.	number.	dollars.	number.	dollars.
1838.....	20,780	84,165	20,583	102,915	402,430	40,243
1839.....	41,640	162,767	32,613	128,880	2,476,996	263,650
1840.....	31,828	127,055	26,428	123,310	3,446,900	915,600
1841.....	31,748	133,038	34,659	162,885	3,693,730	640,200
1842.....	36,122	159,005	64,251	309,648	4,159,600	1,295,750
1843.....	70,449	287,005	134,661	582,782	4,030,239	4,568,000
Total.....	232,567	953,035	313,195	1,410,420	18,209,895	7,723,443

STATEMENT of the Deposits for Coinage, and Coinage at the Mint of the United States and its Branches, in the Year 1844.

DEPOSITS.	Value.	COINAGE.	Pieces.	Value.
	dollars.		number.	dlrs. cts.
GOLD.		GOLD.		
From mines in the United States.....	967,200	Eagles	125,061	
Coins of the United States, old standard	32,872	Half eagles	817,583	
Foreign coins	4,263,640	Quarter eagles	35,738	5,428,230 00
Foreign bullion	119,417			
		COPPER.		
Total of gold.....	5,383,129	Cents	2,398,752	23,987 52
SILVER.		SILVER.		
Bullion from the United States.....	30,847	Dollars.....	20,000	
Foreign bullion.....	84,176	Half dollars	3,771,000	
Foreign coins.....	2,160,519	Quarter dollars.....	1,161,200	
		Dimes.....	72,500	
Total of silver.....	2,275,492	Half dimes.....	650,000	2,235,550 00
Total.....	7,658,621			
		Total value.....	....	7,687,767 52

COINAGE of the Mint of the United States in the Several Years from its Establishment, in 1792, and Including the Coinage of the Branch Mints from the Commencement of their Operations, in 1838.

YEARS.	GOLD.		SILVER.		COPPER.		WHOLE COINAGE.	
	Value.		Value.		Value.		Pieces.	Value.
	dollars	cts.	dollars	cts.	dollars	cts.	number.	dollars cts.
1793 } 1794 } 1795 }	71,485	00	370,683	80	11,373	00	1,834,420	453,541 80
1796	102,727	50	79,077	50	10,324	40	1,219,370	192,129 40
1797	103,422	50	12,591	45	9,510	34	1,095,165	125,524 29
1798	205,610	00	330,291	00	9,797	00	1,368,241	545,698 00
1799	213,285	00	423,515	00	9,106	68	1,365,681	645,906 68
1800	317,760	00	224,206	00	29,279	40	3,337,972	571,335 40
1801	422,570	00	74,758	00	13,628	37	1,571,390	510,956 37
1802	423,310	00	58,343	00	34,422	83	3,615,869	516,075 83
1803	258,377	50	87,118	00	25,203	03	2,780,830	370,698 53
1804	258,642	50	100,340	50	12,844	94	2,046,839	371,827 94
1805	170,367	50	149,388	50	13,483	48	2,260,361	333,239 48
1806	324,505	00	471,319	00	5,260	00	1,815,409	801,084 00
1807	437,495	00	597,448	75	9,652	21	2,731,345	1,044,595 96
1808	284,665	00	684,300	00	13,090	00	2,935,888	982,055 00
1809	169,375	00	707,376	00	8,001	53	2,861,834	884,752 53
1810	501,435	00	638,773	50	15,660	00	3,056,418	1,155,868 50
1811	497,905	00	608,340	00	2,495	95	1,649,570	1,108,740 95
1812	290,435	00	814,029	50	10,755	00	2,761,646	1,115,219 50
1813	477,140	00	620,951	50	4,180	00	1,755,331	1,102,271 50
1814	77,270	00	561,687	50	3,578	30	1,833,859	642,535 80
1815	3,175	00	17,308	00	....		69,867	20,483 00
1816	....		28,575	75	28,209	82	2,888,135	56,785 57
1817	....		607,783	50	39,484	00	5,163,967	647,267 50
1818	242,940	00	1,070,454	50	31,670	00	5,537,084	1,345,064 50
1819	258,615	00	1,140,000	00	26,710	00	5,074,723	1,425,325 00
1820	1,319,030	00	501,680	70	44,075	50	6,492,509	1,864,786 20
1821	189,325	00	825,762	45	3,890	00	3,139,249	1,018,977 45
1822	88,980	00	805,806	50	20,723	39	3,813,788	915,509 89
1823	72,425	00	895,550	00	....		2,166,485	967,975 00
1824	93,200	00	1,752,477	00	12,620	00	4,786,894	1,858,297 00
1825	156,385	00	1,564,583	00	14,926	00	5,178,760	1,735,894 00
1826	92,245	00	2,002,090	00	16,344	25	5,774,434	2,110,679 25
1827	131,565	00	2,869,200	00	23,577	32	9,097,845	3,024,342 32
1828	140,145	00	1,575,600	00	25,636	24	6,196,853	1,741,381 24
1829	295,717	50	1,994,578	00	16,580	00	7,674,501	2,306,875 50
1830	643,105	00	2,495,400	00	17,115	00	8,357,191	3,155,620 00
1831	714,270	00	3,175,600	00	33,603	60	11,792,284	3,923,473 60
1832	798,435	00	2,579,000	00	23,620	00	9,128,387	3,401,055 00
1833	978,550	00	2,759,000	00	28,160	00	10,307,790	3,765,710 00
1834	3,954,270	00	3,415,002	00	19,151	00	11,637,643	7,388,423 00
1835	2,186,175	00	3,443,003	00	39,489	00	15,996,342	5,668,667 00
1836	4,135,700	00	3,606,100	00	23,100	00	13,719,333	7,764,900 00
1837	1,148,305	00	2,096,010	00	55,583	00	13,010,721	3,299,898 00
1838	1,809,595	00	2,333,243	00	63,702	00	15,780,311	4,206,540 00
1839	1,355,885	00	2,189,296	00	31,286	61	11,811,594	3,576,467 61
1840	1,675,302	50	1,726,703	00	24,627	00	10,558,240	3,426,632 50
1841	1,091,597	50	1,132,750	00	15,973	67	8,811,968	2,240,321 17
1842	1,834,170	50	2,332,750	00	23,833	90	11,743,153	4,190,754 40
1843	8,108,797	50	3,834,750	00	24,283	20	14,640,582	11,967,830 70
1844	5,428,230	00	2,235,550	00	23,987	52	9,051,834	7,487,767 52
Total	44,553,918	00	64,620,234	90	1,003,608	48	293,299,905	110,177,761 38

Rowan Gold Mines.—It is stated in the *Salisbury Watchman*, "that there is in Rowan county, North Carolina, the richest gold mine that has yet been discovered in the United States. It is a small vein, from four to twelve inches wide; many bushels of the material taken from it, have overgone 200 dollars to the bushel, and some as high as 500 dollars." It is also stated in the *Mecklenburg Jeffersonian*, "that 11,876 dwts. of gold had been taken from it by seven hands about a month since. As might be expected, in so small a vein, the water soon became unmanageable, and they began again at the surface, and struck a vein parallel to the first, and nearly as rich as that. These veins, as also all those in that region, are believed to increase in richness and size as they descend.

There are six or eight other mines in the same region, of extraordinary richness and different in many particulars from the other vein mines in North Carolina."

Georgia Gold Mines.—Extract from a letter from a citizen of Georgia to a member of Congress from that state.

"*Dahlonega, June* 7, 1842.

"Mr. Calhoun's mine is still doing wonders; it is the real *El Dorado*. In eighteen days from the time the mine was opened, and ending the 28th ultimo, the amount deposited and assayed at the mint is 6027 dollars 29 cents. The amount dug last week, after burning off the quicksilver, and deposited this morning at the mint is $269\frac{35}{190}$ ounces, or 5387 dwts. before melting.

"A mine was discovered in Cherokee about two months since, the product of which, as I am informed by several persons, is one pound of gold per day to four hands.

DAILY Product of Mr. Calhoun's Mine.

DATES.	Products.
	dwts.
May 30	630
May 31	590
June 1	1118
June 2	1893
June 3	1100
Total	5331

"The *Augusta* (Georgia) *Constitutionalist* says, 'It is well, perhaps, that the Dahlonega branch mint has not discontinued, as was proposed last winter—the operations increasing in importance by the recent discovery of more productive veins of gold'"

Silver Mines in North Carolina.—The Washington Mining Company was incorporated by an act of the General Assembly of North Carolina, in January, 1839, with a capital of 500,000 dollars, divided into shares of 100 dollars each. The charter privileges extend to a period of fifty years. The mine worked is situated in Davidson county, North Carolina, ten miles south-east of Lexington.

The estate in which the mining establishment is situated, and on which about sixty buildings have been erected, contains 466 acres, and was sold to the company in 1840, for 479,500 dollars.

In the descriptive portion of the report of 1842, it is stated that, at the forty-feet level, the yield of the ore, when dressed, was about fifty per cent of lead, and from twenty to 120 ounces of silver to the ton of lead. The value of the silver varied from one dollar eighty cents, to two dollars eighty cents per ounce; its price being enhanced by the large proportion of gold found in combination with it at this depth.

At the sixty-feet level, the ore increased in richness, but was irregular in its value. At its best points, it yielded as much as 5000 ounces to the ton. The general average is stated to be 126 ounces of silver to the ton of metal. Here the sulphuret of lead, or galena, was first met with, in small quantities; but the bulk of the ore continued similar to the forty-feet level, being a carbonate of lead, with the exception of the proportion of gold, which gradually diminished, but was recovered again at the 160-feet level.

Arriving at the 100-feet level, the galena predominated; but, in other respects, the mine presented the same aspect as at the 60 feet, increasing in regularity.

At the 160-feet level, the vein is nearly all sulphuret, as regards the lead, and the area is enlarged. It was estimated, that this argentiferous ore, locally termed "the black ore," produced on an average from eighty-seven dollars fifty cents to 100 dollars per ton, in equal proportions as to value of the lead and the silver, after deducting the expenses of smelting. It was at this level that some masses of rich blue galena were met with, worth at the rate of 1000 dollars per ton.

The Washington mine is situated about eighty miles from Raleigh, the capital of the state, and the present terminus of the great chain of railroad from the north. It is also 100 miles from Fayetteville, the head of sloop navigation on Fear river. The cost of transportation from the mine to Philadelphia, has been generally eighty-five cents per 100 lbs., and has not exceeded one dollar.

From the commencement of the mining operations up to November 1, 1842, a period of twenty-seven months, the actual product was 2661 pigs of argentiferous lead, yielding silver and gold to the amount of 13,288 dollars 68 cents, this being the net value, after deducting the charges of the United States mint for separating the gold from the silver, and alloy requisite to reduce it to the standard of coinage.

The litharge necessarily made in obtaining these results, netted the value of 5499 dollars 11 cents, forming an aggregate value of 18,787 dollars 79 cents The period embraced by this return was one of heavy expense in erecting buildings and machinery, in sinking the engine shaft, in carrying forward the cross-cut, in expensive explorations, and in much costly work, at a total outlay of 29,824 dollars 84 cents.

The new board of superintendents obtained possession on the 13th of October, 1843, and this statement includes from that time up to the 1st instant, during which time the produce of the mine has been in all 40,379 dollars 47 cents, viz.:—

		dollars	cents.
Amount of silver received		30,902	70
,,	lead ,,	3,589	27
,,	scoriæ ,,	2,550	76
,,	silver in port	1,478	65
,,	lead ,,	630	18
,,	litharge ,,	75	00
,,	metal and scoriæ in transmission	1,152	91
		40,379	47*

* Report on the Washington Silver Mine of Davidson County, North Carolina. By Richard C. Taylor. With an Appendix, containing assays of the ores, returns of silver and gold produced, and statements of the affairs of the Washington Mining Company.

GOLD AND SILVER COINS.

The following report has been submitted to Congress by R. M. Patterson, director of the mint, in compliance with a resolution of the House of Representatives. It exhibits the fineness and value by weight of certain foreign gold and silver coins.

Gold Coins.

COUNTRIES.	Fineness in thousandths.	Value per dwt.	COUNTRIES.	Fineness in thousandths.	Value per dwt.
		cents.			cents.
Great Britain, sovereign	915.5	94.62	Bolivia, doubloons.....	870.	89.92
France, pieces of 40 and 20 francs.....	899.	92.92	Central America, doubloons	830.	85.79
Spain, doubloon and parts.....	866.	89 51	La Plata, "	815. to 868.	84.24 to 89.71
Mexico, "	866.	89.51	Portugal, johannes and half	914.	94.46
Peru, "	868.	89.71	" crown (of 500 reis) and half, since 1838..	914.	94.46
Chili, "	868.	89.71	Brazil, piece of 6,400 reis, of 1838	914.	94.46
Columbia, doubloons of Bogota..	870.	89.92			
" " Popayan	858.	88.68			
New Grenada, doubloons, 1837-1838	871.	90.02			

Silver Coins.

COUNTRIES.	Fineness in thousandths.	Value per ounce.	COUNTRIES.	Fineness in thousandths.	Value per ounce.
		cents.			cents.
Spain, dollar of the Peninsula..	900.	116.36	Peru and North and South Peru dollar	901.	116.49
" pillar dollar of Spanish America.....	898.	116.10	Chili dollar.....	906.	117,13
France, crown (ceased to be coined in 1793)	909.	117.53	Central American dollar.....	896.	115.84
France, five-franc piece	900.	116.36	Brazil, restamped dollar of 960 reis	898.	116.10
Mexico, average of various mints, and in the proportion usually presented here.....	897.	115 97			

The value of the gold coins, as ascertained by assay, is, in nearly every case, *less* than the legal value as established by the act of 8th of June, 1834. This will be seen by the following schedule:

COUNTRIES.	Value by assay.	Value by law.	COUNTRIES.	Value by assay	Value by law.
	cents.	cents.		cents.	cents.
Gold coins of Great Britain.... ..	94.8	94.62	Great Coins of Spain.....	89.9	89,51
" Portugal.....	94.8	94.46	" Mexico.....	89.9	89.51
" Brazil.....	94.8	94.46	" Columbia, Bogota..	89.9	89.52
" France.....	93.1	92.92	" " Popayan	89.9	88.68

"The general over-valuation of foreign gold coins (says the director) has its origin in two circumstances; the first is, that the coins in question were assumed to reach their legal standard; an assumption not confirmed by our assays. Thus, for example, the fineness of the coins of Great Britain, Portugal, and Brazil, is estimated at 22 carats (corresponding to 916 1-3 thousandths), whereas our assays show the first to be but 915 1-2, and the two last but 914 thousandths. A second cause of this over-valuation originates from the fact, that by the law of January 18, 1837, the standard of our gold coins was raised from 889.225 thousandths to 900, while their weight remained unaltered; so that the pure gold in our coins is held at a somewhat less nominal value since the change of standard than it was before. A corresponding diminution was of course called for in the legal value given to the pure gold in foreign coins, but it has not yet been made.

"The act of June 28, 1834, is therefore erroneous and impolitic, because it stamps a

greater value upon foreign gold coins than upon our own, and thus misleads the public, and prevents recoinage. It is unnecessary, because the mints of the United States are abundantly sufficient for all the gold coinage required for circulation; and it is inconvenient, because the foreign coins which it makes a legal tender do not correspond in value and denomination with our money of account. I would therefore beg leave, most respectfully, to recommend that the act in question be repealed.

"The Act of June 25, 1834, making Spanish American dollars a legal currency at 100 cents each, and French five-franc pieces at 93 cents each, does not lead to any injustice that I am aware of."

COST OF COINAGE AT THE UNITED STATES MINT AND ITS BRANCHES.

Particulars of the cost of coinage at the several mints of the United States, from a report laid before Congress, March 31, 1842:—

The cost of coining 100 pieces at the New Orleans branch mint was, for 1838, 15 dollars 40 cents; for 1839, 2 dollars 99 cents; for 1840, 1 dollar 50 cents; and for 1841, 1 dollar 41 cents.

The cost of coining 100 pieces at the Charlotte branch mint was, for 1838, 72 dollars 18 cents; for 1839, 35 dollars 30 cents; for 1840, 37 dollars 70 cents; and for 1841, 37 dollars 79 cents.

The cost of coining 100 pieces at the Dahlonega branch mint was, for 1838, 67 dollars 4 cents; for 1839, 42 dollars 62 cents; for 1840, 43 dollars 51 cents; and for 1841, 28 dollars 50 cents.

The actual cost of coining 100 dollars' worth at the Philadelphia mint was, for 1838, 1 dollar 52 cents; for 1839, 2 dollars 7 cents; for 1840, 2 dollars 48 cents; and for 1841, 4 dollars 34 cents; the average of the four years being 2 dollars 23 cents.

The cost of coining 100 dollars' worth at the New Orleans branch mint was, for 1838 154 dollars 6 cents; for 1839, 19 dollars 72 cents; for 1840, 5 dollars 68 cents; and for 1841, 8 dollars 12 cents; the average for the last two years—the first two not being a fair criterion of the average cost, being 6 dollars 68 cents.

The cost of coining 100 dollars' worth at the Charlotte branch mint was, for 1838, 17 dollars 82 cents; for 1839, 9 dollars 3 cents; for 1840, 9 dollars 44 cents; and for 1841, 9 dollars 2 cents; the average of the four years being 10 dollars 59 cents, and that of the last three years 9 dollars 15 cents.

The cost of coining 100 dollars' worth at the Dahlonega branch mint was, for 1838, 12 dollars 43 cents; for 1839, 10 dollars, 78 cents; for 1840, 9 dollars 32 cents; and for 1841, 6 dollars 6 cents; the average of the four years being 9 dollars 47 cents.

The actual cost of coining 100 dollars' worth at the Philadelphia mint was, for 1838, 1 dollar 52 cents; for 1839, 2 dollars 7 cents; for 1840, 2 dollars 48 cents; and for 1841, 4 dollars 34 cents; the average of the four years being 2 dollars 23 cents.

The cost of coining 100 dollars' worth at the New Orleans branch mint was, for 1838, 154 dollars 6 cents; for 1839, 19 dollars 72 cents; for 1840, 5 dollars 68 cents; and for 1841, 8 dollars 12 cents. The first of these should be excluded, and perhaps the second, as any foundation for a judgment respecting this mint. The average for the last two years was 6 dollars 68 cents.

The cost of coining 100 dollars' worth at the Charlotte branch mint was, for 1838, 17 dollars 82 cents; for 1839, 9 dollars 3 cents; for 1840, 9 dollars 44 cents; and for 1841, 9 dollars 2 cents; the average of the four years being 10 dollars 59 cents, and that of the last three years 9 dollars 15 cents.

The cost of coining 100 dollars' worth at the Dahlonega branch mint was, for 1838, 12 dollars 43 cents; for 1839, 10 dollars 78 cents; for 1840, 9 dollars 32 cents; and for 1841, 6 dollars 6 cents; the average of the four years being 9 dollars 47 cents; and that of the last three 8 dollars 49 cents.

The cost of coining 100 pieces of coin at the Philadelphia mint was, in 1838, 39 cents; for 1839, 67 cents; for 1840, 79 cents; and for 1841, 1 dollar 12 cents; the average for the four years being 64 cents.

The cost of coining 100 pieces at the New Orleans branch mint was, for 1838, 15 dollars 40 cents; for 1839, 2 dollars 99 cents; for 1840, 1 dollar 50 cents; and for 1841, 1 dollar 41 cents.

The cost of coining 100 pieces at the Charlotte branch mint was, for 1838, 72 dollars 18 cents; for 1839, 35 dollars 30 cents; for 1840, 37 dollars 70 cents; and for 1841, 37 dollars 79 cents.

The cost of coining 100 pieces at the Dahlonega branch mint was, for 1838, 67 dollars 4 cents; for 1839, 42 dollars 62 cents; for 1840, 42 dollars 51 cents; and for 1841, 28 dollars 50 cents.

VALUE of Specie and Bullion, Imported and Exported Annually, from 1821 to 1845.

IMPORTED.

YEARS, ending September 30.	BULLION.		SPECIE.		TOTAL.
	Gold.	Silver.	Gold.	Silver.	
	dollars.	dollars.	dollars.	dollars.	dollars.
1821	....	84,890	....	7,980,000	8,064,890
1822	....	411,444	....	2,958,402	3,369,846
1823	....	230,771	....	4,867,125	5,097,896
1824	11,941	319,451	34,954	8,013,489	8,379,835
1825	151,020	368,827	378,257	5,252,661	6,150,765
1826	116,194	462,087	462,546	5,740,129	6,880,956
1827	91,049	....	1,019,399	6,618,077	8,151,143
1828	69,650	465,063	738,570	6,216,458	7,489,741
1829	110,638	837,107	706,428	5,749,839	7,403,612
1830	115,267	1,049,343	705,879	6,285,475	8,155,964
1831	166,191	686,283	765,838	5,687,633	7,345,945
1832	102,021	736,711	614,665	4,454,107	5,907,504
1833	48,267	297,840	563,585	6,160,676	7,070,368
1834	293,665	514,417	3,472,507	13,631,043	17,911,632
1835	655,457	765,283	1,669,739	10,040,968	13,131,447
1836	1,913,137	318,350	5,318,725	5,850,669	13,400,881
1837	536,549	594,291	1,895,265	7,490,309	10,516,414
1838	230,694	392,843	11,444,189	5,679,390	17,747,116
1839	86,540	149,680	1,078,040	4,280,916	5,595,176
1840	273,127	469,434	3,812,030	5,328,222	8,882,813
1841	137,749	274,225	1,131,700	3,444,959	4,988,633
1842	56,365	38,458	700,929	3,290,264	4,087,016
1843, 9mths. ending June	212,096	243,993	17,254,470	6,032,075	23,742,634
1844					
1845					

EXPORTED.

YEARS, ending September 30.	BULLION.		SPECIE.		TOTAL.	Domestic Coin.	GRAND TOTAL.
	Gold.	Silver.	Gold.	Silver.			
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1821	90	....	....	10,477,969	10,478,059		
1822	....	28,248	....	10,781,932	10,810,180		
1823	....	1,800	....	6,371,187	6,372,987		
1824	....	....	....	7,014,552	7,014,552		
1825	....	10,849	315,672	8,470,534	8,797,055		
1826	15,638	25,090	434,555	3,623,385	4,098,678	605,558	4,704,236
1827	8,611	3,236	820,304	6,139,155	6,971,306	1,043,574	8,014,880
1828	13,663	42,588	928,384	6,565,804	7,550,439	693,037	8,243,476
1829	25,270	213,821	935,102	3,136,941	4,311,134	612,886	4,924,020
1830	10,637	24,154	474,876	731,055	1,241,622	937,151	2,178,773
1831	21,690	203,372	899,365	5,831,830	6,956,457	2,058,474	9,014,931
1832	7,615	255,517	630,850	3,351,417	4,245,399	1,410,941	5,656,340
1833	20,773	....	495,890	1,722,196	2,244,859	366,842	3,611,701
1834	12,681	2,591	276,999	1,383,987	1,676,258	400,500	2,076,758
1835	....	....	625,679	5,122,495	5,748,174	729,601	6,477,775
1836	25,777	52,695	275,940	3,624,186	3,978,598	345,738	4,324,336
1837	101,563	5,600	1,928,653	2,756,914	4,702,730	1,283,519	5,986,249
1838	....	2,500	740,263	2,292,342	3,035,105	472,941	3,508,046
1839	77,660	8,040	2,814,650	3,968,035	6,860,385	1,908,358	8,768,743
1840	....	47,689	1,468,300	4,665,952	6,181,941	2,235,073	8,417,014
1841	166,086	63,011	677,297	6,381,452	7,287,846	2,746,486	10,034,332
1842	....	....	1,134,002	2,508,783	3,642,785	1,170,754	4,813,539
1843	450	....	504,666	2,613,283	3,118,399	234,403	3,352,802
1844							
1845							

CHAPTER XXXVI.

PUBLIC LANDS IN THE UNITED STATES.

THE public lands, or lands not belonging to individuals or to corporate bodies, were, and continue to be, held, at least administratively, and for sale, as the property of the federal government; but under certain stipulations as bearing on the rights of the respective states, or territories, within which these lands are situated.

The lands lying east of the Mississippi, were, at the close of the revolution, claimed by the several states on the tenure of original colonial charters, which, although general in their terms, extended from sea to sea. At that period, the war had impoverished the coffers, increased the liabilities, and diminished the resources of the United States treasury, and recommendations were accordingly made to the several states, to cede their titles to the western lands in order to aid in the payment of the national debt. In accordance with this recommendation, several of the states ceded their titles to the lands claimed under their original patents.

"The tracts, thus ceded, embrace three separate territories. One of those territories, comprising Ohio, Indiana, Illinois, Michigan, Wisconsin, and Iowa, a tract extending north of the river Ohio and west of Pennsylvania and Virginia, reaching northward to the northern boundary of the United States, and westward to the Mississippi, was originally claimed by Virginia; a state that was in the possession of Vincennes and Kaskaskias, having defended those places during the war of the revolution. Claims to the same territory, were urged by Massachusetts, Connecticut, and New York, which, together with Virginia, ceded to the union their rights to this tract. Georgia ceded to the union its claims to lands lying within the boundaries of the states of Alabama and Mississippi.* North Carolina and South Carolina ceded their claims to land lying within the state of Tennessee."†

The first tract was denominated the north-western territory. For the government of this territory, an ordinance was framed in 1787. The boundaries of the states within the limits of the territory, were fixed by the fifth article of the ordinance: that instrument providing, at the same time, "that there should be formed therein not less than three, nor more than five states." The ordinance declares that "the legislatures of those districts, or new states, shall never interfere with the primary disposal of the soil by the United States in Congress

* Report of the Hon. William Cost Johnson, of Maryland, on the public lands, made in the House of Representatives, March 2, 1843.

† The tract in the state of Ohio, known under the name of the Connecticut reserve, was excepted from the cession by Connecticut. This is now the basis of the Connecticut school fund.

assembled, nor with any regulations Congress may find necessary for securing the title in such soil to the *bonâ fide* purchasers;"* and, also, that "no tax shall be imposed on lands, the property of the United States, and that, in no case, non-residents should be taxed higher than residents." Upon the same subject, the constitution of the United States expressly provides, that Congress shall have power to dispose of, and to make all needful rules and regulations respecting the territory or other public property of the United States. The ordinance also prescribes, "that, when the several territories shall have attained a certain amount of population, they shall be admitted into the union upon an equal footing with the original states."

Louisiana was purchased from France in 1803. From the valuable object to be attained by the possession of the control of the entire navigation of the Mississippi, although without any clear constitutional authority, the sum of 15,000,000 dollars was paid.

The territory of Florida was purchased the 22nd day of February, 1819, by treaty concluded between Spain and the United States.

STATEMENT respecting the Lands acquired by the United States of North America, under Deeds of Cession, from the States, and from Foreign Nations.

Territory Northwest of the river Ohio, and East of the Mississippi river, ceded by the States.

STATES.	Acquired.	Sold.	Unsold.	Indian Title. Extinguished.	Held by Indians
	acres.	acres.	acres.	acres.	acres.
Ohio*	17,733,841	13,144,013	1,063,750	17,733,841	....
Indiana	22,309,669	13,788,665	5,481,489	22,309,669	....
Illinois	35,941,902	11,468 527	19,894,086	35,941,902	....
Michigan	42,175,032	9,199,492	31,198,652	31,118,392	11,056,640
Wisconsin	47,241,600	1,994,147	43,217,807	29,863,925	17,377,675
Aggregate	165,402,044	49,594,844	100,855,784	136,967,729	28,434,315

* These quantities in Ohio and Indiana are exclusive of the Virginia military district, containing 3,709,484 acres; and the Connecticut Western Reserve, containing 3,366,921 acres in the former state, and the reservation of 150,000 acres in the latter, to Clarke and his associates, which were reserved by the deeds of cession.

Territory North of Thirty-one Degrees North Latitude, and East of the Mississippi river, ceded by the States.

STATES.	Acquired.	Sold.	Unsold.	Indian Title Extinguished.	Held by Indians.
	acres.	acres.	acres.	acres.	acres.
Alabama	32,742,080	10,364,608	20,306,929	32,742,080	
Mississippi	28,527,050	9,533,446	11,369,830	28,527,050	
Aggregate	61,269,130	19,898,054*	31,676,759	61,269,130	

* The quantities put down as sold in the states of Alabama and Mississippi (north of the 31st degree of latitude), are exclusive of the lands ceded by the Chickasaw Indians, to be sold for their benefit. The area of this cession is as follows:—

	Acres.
In Mississippi	6,283,996
In Alabama	434,589
Area of Chickasaw nation	6,718,585
Of which there remains unsold—	
In Mississippi	933,517
In Alabama	218,538
Quantity unsold	1,152,055

* Ordinance of 1787, of the government of the territory north-west of the river Ohio.

Territory ceded by France and Spain.

STATES, &c.	Ceded.	Sold.	Unsold.	Indian Title Extinguished.	Held by Indians.
	acres.	acres.	acres.	acres.	acres.
Missouri	42,854,687	7,975,020	32,621,530	42,854,687	
Arkansas	31,468,911	2,622,414	26,278,241	31,468,911	
Louisiana	20,437,659	2,928,702	16,395,170	20,437,659	
Mississippi*	2,547,184	38,378	2,438,251	2,547,184	
Alabama†	1,259,146	155,232	1,068,938	1,259,146	
Florida	36,755,340	855,104	34,332,055	36,755,340	
Iowa‡	846,295,680§	1,194,910	629,425,037	7,082,831	706,917,169
Aggregate	981,618,607	15,769,760	805,559,222	142,405,758	706,917,169
Grand Total	1,208,289,781	85,262,658	938,091,765	340,642,617	735,351,484

* South of 31st degree of latitude. † South of 31st degree of latitude.

‡ Including the whole north-western territory to the Pacific ocean, and the lands west of the states of Missouri and Arkansas.

§ This quantity of 846,295,680 acres includes the quantity of 132,295,680 acres, south of the La Platte river set apart by government for the emigrant Indians. Also, the 7,082,831 acres, in the territory of Iowa proper, ceded to the United States.

NOTE.—In the foregoing tables, the first column contains the quantity of land embraced in the cession; the second the quantity of land sold to September 30, 1841; the third, the quantity of land remaining unsold; the fourth the quantity of land to which the Indian title is extinguished; the fifth, the quantity of land to which the Indian title is unextinguished. The quantities of land put down in the several states and territories, except Ohio and Indiana, as remaining unsold, were necessarily made up, in a great measure, by estimates, as follows:—From the *estimated* area of the state, the quantity sold, and otherwise disposed of, was deducted, and the remainder treated as land remaining to be sold.

By treaties with the Indian tribes, large tracts of their territories have been ceded to the United States. In respect to the Aborigines on their lands, a writer in the *Mechanics' Magazine* remarks—

"Upon their own soil and among themselves, so far as their rights of person are concerned, the governments of those tribes are considered independent governments. It is true, that the government of the United States has assumed the right of purchasing their land to the exclusion of every other purchaser; but the territory of the Indians has never been offered for sale, by this country, without a fair and full purchase of their title. The first treaty made with them by us, was that of Greenville, in 1795; and as it may be considered a model of subsequent treaties, and may exhibit the tone of our policy regarding them, we would designate its general terms. By this treaty, perpetual peace is established; the Indians acknowledge themselves under the protection of the union, and engage to sell their lands to them only. Certain regulations, to be preserved between the two parties to the treaty, are embodied; and, in return, the United States engage to protect the Indians, to pay them in goods to a certain amount, and to make them certain annual stipulated payments. The relation of the government to the Indian tribes within our borders, is analogous to that of a guardian to a ward, and we trust that our intercourse with them will ever be charged with such responsibilities and duties."

Upon the public domains which formerly belonged to England, France, and Spain, various claims have been made by individuals to tracts, either by virtue of occupancy, or under the title of grants, made by those governments, before the lands were ceded to the United States. In order to adjust those claims, or rights, commissioners have been appointed by several acts of Congress to examine the validity of those titles or claims, to decide upon them, or to report the facts upon which they are founded, to Congress. Titles derived from legitimate authority, have been confirmed; and claims have also been confirmed upon grounds of equity, although the legal titles had not been perfect.* In 1787, one

* Reports of these Land Boards are included in the American State Papers.

million and a half of acres was sold to the Ohio company, by which the state of Ohio was first colonised. Two years afterward, a contract was made with Mr. John Cleves Symmes, for the purchase of a million and a half of acres between the Great and Little Miami; but in consequence of the failure of the payment of the purchase money, the patent conveyed a much smaller tract.

The first act of Congress for the sale of public lands limited the sale to tracts of not less than four thousand acres each. This plan might have been convenient, but it was eminently favourable to land jobbing, by confining the purchase to a few rich persons, while those with small means were excluded from making such purchases from the government, and consequently obliged to pay high prices to the jobbers. In July, 1790, Alexander Hamilton, then secretary of the treasury, brought forward a scheme for the sale of the public lands, which provided—

"That the tracts set apart to each settler, should not exceed 100 acres; that the prices of the land sold under special contract, should be thirty cents per acre, payable in gold or silver, or in public securities, computing those bearing an interest of six per cent per annum, the same as gold and silver, and those bearing a future or less interest at a proportionate value. In every instance of credit it was required, that one quarter should be paid down, and independent security be given for the residue, and that all surveys of the land should be made at the expense of the purchaser."

Another law was passed by Congress in 1800, which facilitated the sale of the public lands, and a report was made in the House of Representatives, on the 23rd of January, 1804, recommending "a reduction of the size of the tracts offered for sale.

The minimum price for the public land, previous to the year 1800, was two dollars per acre, one-fourth of which was required to be made at the time of the purchase, and the remainder in three annual instalments, a discount of eight per cent being allowed if the purchaser paid in advance. Jobbers continued to purchase land extensively. Many of those jobbers, speculating on credit, were ruined. They were aided by the banks to an extent that was, among other causes, fatal both to the jobbers and to the banks.

The system now adopted for the survey, sale, and distribution of the public land appears, from the report of the commission of the general land office, to combine many facilities to purchasers and settlers. The tracts ordered to be brought into market are first surveyed and divided into townships of six miles square, and subdivided into sections of one square mile, each containing six hundred and forty acres. The lines are run parallel to the cardinal points, and cross each other at right angles, excepting where they are formed by an Indian boundary line, or the course of a stream. The sections are subdivided into quarter, half-quarter, and quarter-quarter sections, the first containing one hundred and sixty acres, the second eighty, and the third forty; their dimensions

being accurately ascertained by fixed rules which are prescribed by law. The survey is performed by two principal surveyors, by whom their deputies are appointed, all being under the direction of the commissioner of the general land office, in Washington. The townships are ranged and numbered, and the sections in each township are also numbered from one to thirty-six. The parallels of surveys are based upon a series of true meridian lines. One principal meridian line is in Ohio, the second in Indiana, the third in Illinois, and the rest in other states, each constituting the parallel of a series of surveys, which divides the whole territory into squares, defined with accuracy in parallel ranges, by "*blazing*" the trees, a process that is performed by cutting with a hatchet the bark and a little of the wood from the sides of their trunks. The precision of these modes of survey prevents disputes regarding boundary lines.

When the lands are surveyed, a land office is established in each district, and on the day named by the President of the United States, a public sale of land takes place, the whole being offered in the market to the highest bidder, above the fixed minimum price of one dollar and a quarter per acre. The tracts remaining unsold, are then offered to the public at private sale, and may be purchased at the land offices at the minimum price. One section in each township that is, one thirty-sixth part of the land, is reserved, perpetually, to maintain common schools within the township. One entire township, comprising 23,040 acres is also reserved in each state and territory, for the maintenance of higher seminaries of education. Five per cent are reserved on the amount of sales in each state, three-fifths of which are required to be expended by Congress in the making of roads through the state, and two-fifths for the diffusion of useful knowledge. All salt springs and lead mines are reserved to the government.

In each district, the duties of the land office are performed by a register and receiver; the register sells the land, and the receiver collects the payments. Each of these officers keeps his own records, performing his functions independent of the other, and holding separate responsibilities. They are each required to keep separate accounts, to make periodical reports to the general land office at Washington, the one of sales, and the other of receipts: each officer being considered as a check upon the other. All tracts are so marked and numbered upon the books of the land offices, that a purchaser may select a tract the register and receiver having only to receive the money and give the vouchers for a title. Each purchaser is then granted an original patent from the government, as the most perfect title to the soil.

QUANTITY of Land granted to each of the States and Territories, and the Purposes for which granted—up to February 7, 1839.

STATES AND TERRITORIES.	Colleges, &c.	Roads and Canals.	Public Buildings.	Salines.	Exclusive of Common Schools.	Common Schools.	Total.
	acres.	acres.	acres.	acres.	acres.	acres.	acres.
Ohio	69,120	1,050,287	....	23,680	1,143,087	699,823	1,842,911
Indiana	46,080	434,223	2,560	23,040	505,903	568,260	1,074,163
Illinois	46,080	480,000	2,560	121,629	650,269	887,048	1,537,317
Missouri	46,080	....	2,449	46,080	94,609	1,117,817	1,212,426
Alabama	46,560	400,000	1,620	23,040	471,220	892,612	1,363,832
Mississippi	46,080	....	1,280	....	47,360	786,196	833,550
Louisiana	46,080	....	....	....	46,080	567,709	613,789
Michigan	46,080	....	13,200	46,080	105,360	864,399	969,759
Arkansas	46,080	....	10,600	46,080	102,760	874,136	976,896
Florida	46,080	....	1,120	....	47,200	1,020,995	1,068,195
Wisconsin	46,080	171,200	....	....	217,280	829,553	1,046,833
Iowa	....	....	....	....	....	196,745	196,745
Total	530,400	2,535,711	35,389	329,629	3,431,130	9,305,287	12,7[illegible]6,418

STATEMENT of the Quantity of Public Land, in each State and Territory, in a Table obtained from the General Land Office.

STATES AND TERRITORIES.	Extended Area.	Indian Title Extinguished.	Held by Indians.	Quantity Surveyed
	acres.	acres.	acres.	acres.
Ohio	25,361,593*	25,361,593*	....	25,253,605
Indiana	23,411,431*	23,411,431*	....	22,856,412
Michigan	38,426,294	38,426,294†	....	25,172,614
Illinois	35,235,209	35,235,209	....	33,823,655
Missouri	43,169,028	43,169,028	....	32,344,972
Arkansas	31,912,563	31,912,563	....	21,648,144
Louisiana	28,297,602	28,297,602	....	19,446,465
Mississippi	30,153,054	30,153,054	....	29,872,774
Alabama	32,499,872	32,499,872	....	32,421,872
Florida Territory	34,423,055	34,423,055	....	13,591,860
Wisconsin Territory	47,175,292	28,143,492†	19,031,800	9,725,691
Iowa Territory (part ceded)	16,913,972	16,913,972‡	....	6,488,292
Unceded territory east of the Rocky mountains, west of Mississippi river, and south of forty-nine degrees latitude	478,549,708	....	478,549,708	
Unceded territory west of the Rocky mountains, and south of forty-nine degrees latitude	218,536,320	....	218,536,320	
Total	1,084,064,993§	367,947,165	716,117,828	272,646,356

NOTE.—The first column embraces the estimated quantity of land in each state and territory; the second, the quantity of public land in each state and territory to which the Indian title has been extinguished, up to March 1, 1843; the third, the quantity of public land in each state and territory to which the Indian title has been unextinguished, up to March 1, 1843; the fourth, the quantity of land surveyed.

* Include reservations in the deeds of cession from the states to the United States, as follows:—

Virginia military, in Ohio	3,709,848 acres.
Connecticut reserve, in Ohio	3,666,921 „
Clark's reserve, in Indiana	150,000 „
Total	7,526,779 acres.

† Include Chippewa cession of 4th of October, just ratified, as follows:—

In Michigan	7,000,000 acres.
In Wisconsin	8,000,000 „

‡ Includes the 10,000,000 acres ceded by the Sac and Fox treaty, of October 11, 1842, just ratified.

Exclusive of the 132,295,680 acres set apart for emigrant Indians, west of the states of Missouri and Arkansas.

TABLE.

STATES AND TERRITORIES.	Acres.	Acres.	Acres.
	number.	number.	number.
Ohio	107,988		107,988
Indiana	555,019	13,916,687	949,202
Michigan	12,253,680		15,873,280
Illinois	1,411,554		
Missouri	10,824,056	12,235,610	
Arkansas	10,264,419	10,264,419	
Louisiana	8,851,137	8,851,137	
Mississippi	280,280	280,280*	
Alabama	78,000	78,000*	
Florida Territory	20,831,195	20,831,195	
Wisconsin Territory	37,449,601		
Iowa Territory (the part ceded)	10,425,680	526,424,989	
Unceded territory east of Rocky mountains, west of the Mississippi river, and south of 49 degrees of latitude	478,549,708		
Unceded territory west of Rocky mountains, and south of 49 degrees of latitude	218,536,320	218,536,320	697,086,028
Total	811,418,637	811,418,637	714,016,498

NOTE.—The first column embraces the quantity of land unsurveyed; the second, the quantity unsurveyed in each surveyor-general's district; the third, the quantity not included in any land district.

* Are both exclusive of private claims and old surveys to be retraced.

QUANTITIES, SURVEYS, SALES, RESERVATIONS, &c., OF THE PUBLIC LANDS DURING THE YEAR 1842.

	dollars.	cents.	acres.
Estimated quantity of land yet to be sold, including the unceded territory south of latitude 49 deg.			1,084,064,993
Deduct reservations			7,526,779
Leaving			1,076,538,214
Value, at 1 dollar 25 cents per acre	1,345,672,767	50	
Of the above quantity the Indian title is extinguished to			367,947,165
Unextinguished			716,117,828
Surveyed			272,646,356
Unsurveyed			811,418,637
			dollars. cents.
Of the public lands there have been sold 107,796,536 acres, bringing			170,940,942 62
Paid for Indian title, Florida and Louisiana purchase, including interest	68,524,991	32	
Paid for surveying and selling, including pay of salaries and fees	9,966,610	14	
			78,491,601 46
Balance, being the net funds derived from the public lands			92,449,341 16

In addition to lands sold there have been granted for internal improvement, education, military services, reservations, &c., 33,756,559 acres.

	acres.
Of the public lands, Virginia, New York, Massachusetts, and Connecticut ceded	169,609,819
Georgia ceded	58,898,522
North and South Carolina ceded	26,432,000
Purchased of France and Spain	987,852,332

STATEMENT of Public Lands sold, and of Payments into the Treasury on Account thereof, in the Year 1842.

STATES AND TERRITORIES.	Lands sold, after deducting erroneous Entries.				Amount received in Cash, Treasurer's Receipts and Treasury Notes.								Amount paid into the Treasury during the year.	
	Acres.		Purchase Money.		Cash.		Treasurer's Receipts.		Treasury Notes.					
	Number.		dlrs.	cts.	dlrs.	cts.	dlrs.	cts.	dlrs.	cts.			dlrs.	cts.
Ohio	35,715.58		47,380	75	42,776	93	2,600	00	....				57,325	36
Indiana	55,795.31		69,748	09	69,584	13	....		....				72,920	01
Illinois	437,404.20		546,834	93	462,168	54	2,053	00	72,798	72			550,071	97
Missouri	158,330.86		197,633	72	196,424	64	200	00	304	11			198,401	62
Alabama	118,827.24		148,534	17	143,066	10	....		3,960	13			100,020	90
Mississippi	43,966.15		54,958	45	53,943	31	....		1,015	14			48,433	29
Louisiana	45,360.38		56,700	44	47,973	16	....		8,727	28			76,350	86
Michigan	25,000.16		31,250	21	31,098	63	....		151	58			22,337	83
Arkansas	24,391.29		30,489	18	29,982	67	....		406	51			20,964	16
Wisconsin	127,895.58		163,778	90	159,907	65	....		3,870	95			115,906	95
Iowa	50,997.72		64,747	13	58,046	58	1,200	00	3,337	80			66,394	75
Florida	5,033.11		6,916	30	4,595	59	....		2,020	80			5,050	90
Total	1,129,217.58		1,417,972	06	1,299,561	93	6,053	00	96,593	02			1,335,078	57

STATEMENT of Public Lands sold, and of Payments into the Treasury, on Account thereof, in the 1st, 2nd, and 3rd Quarters of the Year 1843.

STATES AND TERRITORIES.	Lands sold, after deducting erroneous entries.				Amount received in Cash, Treasurer's Receipts and Treasury Notes.								Amount paid into the Treasury during three quarters of the Year.	
	Acres.		Purchase Money.		Cash.		Treasurer's Receipts.		Treasury Notes.					
	number		dollars	cts.	dollars	cts.	dollars	cts.	dollars	cts.			dollars	cts.
Ohio	9,180	12	13,750	28	13,681	53	....		....				9,905	75
Indiana	29,279.76		36,660	42	35,457	76	....		....				25,768	21
Illinois	269,912.14		337,393	73	320,621	64	600	00	9,279	39			309,821	93
Missouri	282,261.09		352,824	19	351,910	44	500	00	....				331,647	39
Alabama	160,290.88		200,453	06	195,280	49	....		3,633	17			148,073	85
Mississippi	27,655.62		34,578	27	34,164	27	....		414	00			40,400	95
Louisiana	36,488.21		45,610	20	39,344	56	400	00	5,865	64			39,392	50
Michigan	9,194.80		11,493	48	11,127	36	....		366	12			18,204	53
Arkansas	36,640.43		45,851	53	36,757	01	....		9,094	52			33,522	60
Wisconsin	114,029.04		145,491	18	145,200	01	....		291	17			184,500	58
Iowa	118,878.11		148,597	64	145,624	44	....		2 673	20			140,959	63
Florida	6,177.63		7,722	06	7,647	06	....		....				4,430	33
Total	1,099,987.83		1,380,426	04	1,336,816	57	1,500	00	31,617	21			1,286,688	33

EXHIBIT of the Quantity of Public Land sold, and the Amount paid by the Purchasers thereof, in each State and Territory, in each Year, from 1835, to the 30th of September, 1843, inclusive.

STATES AND TERRITORIES.	1835				1836				1837			
	Quantity.		Value.		Quantity.		Value.		Quantity.		Value.	
	acres.		dollars	cts.	acres.		dollars	cts.	acres.		dollars	cts.
Ohio	661,435.59		826,224	44	1,282,991.80		1,663,116	56	470,420.72		588,564	39
Indiana	1,586,904.85		2,075,571	56	3,245,344.13		4,061,492	68	1,249,817.97		1,564,653	06
Illinois	2,096,629.29		2,604,698	47	3,199,708.64		4,000,294	36	1,012,849.10		1,266,118	21
Missouri	662,180.47		828,121	81	1,655,687.66		2,071,204	35	663,987.75		830,095	15
Alabama	1,587,007.87		1,985,449	26	1,901,409.00		2,377,573	78	381,773.96		477,219	02
Mississippi	2,931,181.15		3,835,625	55	2,023,709 69		2,531,282	59	256,354.10		320,660	04
Louisiana	325,955.58		407,445	41	879,456.06		1,099,323	58	230,952.59		288,692	24
Michigan	1,817,247.81		2,271,575	17	4,189,823.12		5,241,228	70	773,522.31		969,071	10
Arkansas	630,027.75		787,927	99	963,535.12		1,204,544	20	281,915.45		353,003	24
Wisconsin	217,543.91		316,709	07	646,133.73		808,932	32	178,783.45		223,479	45
Florida	48,364.31		60,455	38	87,071.97		108,839	94	100,725.72		125,907	14
Total	12,564,478.85		15,999,804	11	20,074,870.92		25,167,833	06	5,601,103.12		7,007,523	04

STATES AND TERRITORIES.	1838				1839				1840			
	Quantity.		Value.		Quantity.		Value.		Quantity.		Value.	
	acres.		dollars	cts.	acres.		dollars	cts.	acres.		dollars	cts.
Ohio	243,095.87		303,945	78	242,444.76		315,559	53	33,059.43		41,327	47
Indiana	602,424.54		753,419	27	618,748.31		773,998	95	118,868.53		148,645	20
Illinois	778,560.32		987,170	27	1,132,876.31		1,445,766	91	389,275.45		486,647	33
Missouri	510,124.32		642,087	13	1,038,065.83		1,304,718	69	572,498.34		716,210	14
Alabama	159,969.13		204,935	66	121,935.81		152,728	30	56,784 58		71,020	59
Mississippi	271,074.88		339,060	92	17,787.23		22,234	68	19,174.82		23,968	96
Louisiana	164,178.16		216,330	03	509,307.11		822,080	45	189,228.51		228,884	01
Michigan	97,533.72		121,929	53	134,984.02		175,008	66	26,106.21		32,632	77
Arkansas	156,971.63		197,587	49	154,858.74		188,710	05	110,610.37		138,360	14
Wisconsin	87,256.31		109,416	14	650,722.82		819,909	90	127,798 34		159,848	48
Iowa	274,605.07		343,664	26	298,152.31		373,180	46	567,882.48		710,089	09
Florida	68,814.47		86,018	16	56,499.62		70,660	20	25,602.68		32,003	35
Total	3,414,907.42		4,305,564	64	4,976,382.87		6,464,556	79	2,236,889.74		2,789,637	53

STATES AND TERRITORIES.	1841				1842				1843			
	Quantity.		Value.		Quantity.		Value.		Quantity.		Value.	
	acres.		dollars	cts.	acres.		dollars	cts.	acres.		dollars	cts.
Ohio	43,613.71		59,589	66	35,715.58		47,380	75	13,338.56		19,348	31
Indiana	93,882.96		117,425	40	55,795.31		69,748	09	50.545,83		63,243	01
Illinois	335,553.00		419,755	30	437,404.20		546,834	93	409,767.53		512,276	36
Missouri	269,471.91		336,843	84	158,330.86		197,633	72	436,241 18		545,314	55
Alabama	50,705.38		64,332	81	118,827.24		148,534	17	178,228.01		222,874	62
Mississippi	21,635.85		27,044	81	43,966.15		54,958	45	34,500.06		43,133	63
Louisiana	95,111.95		119,305	05	45,360.38		56,700	44	102,986.29		130,137	46
Michigan	18,167.59		22,709	87	25,000.16		34,250	21	12,594 23		16,224	73
Arkansas	54,860.75		68,831	78	24,391.29		30,489	18	47,622.18		59,580	48
Wisconsin	101,731.17		127,446	31	127,895.58		163,778	60	167,746.30		214,294	00
Iowa	73,673.17		92,103	39	50,997.72		63,747	13	143,375.86		179,219	81
Florida	6,388.67		7,985	84	5,533.11		6,916	39	8,318.03		10,397	34
Total	1,164,706.11		1,463,364	06	1,129,217.58		1,417,972	06	1,605,264.06		2,016,044	30

STATEMENT of the annual receipts from the Land Offices into the Treasury, on account of the Public Lands sold, from 1801 to the 30th of September, 1843, inclusive; also, the moneys received by the Treasurer of the United States, Marshals, &c., on the same account, and the amount received for Lands sold prior to the opening of the Land Offices.*

YEARS.	Amount.		Years.	Amount.		Years.	Amount.		Years.	Amount.	
	dollars	cts.		dollars	cts.		dollars	cts.		dollars	cts.
1801	168,125	01	1812	710,427	78	1823	916,523	10	1834	4,857,600	69
1802	188,628	02	1813	835,655	14	1824	984,418	15	1835	14,757,600	75
1803	165,675	69	1814	1,135,971	09	1825	1,216,090	56	1836	24,641,979	86
1804	487,526	79	1815	1,287,959	28	1826	1,393,785	09	1837	6,770,036	52
1805	540,193	80	1816	1,717,985	03	1827	1,497,053	82	1838	4,081,939	47
1806	765,245	73	1817	1,991,226	06	1828	1,018,308	75	1839	7,076,447	35
1807	466,163	27	1818	2,606,564	77	1829	1,517,175	13	1840	3,292,220	29
1808	647,939	06	1819	3,274,422	78	1830	2,329,356	14	1841	1,363,090	04
1809	442,252	33	1820	1,635,871	61	1831	3,210,815	48	1842	1,335,797	52
1810	696,548	82	1821	1,212,966	46	1832	2,923,381	03	1843	1,286,688	33
1811	1,040,237	53	1822	1,803,581	54	1833	3,967,681	55			
										112,959,157	21
Received by Treasurer of the United States, Marshals, &c.										244,954	14
										113,204,111	35
Amount received prior to opening Land Offices										100,783	59
Grand Total										113,304,894	94

*The amounts here given differ from those in the preceding table, for the respective years, because all the money received for the land was not at once paid into the United States Treasury, but the minor land offices were sometimes in debt to the general treasury at the close of the year, and sometimes paid up the debt of a former year.

SHARES of the several States and Territories, under the Distribution Act of the 4th of September, 1841, of the Residue of the net Proceeds of the Public Lands sold in the half Year ending the 30th of June, 1842, amounting to 562,144 dollars 18 cents.

STATES AND TERRITORIES.	Free Population.	Slaves.	Federal Numbers.	Distributive Shares.	
	number.	number.	number.	dollars	cts.
Maine	501,793	....	501,793	17,554	90
New Hampshire	284,573	1	284,574	9,955	64
Massachusetts	737,698	1	737,699	25,807	92
Rhode Island	108,825	5	108,828	3,807	28
Connecticut	309,998	17	319,008	10,845	43
Vermont	291,948	....	291,948	10,213	61
New York	2,428,917	4	2,428,919	84,974	15
New Jersey	372,632	674	373,036	13,050	42
Pennsylvania	1,723,969	64	1,724,007	60,313	27
Delaware	75,480	2,603	77,043	2,695	30
Maryland	380,282	89,737	434,124	15,187	54
Virginia	790,810	448,987	1,060,202	37,090	48
North Carolina	507,602	245,817	655,092	22,917	97
South Carolina	267,360	327,038	463,583	16,218	15
Georgia	410,448	280,944	579,014	20,256	43
Alabama	337,224	253,532	489,343	17,119	35
Mississippi	180,440	195,211	297,567	10,410	19
Louisiana	183,959	168,452	285,030	9,971	59
Tennessee	646,151	183,059	755,986	26,447	63
Kentucky	597,570	182,258	706,925	24,731	31
Ohio	1,519,464	3	1,519,466	53,157	53
Indiana	685,863	3	685,865	23,994	54
Illinois	475,852	331	476,051	16,654	33
Missouri	325,462	58,240	360,406	12,608	57
Arkansas	77,639	19,935	89,600	3,134	60
Michigan	212,267	....	212,267	7,426	03
Wisconsin	30,934	11	30,941	1,082	45
Iowa	43,096	16	43,106	1,508	03
Florida	28,760	25,717	44,190	1,545	96
District of Columbia	39,018	4,694	41,834	1,463	53
Total	14,576,034	2,487,356	16,068,447	562,144	18

CHAPTER XXXVII.

FINANCES OF THE UNITED STATES.

THE federal credit of the United States has been honourably maintained from the commencement of the revolutionary war down to the present period; and we believe that nothing but the certain calamities, which would attend, and be consequent to, a war, will ever disturb the faithful discharge of the fiscal obligations of the federal government.

In Europe a very erroneous estimate, and very unjust conclusions have been entertained, we believe generally from ignorance, by confounding the non-paying and repudiating states, with the revenue, debt, and expenditure of the federal government, and of the states who have honourably, and religiously, discharged their obligations.

The revolutionary war having altogether interrupted the exterior commerce of the country, there was no revenue raised during that period by customs duties; and as Congress had not then the power to levy any general tax, loans and paper-money became the inevitable expedient.

The following passages, which occur in Mr. Henry Lee of Boston's Letters to cotton manufacturers, are worthy of attention.

"War taxes and expenditures—by decreasing the pecuniary means of the great mass of a nation—operate unfavourably on the consumption of commodities.

"The average annual expenditure for the army and navy of Great Britain, from 1801 to 1815, amounted to 344,096,092 dollars, and in one of the last years of the war it came up, including the interest on the war debt, to the enormous sum of 488,558,946 dollars—two-thirds of which was expended for armies mostly engaged in fighting the battles of foreign nations in foreign lands. The war, during every period of its prosecution, was termed a '*successful*,' a '*glorious war*'—to which the most ambitious portion of the nation were reconciled, by the hope of '*national glory*,' or of personal distinction; while the more unreflecting, or the more sordid portion of it were willing or eager for its continuance—upon the supposition of enjoying a monopoly of the commerce and navigation of the world.* In the latter sentiment, many of the people of this country sympathised, and from similar motives—till, at last, we were drawn into its vortex, by a desire, on the part of the thoughtless, or the ambitious portion of the nation, of adding, also, to our fund of *national glory*—and that, we believe, was the only benefit which the promoters and advocates of that gratuitous war ever pretended had been realised—since the questions of impressment and blockade, which were the ostensible causes of the war, were not only left unsettled, but may, perhaps, have not even been subjects of discussion in the negotiations at Ghent for a termination of the war; a war which ended, as most wars have done, with the accomplishment of no better purpose than the gratification of the ambition of its most zealous and leading fomenters—and the gratification of the passions of the people, who were led into a belief that the war would be productive of national advantages—superadded to the gratification of those belligerent feelings which, in this country, as much, if not more than in most countries, are easily excited by the popular favourites of the day. Of that portion of the war-party who may have been prompted by more patriotic motives, and by a sincere expectation of benefiting their country by a war—there was an utter disappointment of their wishes and expectations—and such, in all probability, would have been the issue of the wars in which some of our most popular and influential public men appear to have been desirous, judging by their sentiments, speeches, and conduct, at various periods, of involving the nation.

"A reflection made by Mr. John Q. Adams upon the effects of war with Great Britain, ma not be considered as inappropriate in connexion with this subject. The ex-president in a communication before the public, in which reference is made to some of the schemes for improving the currency that were in agitation in 1837, adds; 'I think of this as I thought of the dry-dock, gunboat, restrictive, anti-navy system of Mr. Jefferson. *It cost the nation a terrible war to be delivered of that, but the nation was effectually cured of its hydrophobia. The war was a drastic purge, but it effectually worked its cure.*'

"Well, most wars originate in *hydrophobia*—in the *madness* of the people—to which they are excited by their rulers, and for no other purpose than the gratification of their selfishness and ambition, and although they terminate with the application of a '*drastic purge*,' or some still more bitter curative, yet there is no security against the returning *madness of the people*—at least not till the great mass of them, through all ranks of society, shall become more enlightened, more moral, more religious—more patriotic—more virtuous—than they now are—or, according to present appearances, are likely to become in this day and generation.

"The last war between the United States and Great Britain, of only two and a half years' continuance, and with but a very inconsiderable portion of the military and naval power of that country brought into action—cost us upwards of 100,000,000 dollars. This sum was not raised by indirect taxation in the form of duties on imported goods—because a war with any great naval power will always, in this country, reduce that branch of business to a very low point. In 1812, we imported 77,030,000 dollars. In the subsequent year of the war, our imports declined to 22,005,000 dollars, and in 1814, to 12,965,000 dollars; while our exports, in 1814, sunk to the insignificant sum of 6,927,441 dollars.

"There must necessarily be an almost entire cessation of revenue from customs in a war with any great naval power, and consequently a substitution of direct taxes—*but as direct taxation, to any considerable extent, is one of those functions of government which, in this country, has never yet been exercised, and when exercised to a very limited degree has been resisted in some of the states, and left unpaid in a still greater number of them—the only mode, then, of obtaining the increased amount of funds*

* It is true we prospered during that disastrous period—not, however, *from the effects of those wars, but in spite of them.* The effects of those wars were, no doubt, injurious to us, though less so than if we had been always a party to them; but there were other causes in operation, which more than connterbalanced the pecuniary evils of those wars, and we prospered, though in a less degree, than we should have done in a time of peace.

for the prosecution of a war, seeing the disinclination of the nation to direct taxation, is the borrowing at home or abroad. That mode of meeting even our peace expenditure, has been practised upon the past three or four years.

"Nor was the last war with Great Britain supported by means of direct taxes, for the whole amount received from that source of supply, in 1813, 1814, and 1815, was but 4,385,975 dollars—and that, too, paid in depreciated currencies averaging, perhaps, a discount, on a sound currency, of twenty per cent. In truth, the entire war expenditure was paid out of the proceeds of loans and treasury notes—constituting a debt, at the close of the war, of about 100,000,000 dollars—superadded to its pre-existing amount. These loans were effected on such high rates of interest, and the payments on their account were in such depreciated currencies, as to have cost the country at least twenty-five per cent more than they received—the stocks issued by government having subsequently been paid to their holders in a sound and honest currency of a full standard value. Nevertheless, there were propositions before Congress, and before the country, for issues of governmental paper-money, which, had they been sustained and acted upon, might have reduced the value of the certificates of the public debt to a level with the old '*continental money*'—and had the war been of much longer continuance, it may be reasonably inferred that such would have been the fate of the national creditors.

"Short as the war was, and inconsiderable as were the expenses of conducting it, in comparison with the resources of the country; the credit of the government was so bad, arising from the indisposition of the nation to pay direct taxes—and from a similar unwillingness of our rulers to hazard their popularity in recommending and levying of taxes; that before the war was concluded, the government stocks, bearing high rates of interest, were below sixty-five for 100 dollars, and any further issues would probably have sunk them to almost the present level of the stocks of some of the bankrupt states."

The revenue of the United States has, since the war of independence, been chiefly derived from the duties upon articles of foreign produce and manufactures, imported either by American or foreign ships. Tonnage duties have also been levied by the customs. Next to the customs, the greatest source of revenue has been derived from the sale of public domains. Internal or excise taxes have occasionally been imposed, but they were universally considered obnoxious, and were continued only for short periods. Before the year 1802, excise duties were imposed on manufactured snuff, refined sugar, sales at auction, licences to retail wines, and distilled spirits, stamped paper, and on carriages for the conveyance of persons; but these were all repealed in that year. During the late war between the United States and Great Britain, duties on most of these articles were renewed; and duties were, also, imposed on various domestic manufactures. But, soon after the return of peace, all these excise taxes were repealed.

Some additions have been made to the revenue (but deemed small additions) from the Post-office, from taxes on patents, and from dividends on bank stock. Direct taxes have been levied at four different times only, since the revolution. On the 1st of July, 1812, immediately after the declaration of war against Great Britain, 100 per cent was added to all the permanent duties on imports, to continue only during the war; but these were afterwards continued until the 30th of June, 1816.

The power of a nation in modern times, as all admit, depends, materially, as well as politically, chiefly on the amount of unencumbered revenue it can raise, without oppression to the people.

In financial legislation slight burdens may prove incentives to greater industry. Grievous taxation, which may be exacted and even raised for a cer-

tain not definable period, discourages public thrift. War and profligacy by increasing expenditure, if that expenditure be greater than the natural annual revenue, taxes the industry of the existing generation as well as that of one or more succeeding generations. Hence arise generally all the perplexities of finance.

The extreme natural revenue to be derived from taxing a nation should never exceed the sum which can be spared for paying the reasonable expenses of an honestly and wisely administered government,—and for defraying the expense of defending the country against aggression, without deducting a greater sum from the general income yielded by labour, than an amount which leaves the full average means of a wholesome subsistence, comfortable lodging, and adequate clothing for the population.

The extreme natural revenue, and the general wealth of the nation which yields it, will be greater or less in proportion to the number of its inhabitants, in the same ratio that the greater ingenuity and labour, or the greater ignorance and idleness of the population, yields the greater or lesser amount in value of commodities. This amount again will be regulated in the cost of production, by the prices of raw material and food, and the outlay of fixed capital. The value of the produce of labour at home, and in allthe markets of the world, will dependupon the power of selling and buying, and upon the natural demand for consumption. The more the interchange of the commodities of any one place is restricted, or obstructed, from the markets of another, the more will the quantity of those commodities, wherever produced, be restricted, and obstructed, in the selling, buying, and consumption. On examining the various customs tariffs passed at different periods by the Congress of the United States, we are forced to declare, that they exhibit an extraordinary absence of that wisdom, sagacity, and sound principles, which, in other respects, distinguish the great legislators of America. On fiscal, as well as commercial principles, the various American tariffs are only worthy of being classed with the illiberal barbarisms, and fallacies, which have disgraced the worst legislation of European nations. We will endeavour to prove this under a separate head: and in the mean time only remark, that the only defence, a very inexcusable one it is true, that can be made on the part of America, is, that the latter followed the very bad example persevered in by England.

The following tabular statements, compiled from official returns, will serve to illustrate the financial administration of the United States.*

The following estimate was made out by Mr. Nourse, the registrar of the treasury, in 1790.

* See also the organisation of the treasury, under the head of the "Civil Department of Government."

"General Abstract of the Annual Estimates, and Abstract Statements of the Total Amount of the Expenditures and Advances, at the Treasury of the United States.

"The estimated amount of the expenditures of

		dollars.	cts.	
1775 / 1776	is, in specie	20,064,666	66-90ths	
1777	ditto	24,986,646	85	do.
1778	ditto	24,289,438	26	do.
1779	ditto	10,794,620	65	do.
1780	ditto	3,000,000	00	do.
1781	ditto	1,942,465	30	do.
1782	ditto	3,632,745	85	do.
1783	ditto	3,226,583	43	do.
To Nov. 1st, 1784	ditto	548,525	03	do.
Forming an amount total of		92,485,693	15	do.

"The foregoing estimates being confined to actual treasury payments, are exclusive of the debts of the United States, which were incurred, at various periods, for the support of the late war, and should be taken into a general view of the expense thereof, viz.:

	dollars.	cts.	
Army debt upon commissioners' certificates	11,080,576	1-90th	
For supplies furnished by the citizens of the several states, and for which certificates were issued by the commissioners	3,723,625	20	do
For supplies furnished in the quarter-master, commissary, hospital, clothing, and marine department	1,159,170	5	do
For supplies, on accounts settled at the treasury, and for which certificates were issued by the register	744,638	49	do.
	16,708,009	75	do.
The foreign expenditures, civil, military, naval, and contingencies, amount, by computation, to	5,000,000	00	
The expenditures of the several states, from the commencement of the war, to the establishment of peace, cannot be stated with any degree of certainty, because the accounts thereof remain to be settled. But as the United States have granted certain sums for the relief of the several states to be funded by the general government, therefore, estimate the total amount of said assumption	21,000,000	00	
Estimated expense of the late war, in specie	135,193,703	00	dollars.

"The advances made from the treasury, were principally in a paper medium, called continental money, and which in a short time depreciated: the specie value of which is given in the foregoing estimate. The advances made at the treasury of the United States, in continental money, in new and old emissions, are estimated as follows, viz.:

	OLD EMISSION.			NEW EMISSION.		
	dollars.	cts.		dollars.	cts.	
In 1776	20,064,666	66-90ths				
1777	26,426,333	01	do.			
1778	66,965,269	34	do.			
1779	149,703,856	77	do.			
1780	82,908,320	47	do.	891,236	80-90ths.	
1781	11,408,095	00	do.	1,179,249	00	do.
	357,476,541	45	do	2,070,485	80	do.

"In a report made to Congress, by the Board of Treasury, in September, 1787, it is stated, that the requisitions upon the states, for the payment of the interest of the domestic debt, in the years 1782, 1784, 1785, and 1786, amounted to the sum of 6,279,376 dollars 27 cents, and the Board say, "it is with regret we are constrained to observe, that to the 31st of March last, the aggregate payments, on account of these requisitions, do not appear, from any document in the Treasury office

	dollars.	cts.
To exceed the sum of	1,003,725	57
Leaving a balance of interest due of no less than	5,275,650	60
	6,279,376	27

REVENUE from Customs in each State, from the Year 1791 to the Year 1844, inclusive.

YEARS.	NEW HAMPSHIRE.			VERMONT.			MASSACHUSETTS.			RHODE ISLAND.		
	Duties on Imports.	Duties on Tonnage.	Expenses of Collection.	Duties on Imports.	Duties on Tonnage.	Expenses of Collection.	Duties on Imports.	Duties on Tonnage.	Expenses of Collection.	Duties on Imports.	Duties on Tonnage.	Expenses of Collection.
	dlrs. cts.	dlrs. cts.	dlrs. cts.	dlrs. cts.	dlrs. cts.	dlrs. cts.	dlrs. cts.	dlrs. cts.	dlrs. cts.	dlrs. cts.	dlrs. cts.	dlrs. cts.
1791	55,770 30	4,212 42	5,772 47½	....	....	....	1,025,974 48	51,904 06	58,931 45	153,136 75	3,137 10¾	7,619 45¾
1792	45,499 39	1,950 00	3,771 26½	1,038 19	....	295 18	810,695 57	24,426 13¾	33,360 26¾	102,000 47	1,864 87¾	6,251 28¾
1793	51,758 64	878 57	5,032 59	585 81	....	417 14	1,125,784 25	16,400 87	35,598 70	180,543 74	2,307 19	7,609 93
1794	51,893 31	601 15	5,921 41	1,958 83	....	630 53	1,465,438 67	18,130 60	42,259 13	144,547 66	2,501 34	9,057 71
1795	59,781 78	557 03	5,977 31	1,226 55	....	502 92	1,998,463 96	18,524 91	54,642 34	346,624 85	2,858 23	11,459 09
1796	96,097 57	747 93	7,275 20	2,080 96	....	439 44	2,354,150 22	20,481 51	66,298 54¾	338,716 56	2,305 31	14,477 14
1797	44,912 34	708 67	7,065 28	1,250 83	....	897 72	2,169,005 12	21,311 04	64,547 33	399,876 04	2,553 61	15,455 27
1798	104,900 02	1,226 76	22,616 04	2,437 98	....	1,281 18	2,133,143 71	21,490 04	72,320 34	249,946 24	2,126 67	14,788 71
1799	119,537 54	1,270 03	7,094 01	4,432 41	....	1,591 39	2,837,001 65	21,904 37	79,367 28	367,913 32	2,883 12	14,639 77
1800	103,197 64	1,451 48	11,785 60	3,644 01	39 19	1,327 36	3,165,181 93	24,329 59	85,468 30	554,083 64	2,329 40	16,986 39
1801	165,614 54	1,184 34	12,055 21	2,151 14	47 58	1,364 58	4,442,577 18	30,573 39	96,427 72	523,762 64	2,409 35	20,700 50
1802	154,087 69	1,385 88	6,248 05	1,462 80	20 27	1,222 05	3,428,244 60	28,992 35	103,399 54	475,649 20	2,493 51	23,366 23
1803	165,331 73	1,307 22	12,734 36	2,891 62	....	1,170 61	3,410,616 74	34,819 86	90,029 53	544,533 89	3,146 73	20,094 91
1804	210,410 61	1,465 63	11,271 62	2,752 05	....	1,373 43	5,401,414 75	34,479 63	117,616 80	643,497 57	3,087 63	23,656 15
1805	170,764 64	1,103 63	11,099 63	2,414 76	....	1,441 71	5,967,330 47	37,355 41	139,268 82	648,456 06	3,032 97	26,315 10
1806	222,596 67	1,098 40	11,753 94	2,599 08	....	1,457 06	6,209,725 18	40,829 37	140,051 69	675,297 22	3,302 02	26,186 38
1807	177,550 68	1,092 22	10,491 27	2,197 71	....	1,517 50	6,371,425 16	38,691 05	146,561 30	437,842 92	3,039 91	22,270 96
1808	61,231 70	625 18	12,270 82	1,082 51	....	4,805 16	2,294,717 19	23,847 03	125,818 28	328,425 33	3,041 26	20,745 13
1809	55,893 09	956 83	8,431 02	12,939 41	....	2,970 99	2,637,501 66	39,946 31	130,410 59	266,372 77	3,536 63	23,902 34
1810	61,464 39	755 23	7,107 58	11,244 44	....	2,881 34	3,951,670 99	29,554 71	109,734 63	549,493 58	3,701 45	20,289 51
1811	77,304 27	910 28	8,228 54	7,664 00	....	4,371 81	2,772,073 64	24,791 65	93,249 61	387,488 41	3,563 05	20,286 35
1812	131,696 51	894 18	9,110 64	114,355 71	....	5,296 54	3,173,930 09	21,136 31	98,271 32	561,053 30	3,764 16	38,645 03
1813	43,382 99	1,529 57	8,281 31	1,403 51	....	8,369 60	2,091,723 46	66,286 91	84,349 96	744,553 72	28,802 11	32,174 76
1814	150,514 44	1,563 78	8,271 41	106,315 51	....	10,412 24	1,492,580 44	53,096 58	84,365 95	587,268 83	22,122 40	34,430 34
1815	85,640 93	576 88	9,485 45	233,365 35	....	14,273 35	5,944,211 32	70,433 02	107,578 77	272,130 63	3,121 13	19,070 76
1816	75,576 11	1,145 89	7,927 84	13,570 69	....	13,075 71	5,947,342 93	80,516 12	159,184 50	391,533 35	3,494 33	40,428 14
1817	84,480 65	1,008 51	7,132 21	26,866 60	....	8,357 04	4,217,695 37	63,438 59	121,732 25	376,158 68	2,545 92	33,332 89
1818	103,031 47	2,179 89	6,896 18	11,029 88	....	7,884 70	4,916,317 24	34,798 26	120,990 96	426,888 07	3,849 03	34,449 51
1819	92,190 32	1,064 52	7,017 84	13,745 35	....	6,416 96	4,741,021 84	21,765 79	130,345 70	600,641 57	3,145 97	35,879 20
1820	108,298 95	1,172 88	8,450 66	16,183 48	....	6,738 66	4,143,261 21	23,152 12	138,121 33	320,107 20	2,559 65	35,001 95
1821	84,590 81	2,030 75	7,280 18	8,756 89	....	4,602 26	4,701,645 12	20,904 36	126,636 51	291,531 25	2,403 63	29,367 78
1822	149,303 41	1,209 74	9,800 16	8,960 27	....	4,543 80	5,200,709 70	20,607 72	122,888 90	654,706 90	3,018 48	34,552 10
1823	133,571 42	1,280 62	9,378 01	10,776 31	....	4,658 45	4,527,616 12	21,525 99	123,744 74	442,786 39	2,580 97	36,001 29
1824	104,134 83	1,066 26	7,213 16	7,744 72	....	4,803 27	4,844,947 63	21,761 72	116,187 26	411,396 56	2,667 95	31,371 86
1825	138,914 35	1,424 55	8,165 08	6,713 02	....	5,348 10	5,671,649 06	21,509 93	119,253 90	254,188 30	2,542 07	29,282 79
1826	140,774 21	1,103 24	8,633 59	3,141 05	7 61	5,479 12	4,648,584 86	22,910 66	124,353 42	414,322 97	2,965 00	30,134 23
1827	117,038 94	1,085 93	8,407 90	3,479 31	6 46	5,318 04	4,809,693 40	22,043 13	124,253 38	362,636 38	2,810 74	33,259 15
1828	134,483 35	1,032 03	7,466 19	9,029 63	....	5,694 47	5,277,677 65	22,327 94	130,211 62	284,012 44	3,071 15	30,360 19
1829	113,091 53	840 87	11,666 73	7,849 88	....	6,055 26	5,139,089 68	23,023 57	144,742 75	232,562 65	2,110 59	27,325 98
1830	57,578 63	999 13	12,219 19	7,654 04	....	6,365 80	4,465,901 80	21,011 91	138,095 21	187,001 58	2,075 08	25,290 31
1831	61,106 92	43 39	12,300 00	10,844 71	137 30	8,549 26	6,057,447 48	3,456 82	153,823 27	369,388 86	513 55	30,576 05
1832	48,369 86	....	8,816 04	7,494 71	....	7,498 84	6,179,494 89	686 89	174,112 74	244,476 63	....	34,391 97
1833	62,454 58	....	14,697 10	8,214 82	....	8,083 99	4,223,852 00	1,969 78	177,195 83	203,675 74	....	32,929 16
1834	37,860 61	....	15,352 33	4,041 86	....	7,778 35	3,017,277 91	2,228 23	163,511 75	143,552 97	....	31,218 19
1835	37,945 20	....	14,409 35	10,195 57	....	8,131 10	3,866,538 94	3,350 35	156,381 10	105,404 56	784 78	33,457 70
1836	18,025 19	....	15,443 94	15,694 27	....	8,038 24	4,743,625 32	2,384 99	169,372 12	101,644 92	104 42	32,523 49
1837	34,692 06	....	19,289 26	12,890 80	....	8,917 23	2,782,438 51	1,216 47	162,037 93	156,681 27	....	35,091 18
1838	34,728 28	....	31,449 96	11,470 79	....	9,504 18	2,733,693 17	1,776 63	162,555 48	143,155 73	295 45	38,112 55
1839	17,424 70	....	18,711 22	7,700 28	....	9,473 80	4,038,077 54	8,771 17	213,138 54	183,617 47	752 32	36,173 13
1840	53,063 71	....	19,184 12	8,639 84	....	8,173 65	2,877,967 46	6,108 60	191,457 48	94,959 90	191 38	30,997 55
1841	40,979 07	....	9,865 10	5,107 72	....	6,770 79	3,372,844 27	973 28	161,372 09	114,177 89	....	30,783 02
1842	22,932 77	....	9,993 09	11,443 11	....	7,603 90	2,969,403 54	527 03	164,504 81	60,673 98	....	35,810 95
1843	1,245 65	....	3,947 50	4,296 31	....	3,678 48	1,370,556 28	349 29	74,782 62	22,675 60	....	15,178 55

YEARS.	CONNECTICUT.			NEW YORK.			NEW JERSEY.			PENNSYLVANIA.		
	Duties on Imports.	Duties on Tonnage.	Expenses of Collection.	Duties on Imports.	Duties on Tonnage.	Expenses of Collection.	Duties on Imports.	Duties on Tonnage.	Expenses of Collection.	Duties on Imports.	Duties on Tonnage.	Expenses of Collection.
	dlrs. cts.	dlrs. cts.	dlrs. cts.	dlrs. cts.	dlrs. cts.	dlrs. cts.	dlrs. cts.	dlrs. cts.	dlrs. cts.	dlrs. cts.	dlrs. cts.	dlrs. cts.
1791	214,267 74	9,087 53	15,395 27¼	1,356,064 38	59,384 95	28,267 00¾	15,379 56	1,069 32	1,525 96	1,475,428 20	60,404 24	35,970 88
1792	149,161 89	3,229 18	7,362 45¼	1,232,887 96	23,851 03	24,567 43⅓	5,479 45	289 55½	987 48	1,138,362 76	18,538 57	21,445 45
1793	169,770 57	3,039 15	10,216 83	1,248,760 10	18,540 22	25,288 24	16,928 91	313 86	1,255 19	1,926,336 72	14,273 18	32,349 98
1794	186,535 56	1 953 78	10,553 56	2,146,819 13	14,388 94	31,045 65	15,596 98	410 40	1,135 04	2,000,091 83	12,075 55	35,509 12
1795	168,797 96	1,915 23	11,892 82	2,717,148 68	18,065 49	40,672 58	20,509 87	595 09	1,634 72	3,053,108 73	14,562 63	42,699 64
1796	191,308 61	1,927 75	14,279 19	3,056,517 80	21,420 57	43,706 28	1,099 81	748 62	1,765 27	3,646,271 08	13,857 51	46,627 74
1797	160,488 35	2,583 63	14,338 18	2,949,033 04	19,043 76	46,810 53	10,090 18	938 42	2,054 12	2,907,894 01	12,329 64	66,369 10
1798	181,960 19	2,906 32	14,870 28	2,702,258 77	23,781 18	54,765 75	17,255 80	1,022 35	4,210 13	2,086,714 22	10,383 92	47,449 05
1799	334,870 56	3,242 15	20,591 54	3,559,816 57	30,766 98	59,384 06	867 04	1,011 81	1,739 83	2,224,312 78	9,569 68	40,516 12
1800	204,839 19	3,805 97	20,003 19	3,625,423 51	35,026 34	54,993 59	135 16	974 61	2,400 83	3,181,101 38	13,904 74	58,603 02
1801	367,861 53	3,717 16	22,396 39	4,984,234 71	41,160 11	57,069 10	8,510 47	1,027 56	2,661 79	3,702,898 54	18,325 59	54,458 87
1802	339,870 10	3,666 40	27,441 89	3,530,297 87	36,111 29	68,430 73	3,246 77	1,008 05	2,925 85	2,727,365 51	15,744 40	49,014 22
1803	350,110 11	3,156 44	23,737 49	4,081,577 07	35,141 95	60,759 60	3,617 43	1,289 73	2,974 79	2,240,715 43	15,151 54	44,279 31
1804	429,531 13	3,232 82	26,497 10	5,172,804 87	35,887 01	76,327 64	3,895 58	1,082 02	2,936 65	3,507,038 38	17,226 49	52,917 17
1805	464,591 92	4,020 21	24,468 29	6,958,008 58	36,221 97	95,553 29	18,514 10	1,099 66	2,452 15	3,652,386 77	13,900 90	55,542 42
1806	478,663 65	3,265 95	27,149 86	7,307,185 01	35,932 18	103,374 93	14,310 19	1,302 34	3,342 79	5,100,656 83	16,767 94	62,892 93
1807	464,467 56	3,220 83	25,312 70	7,620,992 88	35,864 91	111,536 46	17,698 97	1,296 54	3,265 16	5,197,806 47	14,511 61	64,413 28
1808	254,768 81	2,774 70	26,330 49	3,611,684 90	20,523 53	83,892 57	10,390 78	1,261 37	5,285 60	2,599,673 48	8,998 17	44,445 12
1809	163,684 09	2,668 53	21,146 55	3,785,785 78	26,770 75	87,132 73	24,444 20	1,338 67	4,350 99	2,318,669 03	9,862 16	37,495 49
1810	187,520 76	2,592 55	16,289 34	5,248,618 62	30,592 10	76,552 68	13,572 90	1,541 92	2,522 73	3,332,377 35	10,682 21	39,168 22
1811	256,361 44	2,662 02	18,441 05	2,436,091 71	21,880 47	68,601 32	84,558 70	1,757 52	3,910 30	2,364,634 83	10,606 98	40,000 33
1812	873,829 35	4,888 59	28,149 26	3,316,324 99	37,494 00	76,044 78	27,383 33	1,335 98	4,376 78	2,474,990 51	12,822 76	32,598 07
1813	448,595 13	23,345 10	26,885 99	1,627,313 78	67,735 66	63,524 47	47,753 91	2,347 21	4,027 70	503,592 69	10,433 36	26,211 50
1814	100,706 72	6,659 98	17,036 71	631,758 03	5,823 17	47,765 19	82,764 36	1,653 19	5,785 63	277,757 51	1,437 59	18,483 71
1815	230,228 83	4,267 65	10,144 52	14,646,815 79	158,978 77	105,484 47	14,422 45	1,667 75	4,770 20	7,199,698 71	50,601 76	28,814 13
1816	347,435 98	6,056 18	22,625 15	10,810,553 52	93,170 19	176,400 13	27,410 37	1,860 12	5,050 58	6,285,454 80	35,519 03	73,902 60
1817	176,837 00	6,231 49	22,235 27	6,374,385 62	76,808 74	157,943 41	6,253 01	2,978 48	7,176 10	4,307,790 37	21,385 93	73,433 36
1818	205,470 40	5,157 61	20,728 03	8,277,497 08	51,916 31	158,807 78	3,602 24	3,104 72	5,019 22	4,540,359 81	18,351 53	71,563 11
1819	238,190 06	2,374 58	19,603 01	6,493,434 11	21,334 62	171,459 66	16,702 47	1,898 32	4,758 93	3,848,629 70	8,333 55	74,536 38
1820	208,755 93	2,340 00	19,855 78	5,506,515 66	33,616 99	148,030 96	14,608 78	1,532 44	4,203 11	2,703,401 71	7,117 95	67,226 48
1821	196,192 79	2,507 10	19,161 84	7,254,594 07	19,289 13	138,539 30	29,225 34	1,512 18	4,230 37	2,719,996 34	7,244 66	60,445 02
1822	262,375 27	2,740 50	20,814 51	9,952,832 19	22,146 73	155,247 82	24,244 00	1,585 71	4,994 39	3,648,744 86	7,120 24	65,126 57
1823	242,496 34	2,554 27	22,964 11	9,035,575 49	23,927 13	163,290 55	7,126 71	1,604 54	4,551 59	3,991,686 55	7,291 26	75,722 17
1824	306,936 44	2,753 76	26,268 91	11,191,281 96	25,255 20	172,201 70	483,371 62	1,753 73	11,888 46	4,311,925 74	7,333 14	75,638 57
1825	275,932 66	2,918 33	26,339 80	15,762,141 62	28,938 04	229,254 83	1,998 07	1,742 95	15,638 19	5,270,030 17	7,149 03	80,492 17
1826	274,702 90	3,028 38	22,768 09	11,535,912 40	29,725 49	212,584 66	14,558 49	1,812 42	5,916 56	5,183,723 87	7,653 58	98,391 32
1827	189,823 12	2,957 35	23,985 30	13,224,506 44	31,603 43	195,831 69	534,733 57	2,128 23	11,276 11	4,188,915 38	7,454 48	106,593 46
1828	238,561 85	2,929 56	23,066 21	13,764,831 34	29,167 91	214,514 64	692,178 22	2,202 11	22,365 86	5,082,343 68	8,213 25	110,015 11
1829	166,543 59	2,968 51	21,845 23	13,068,183 02	28,203 72	261,403 47	249,558 82	2,162 02	12,874 45	3,574,815 63	6,686 24	109,191 02
1830	125,385 64	2,791 21	22,868 79	15,031,003 52	29,322 09	328,915 11	770 99	2,056 14	9,557 19	3,542,977 36	6,658 74	92,310 27
1831	113,125 42	381 95	24,009 06	20 121,295 59	12,319 32	418,810 60	6,663 13	218 32	5,927 32	4,372,533 16	2,634 50	103,100 47
1832	114,528 48	41 40	34,501 32	15,089,635 75	10,217 55	453,870 48	31,223 33	....	6,377 35	3,501,397 38	1,429 58	108,378 09
1833	87,122 29	....	24,424 44	13,073,394 06	12,074 14	477,846 47	26 50	78 54	5,108 04	2,985,277 68	4,785 34	108,876 18
1834	83,443 01	....	22,502 47	10,225,877 14	8,669 54	413,175 78	3,812 38	113 70	6,569 50	2,111,837 35	1,763 73	90,878 65
1835	82,742 05	....	22,727 59	14,568,660 39	8,540 54	430,984 53	64,110 65	....	9,044 13	2,506,281 02	367 40	89,378 92
1836	106,520 84	....	26,144 99	17,307,215 04	9,292 82	496,066 29	4,670 59	....	8,017 51	3,192,006 69	100 24	94,897 14
1837	72,599 34	....	27,228 53	9,548,355 86	9,028 71	514,849 53	11,264 21	....	9,949 70	1,831,879 24	534 43	101,250 42
1838	96,445 53	....	26,421 52	10,712,017 70	6,437 79	552,549 47	1,168 10	....	7,458 84	2,133,462 76	887 83	115,378 33
1839	189,176 06	1,035 36	31,435 67	14,051,821 27	11,437 16	640,730 45	5,094 47	....	7,843 42	2,893,016 65	1,167 74	129,774 58
1840	137,211 70	898 08	30,875 40	7,607,988 41	7,086 74	608,599 44	636 98	92 00	6,952 47	1,532,825 82	402 33	103,205 18
1841	94,497 00	....	21,169 51	10,895,310 73	7,298 35	573,986 43	319 01	36 26	6,707 18	1,888,389 04	....	103,494 46
1842	39,009 45	....	20,678 09	10,079,637 71	4,322 94	607,840 73	114 29	46 87	6,693 89	1,317,028 66	....	107,441 53
1843	41,872 63	....	13,484 68	4,467,320 25	965 14	246,784 96	607 96	....	3,647 63	573,464 66	....	53,678 53

YEARS.	DELAWARE.			MARYLAND.			SOUTH CAROLINA.			GEORGIA.		
	Duties on Imports.	Duties on Tonnage.	Expenses of Collection.	Duties on Imports.	Duties on Tonnage.	Expenses of Collection.	Duties on Imports.	Duties on Tonnage.	Expenses of Collection.	Duties on Imports.	Duties on Tonnage.	Expenses of Collection.
	dlrs. cts.	dlrs. cts.	dlrs. cts.	dlrs. cts.	dlrs. cts.	dlrs. cts.	dlrs. cts.	dlrs. cts.	dlrs. cts.	dlrs. cts.	dlrs. cts.	dlrs. cts.
1791	40,299 22	3,247 34	2,404 79	641,645 91	38,611 23	25,672 99¾	525,845 36	35,028 88	18,405 85½	77,832 23	21,093 81	6,700 76¾
1792	20,273 82	1,558 59	2,755 12	481,534 05	13,035 24½	16,306 99	364,128 08	15,923 41	13,289 16	49,677 66	10,062 91	6,442 21
1793	60,276 61	740 99	3,455 31	930,023 31	18,830 28	22,522 36	398,571 57	14,259 35	15,246 70	33,269 91	7,880 63	6,533 86
1794	28,367 14	541 36	3,819 82	1,226,139 69	5,394 96	27,279 02	718,431 13	10,752 84	19,843 48	95,475 77	3,113 95	8,863 62
1795	32,088 98	448 33	3,790 82	1,340,704 07	7,698 14	33,691 21	783,296 94	8,319 32	20,246 61	79,666 03	2,607 73	7,732 68
1796	46,466 61	575 75	4,849 34	1,633,080 81	9,138 88	35,194 84	413,322 34	6,721 25	17,381 04	63,253 46	2,702 63	9,095 88
1797	54,216 66	1,586 27	5,838 54	2,008,606 20	11,530 31	38,324 55	1,282,229 54	14,415 62	31,175 58	71,905 25	3,442 72	10,473 87
1798	83,052 32	1,942 44	8,583 62	2,392,480 53	18,335 58	42,928 38	634,494 59	8,583 99	40,942 94	109,786 06	135 97	1,261 45
1799	101,628 70	959 01	9,708 78	2,548,170 41	15,730 19	42,615 16	2,000,305 90	23,349 94	71,431 48	209,354 14	234 91	1,655 28
1800	57,584 43	1,260 98	9,262 51	1,924,430 88	12,326 92	40,911 76	2,203,812 26	26,504 43	63,265 56	170,169 75	366 02	1,949 78
1801	154,553 57	1,538 38	8,698 79	2,156,649 47	17,224 83	35,853 02	2,257,100 18	21,477 98	55,284 67	230,851 66	22,855 82	51,944 02
1802	155,194 99	1,751 03	11,607 30	1,404,546 77	14,503 71	29,372 08	1,206,349 68	19,597 30	83,941 29	221,057 44	6,740 14	16,525 22
1803	74,629 52	1,546 65	8,592 69	1,193,822 02	16,341 58	25,740 53	867,125 69	17,040 81	24,490 93	200,376 90	6,032 51	13,360 97
1804	53,889 68	919 45	6,542 50	2,174,169 06	13,547 66	44,194 40	1,061,806 07	17,439 92	35,973 57	195,661 58	4,084 08	13,657 84
1805	168,547 17	1,493 14	10,022 59	2,291,284 46	12,987 90	40,232 31	1,303,841 94	16,239 54	38,797 97	108,893 33	2,579 08	11,242 63
1806	33,502 26	996 01	13,571 36	2,904,164 77	15,610 59	43,200 55	1,334,517 98	16,646 78	44,766 92	187,638 03	1,687 97	6,821 37
1807	153,300 72	1,695 45	14,123 81	3,006,430 13	15,097 57	59,873 89	1,352,778 21	16,264 17	48,252 42	518,523 76	3,845 80	22,164 79
1808	52,227 62	1,125 12	22,570 13	1,063,642 67	9,182 56	41,294 87	452,278 90	6,723 92	65,288 62	51,914 31	1,805 62	17,339 30
1809	103,669 64	1,353 76	18,256 11	1,021,680 30	10,167 34	41,337 46	537,042 04	8,333 45	36,048 86	15,149 21	1,112 38	10,070 73
1810	38,191 17	568 32	9,962 20	1,396,942 20	9,897 79	32,848 60	697,254 63	14,926 81	24,383 55	146,117 40	5,598 07	26,173 05
1811	14,890 34	440 34	18,211 43	1,082,864 57	10,403 14	34,141 41	386,355 29	6,743 06	33,068 32	65,603 60	4,614 74	18,635 30
1812	382 837 35	722 77	14,160 94	2,196,146 95	18,663 20	39,949 29	457,288 29	8,150 27	29,523 30	264,535 60	4,921 10	18,578 47
1813	91,928 86	1,400 08	26,508 04	493,242 62	5,554 37	24,734 71	272,705 21	16,746 56	25,004 17	181,572 58	5,364 29	15,002 47
1814	14,238 63	405 12	17,543 45	3,950 15	1,585 60	18,637 97	149,352 85	2,141 32	8,778 87	272,671 09	4,959 45	12,654 88
1815	42,172 96	585 71	10,259 11	4,154,273 18	29,650 02	26,886 47	1,400,886 87	60,331 45	20,833 90	869,149 76	27,850 59	23,982 21
1816	13,510 84	844 45	8,036 97	3,372,070 55	29,199 21	77,439 13	1,474,474 53	42,756 33	45,856 28	649,008 24	22,465 40	37,911 04
1817	6,025 32	521 71	5,631 26	2,092,414 59	17,497 30	55,947 10	1,145,677 79	37,044 56	56,468 03	716,404 41	16,148 20	39,786 96
1818	19,194 08	1,283 56	9,300 91	2,386,815 59	18,180 24	58,373 18	1,308,104 11	18,981 67	46,462 15	590,213 54	9,360 22	43,357 31
1819	12,209 77	453 52	8,204 10	1,938,271 68	8,707 58	59,426 14	813,829 57	7,440 86	49,690 35	342,022 94	6,375 06	45,507 64
1820	25,407 09	592 82	7,939 56	1,062,065 03	8,348 05	57,656 23	613,697 67	8,827 78	48,280 99	314,498 17	14,093 99	37,592 20
1821	18,314 16	679 05	7,015 70	963,348 06	9,387 10	47,496 69	595,317 90	4,972 06	42,151 47	213,558 74	3,554 59	33,760 83
1822	40,971 43	578 80	7,508 19	1,334,098 15	9,215 17	45,889 12	794,004 58	6,289 50	44,668 24	273,920 67	3,362 88	31,171 55
1823	8,282 71	478 43	8,610 17	1,225,845 73	8,704 94	48,666 78	765,899 56	7,497 88	48,700 54	231,667 36	3,474 03	31,802 74
1824	23 72	476 17	7,604 38	1,174,188 00	7,439 20	57,270 77	732,076 65	6,402 97	49,527 32	144,221 71	4,318 17	32,875 89
1825	6,656 24	476 20	6,756 57	1,339,043 32	7,675 82	86,827 77	661,327 87	6,999 92	45,583 50	105,784 40	3,367 46	31,517 11
1826	5,975 78	463 47	11,004 01	1,294,054 36	8,067 93	55,496 86	573,707 16	8,875 33	55,526 14	130,195 77	7,739 23	36,038 15
1827	592 09	411 58	7,407 94	1,470,606 77	8,083 30	57,114 00	592,025 81	8,673 21	58,599 91	147,099 32	3,609 79	31,827 50
1828	6,150 51	401 44	7,714 54	1,549,882 57	7,371 05	56,539 28	450,967 68	7,093 87	65,641 14	152,451 01	2,573 79	31,142 09
1829	15,837 67	457 18	8,704 86	1,612,966 83	7,273 89	61,843 73	490,750 49	6,775 82	60,018 38	174,726 82	2,604 09	33,170 21
1830	8,372 29	485 99	15,065 72	1,312,231 35	7,300 19	53,680 82	497,397 20	5,694 59	47,557 83	164,449 98	2,703 62	27,354 34
1831	7,140 56	386 58	17,749 26	1,470,154 08	1,839 74	56,410 10	505,050 43	3,320 90	44,620 61	120,302 87	1,118 63	25,910 49
1832	7,939 66	202 10	17,457 90	1,069,064 09	741 30	69,492 02	523,031 40	3,701 24	53,870 93	126,084 45	394 50	27,226 01
1833	8,470 43	....	17,883 71	870,906 37	1,141 06	65,911 79	401,634 09	5,679 53	77,326 72	111,700 46	1,418 62	33,922 40
1834	4,478 28	....	17,048 96	673,541 15	1,664 70	60,943 43	359,935 09	5,795 85	63,716 40	103,403 83	2,321 99	35,716 01
1835	3,298 65	....	17,493 41	960,240 03	2,084 47	62,260 27	453,391 28	9,352 49	57,830 48	113,583 35	2,800 48	30,155 48
1836	88,630 00	....	18,659 59	1,487,946 85	1,422 48	101,834 79	682,383 32	12,800 49	50,614 22	158,535 70	1,836 73	23,992 98
1837	10,845 53	....	27,194 06	1,111,238 04	....	120,385 91	469,058 49	4,874 37	44,589 96	166,800 60	432 72	24,642 94
1838	159 84	....	20,519 97	1,198,686 78	991 40	79,522 77	590,422 82	4,166 34	62,410 99	190,091 34	1,201 81	31,283 57
1839	12,020 14	135 22	22,186 99	1,165,504 56	3,205 48	126,073 48	653,188 20	2,437 30	54,619 94	131,804 14	....	41,910 86
1840	615 96	....	19,839 12	701,594 91	667 27	49,226 81	368,127 56	1,876 95	52,686 14	159,132 98	9 84	40,340 55
1841	887 11	....	19,716 20	849,185 47	1,101 84	109,649 01	449,535 41	3,704 23	42,114 22	124,935 17	374 94	38,733 05
1842	1,479 18	27 25	17,183 71	596,612 01	621 32	107,051 16	305,607 83	715 60	44,718 22	80,924 19	....	32,908 42
1843	625 28	....	10,050 33	278,629 63	818 71	34,238 94	158,405 00	994 19	28,812 72	72,795 49	....	19,725 50

valued alike; and showed the injustice of the modes of apportioning each state's quota among the several counties.

"Such was the low state of the public funds, at the commencement of the year 1815, in consequence of the failure of the imposts, and the impossibility of obtaining loans, an act, passed on the 9th of January of that year, Congress laid an annual direct tax of 6,000,000 dollars; and it was laid, as the title of the act declares, 'for defraying the expenses of government, and maintaining the public credit.'

"We would here observe, that peace having taken place, the act laying the annual 6,000,000 dollars tax, was repealed on the 5th of March, 1816, and a tax of 3,000,000 dollars only, was laid for that year."

RECEIPTS of the Treasury of the United States from all Sources, from 1791 to 1832.

YEARS.	Customs.	Internal Revenue.	Direct Taxes.	Postage.	Public Lands.	Loans, and Treasury Notes, &c.	Dividend and Sales of Bank Stock and Bonus.	Miscellaneous.	TOTAL REVENUE.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1791.....	4,399,473	....	....	....	....	5,791,112	....	19,440	10,210,025
1792.....	3,443,070	208,942	....	....	....	5,070,806	8,028	9,918	8,740,766
1793.....	4,255,306	337,705	....	11,120	....	1,067,701	38,500	10,390	5,720,624
1794.....	4,801,065	274,089	....	29,478	....	4,609,196	303,472	23,799	10,041,101
1795.....	5,588,461	337,755	....	22,400	....	3,305,268	160,000	5,917	9,419,802
1796.....	6,567,987	475,289	....	72,909	4,836	362,800	1,240,000	16,506	8,740,329
1797.....	7,549,649	575,491	....	64,500	83,540	70,135	385,220	30,379	8,758,916
1798.....	7,106,061	644,357	....	39,500	11,963	308,574	79,920	18,692	8,209,070
1799.....	6,610,449	779,136	....	41,000	....	5,074,646	71,040	45,187	12,621,459
1800.....	9,080,932	809,396	734,223	78,000	443	1,602,435	71,040	74,712	12,451,184
1801.....	10,750,778	1,048,033	534,343	79,500	167,726	10,125	88,800	266,149	12,945,451
1802.....	12,438,235	621,898	206,565	35,000	188,628	5,597	1,327,560	177,905	15,001,397
1803.....	10,479,417	215,179	71,879	16,427	165,675	....	....	115,518	11,064,090
1804.....	11,098,565	50,941	50,198	26,500	487,526	9,532	....	112,575	11,835,848
1805.....	12,936,487	21,747	21,883	21,342	550,193	128,814	....	19,039	13,689,508
1806.....	14,667,698	20,101	55,763	41,117	765,215	48,897	....	10,904	15,608,829
1807.....	15,845,521	13,051	34,732	3,614	466,163	....	....	34,935	16,398,014
1808.....	16,363,550	8,210	19,159	....	647,939	1,822	....	21,802	17,062,543
1809.....	7,296,020	4,044	7,517	....	442,252	....	....	23,638	7,773,476
1810.....	8,583,309	7,430	12,448	....	696,548	2,759,992	....	84,476	12,144,208
1811.....	13,313,222	2,295	7,666	37	1,040,237	8,309	....	60,068	14,431,832
1812.....	8,958,777	4,903	859	85,039	710,427	12,837,900	....	41,125	22,639,032
1813.....	13,224,623	4,755	3,805	35,000	835,655	26,184,435	....	236,571	40,524,844
1814.....	5,998,772	1,662,984	2,219,497	45,000	1,135,971	23,377,911	....	119,309	34,559,536
1815.....	7,282,942	4,678,059	2,162,673	135,000	1,287,959	35,264,320	....	150,282	50,961,237
1816.....	36,306,874	5,124,708	4,253,635	149,787	1,717,985	9,494,436	....	123,994	57,171,421
1817.....	26,283,348	2,678,100	1,834,187	29,371	1,991,226	734,442	202,426	80,389	33,833,592
1818.....	17,176,385	955,279	264,333	20,070	2,606,564	8,765	525,000	37,547	21,593,936
1819.....	20,283,608	229,593	83,650	71	3,274,422	2,291	665,000	57,027	24,605,665
1820.....	15,005,612	106,260	31,586	6,465	1,635,871	3,040,824	1,000,000	54,872	20,881,493
1821.....	13,004,447	69,027	29,349	516	1,212,966	5,000,324	105,000	152,072	19,873,703
1822.....	17,589,761	67,655	20,961	602	1,803,581	....	297,000	452,355	20,232,427
1823.....	19,088,433	34,242	10,337	110	916,523	....	350,000	141,019	20,540,666
1824.....	17,878,325	34,663	6,201	....	984,418	5,000,000	350,000	127,603	24,381,212
1825.....	20,098,713	25,771	2,330	469	1,216,090	5,000,000	367,500	129,982	26,840,858
1826.....	23,341,331	21,589	6,638	300	1,393,785	....	402,500	94,288	25,264,434
1827.....	19,712,283	19,885	2,626	101	1,495,845	....	420,000	1,315,621	22,966,363
1828.....	23,205,523	17,451	2,218	20	1,018,308	....	455,000	65,106	24,763,620
1829.....	22,681,965	14,502	11,335	86	1,517,175	....	490,000	112,561	24,827,627
1830.....	21,922,391	12,160	16,980	55	2,329,356	....	490,000	73,172	24,844,116
1831.....	24,224,441	6,933	10,506	561	3,210,815	....	490,000	583,563	28,526,820
1832.....	28,465,237	11,630	6,791	244	2,623,381	....	490,000	90,276	31,865,561

TOTAL Receipts from 1791 to 1832, were as follows:

RETURNS.	Receipts. dlrs.	cts.
Customs	594,909,067	29
Internal revenue	22,235,260	81
Direct taxes	12,736,888	60
Postage	1,091,223	61
Public lands	40,627,250	92
Loans and treasury notes, &c.	156,181,578	57
Dividends and sales of bank stock and bonus	11,052,500	30
Miscellaneous	5,428,892	33
Total	844,262,668	43

TOTAL Expenditure from 1791 to 1832.

RETURNS.	Expenditure. dlrs.	cts.	dlrs.	cts.
Civil list	....		37,158,047	31
Public debt	....		408,090,204	88
Naval establishment	....		112,703,983	23
MILITARY ESTABLISHMENT.				
Military services including fortifications, arsenals, armouries, ordnance, internal improvemets, &c.	190,539,643	21	214,547,232	66
Revolutionary pensions	17,298,282	22		
Other pensions	6,710,307	23		
Indian department	....		13,413,188	16
Foreign intercourse	....		24,143,582	33
Miscellaneous	....		32,194,703	11
Grand total	....		842,250,890	88

EXPENDITURE of the United States from 1791 to 1832.

YEARS.	Civil List.	Public Debt.	Naval Establishment.	MILITARY ESTABLISHMENT. Military services, including fortifications, arsenals ordnances, pensions, &c.	Indian Department.	Foreign Intercourse.	Miscellaneous.	Total Expenditure	Balances in the Treasury at the end of the year.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1791.....	757,134	5,287,949	570	803,617	27,000	14,733	311,533	7,207,539	973,905
1792.....	380,917	7,263,665	53	1,209,945	13,648	78,766	194,372	9,141,569	783,444
1793.....	358,241	5,819,505	....	1,201,336	27,282	89,500	24,709	7,520,575	753,661
1794.....	440,946	5,801,578	61,408	2,720,496	13,042	146,403	118,248	9,302,124	1,151,924
1795.....	361,633	6,084,411	410,562	2,579,583	23,475	912,685	92,718	10,435,059	516,442
1796.....	447,139	5,835,846	274,784	1,361,106	113,563	184,859	150,476	8,367,776	888,895
1797.....	483,233	5,792,421	382,631	1,131,658	62,496	669,788	103,880	8,626,012	1,021,899
1798.....	504,605	3,990,294	1,381,347	2,114,367	16,470	457,428	149,004	8,613,517	617,451
1799.....	592,905	4,596,876	2,858,081	2,562,390	20,302	271,874	175,111	10,077,943	2,161,867
1800.....	748,688	4,578,369	3,448,716	2,625,008	31	325,288	193,636	11,989,739	2,623,311
1801.....	549,288	7,291,707	2,111,424	1,746,477	9,000	295,676	269,038	12,273,376	3,295,391
1802.....	596,981	9,539,004	915,561	1,264,588	94,000	550,925	315,022	13,276,084	5,020,697
1803.....	526,583	7,256,159	1,215,230	884,957	60,000	1,110,834	205,217	11,258,983	4,825,811
1804.....	624,795	8,171,787	1,189,832	865,515	116,500	1,186,655	379,558	12,624,646	4,037,005
1805.....	585,849	7,369,889	1,597,500	794,635	196,500	2,798,028	384,720	13,727,114	3,999,388
1806.....	684,230	8,989,884	1,649,641	1,306,230	1234,200	1,760,421	445,485	15,070,993	4,538,123
1807.....	655,524	6,307,720	1,722,064	1,359,185	205,425	577,826	464,546	11,292,292	9,643,850
1808.....	691,167	10,260,245	1,884,067	2,983,410	213,575	304,992	427,124	16,764,584	9,941,809
1809.....	712,465	6,452,554	2,427,758	3,423,605	387,503	166,306	337,032	13,867,226	3,848,056
1810.....	703,994	8,008,904	1,654,244	2,378,067	117,625	81,367	315,783	13,319,986	2,672,276
1811.....	644,467	8,009,204	1,965,566	2,107,871	151,875	264,904	457,919	13,601,808	3,509,305
1812.....	826,271	4,449,622	3,959,365	11,909,200	277,845	347,703	509,113	22,279,121	3,862,217
1813.....	780,545	1,108,123	6,446,600	19,739,002	167,358	209,941	738,949	39,190,520	5,196,542
1814.....	927,424	7,900,543	7,311,290	20,440,970	167,394	177,179	1,103,425	38,028,230	1,727,848
1815.....	852,247	12,628,922	8,660,000	14,863,950	530,750	290,892	1,755,731	39,582,493	13,106,592
1816.....	1,208,125	24,871,062	3,908,278	16,200,800	274,512	364,620	1,416,995	48,244,495	22,033,519
1817.....	994,556	25,423,036	3,314,598	8,301,610	319,463	281,994	2,242,384	40,877,646	14,989,465
1818.....	1,109,559	21,296,201	2,953,695	6,513,431	505,704	420,429	2,305,849	35,104,875	1,478,526
1819.....	1,142,180	7,703,926	3,847,640	8,922,239	463,181	284,113	1,640,917	24,004,199	2,079,992
1820.....	1,248,310	8,628,494	4,387,990	5,838,768	315,750	253,370	1,090,341	21,763,024	1,198,461
1821.....	1,112,292	8,367,093	3,319,243	4,704,108	477,005	207,110	903,718	19,090,572	1,681,592
1822.....	1,158,131	7,848,949	2,224,458	5,070,179	575,007	164,879	644,985	17,676,592	4,237,427
1823.....	1,058,911	5,530,016	2,503,765	4,877,512	380,781	292,118	671,063	15,314,177	9,463,922
1824.....	1,366,266	16,568,393	2,904,581	4,840,265	429,987	5110,099	678,942	31,898,538	1,946,597
1825.....	1,330,747	12,095,344	3,049,083	4,968,724	724,106	371,666	1,046,131	28,585,804	5,201,650
1826.....	1,256,745	11,041,082	4,218,902	5,499,787	743,447	232,719	1,110,713	24,103,398	6,358,686
1827.....	1,228,141	10,003,668	4,263,877	4,915,115	760,624	659,211	826,123	22,656,764	6,698,286
1828.....	1,455,490	12,163,438	3,918,786	4,996,116	705,084	1,001,193	1,219,368	25,459,479	5,972,435
1829.....	1,327,069	12,383,867	3,308,745	5,673,885	576,344	207,765	1,565,679	25,044,358	5,755,704
1830.....	1,579,724	11,355,748	3,239,428	6,130,424	622,262	294,067	1,363,624	24,585,281	6,014,539
1831.....	1,373,755	16,174,378	3,850,133	6,012,499	930,738	298,554	1,392,336	30,038,446	4,502 914
1832.....	1,800,757	17,840,309	3,956,370	6,630,455	1,342,419	325,181	2,451,302	34,356,698	2,011,777

Subsequent statements left a balance in the treasury as follows:

DATE.	Balance.		DATE.	Balance.	
	dlrs. cts.	dlrs. cts.		dollars.	dlrs. cts.
1st of January, 1833.....	2,011,777 55				
Receipts during 1833.....	33,948,426 25		Receipts during 1835.....	....	28,430,881 07
Receipts (reduced) 1834.....	21,791,935 55	57,752,139 35	Ditto, ditto, 1836.....	....	47,691,898 00
Expenditure and interest of debt, 1833.....	242,57,298 49		Total.....	....	8,892,858 49
Ditto ditto, 1834	24,601,982 44	48,859,280 93	Expenditure, 1835.....	18,176,141	
			Ditto, 1836.....	22,000,000	40,176,141 00
1st of January, balance in treasury.....	....	8,892,858 42			

Balance in the treasury, 1st of January, 1837, 44,839,494 dollars 96 cents, which, according to various deductions made by the secretary of the treasury, was reduced to about 42,000,000 dollars, all of which, except 5,000,000 dollars, was transferred to the several state deposit banks. The treasury having ceased to make loans until 1840, the necessity for which was attributed by one party to the surplus being deposited in the state banks.

STATEMENT of the Receipts into the National Treasury, from Customs, Internal Revenue, and Direct Taxes, and Sales of Public Lands, fractions of a dollar being excluded.

YEARS.	Customs.	Internal and Direct Taxes.	Sales of Lands and Miscellaneous.	Aggregate of Receipts. In each Year.	Aggregate of Receipts. In each period of Four Years.
	dollars.	dollars.	dollars.	dollars.	dollars.
1789–91.	4,399,473	....	....	4,399,473	
1792....	3,443,071	208,943	....	3,652,014	8,051,487
1793....	4,255,306	337,706	....	4,593,012	
1794....	4,801,065	274,090	....	5,075,155	
1795....	5,588,461	337,755	....	5,926,216	
1796....	6,567,988	475,290	4,836	7,048,114	22,642,497
1797....	7,549,650	575,491	83 541	8,208,682	
1798....	7,106,062	644,358	11,963	7,762,383	
1799....	6,610,449	779,136	....	7,389,585	
1800....	9,080,933	1,543,020	444	10,624,997	33,985,647
1801....	10,750,779	1,582,377	167,726	12,500,882	
1802....	12,438,236	828,464	188,628	13,455,328	
1803....	10,479,418	287,059	165,676	10,932,153	
1804....	11,098,565	101,139	487,527	11,687,231	48,575,694
1805...	12,936,487	43.631	540,194	13,520,312	
1806....	14,667,698	75,865	765,246	15,508,809	
1807....	15,845,522	47,784	466,163	16,359,469	
1808....	16,363,550	27,370	647,939	17,038,859	62,427,449
1809....	7,296,021	11,562	442,252	7,749,835	
1810....	8,583,309	19,879	696,549	9,299,737	
1811....	13,313,223	9,962	1,040,238	14,363,423	
1812....	8,958,778	5,762	710,428	9,674,968	41,087,963
1813....	13,224,023	8,561	835,655	14,068,839	
1814....	5,998,772	3,882,482	1,135,971	11,017,225	
1815....	7,282,942	6,840,733	1,287,959	15,411,634	
1816....	36,306,875	9,378,344	1,717,985	47,403,204	87,900,902
1817....	26,283,348	4,512,288	1,991 226	32,786,862	
1818....	17,176,385	1,219,613	2,606,565	21,002,563	
1819....	20,283,609	313,244	3,274,423	23,871,276	
1820....	15,005,612	137,847	1,635,872	16,779,331	94,440,032
1821....	13,004,447	98,377	1,212,966	14,315,790	
1822....	17,589,762	88,617	1,803,582	19,481,961	
1823....	19,088,433	44,580	916,523	20,049,536	
1824....	17,878,326	40,865	984,418	18,903,609	72,750,896
1825....	20,098,714	28,102	1,216,090	21,342,906	
1826....	23,341,332	28,228	1,393,785	24,763,345	
1827....	19,712,283	22,513	1,495,945	21,230,641	
1828....	23,205,524	19,671	1,018,309	24,243,504	91,580,396
1829....	22,681,966	25 838	1,517,175	24,224,979	
1830....	21,922,391	29,141	2,329,356	24,280,888	
1831....	24,224,442	17,440	3,210,815	27,452,697	
1832....	28,465,237	18 422	2,623,381	31,107,040	107,065,604
1833....	29,032,509	3,153	3,967,682	33,003.344	
1834....	16,214,957	4,216	4,857,601	21,076,774	
1835....	19,391,311	14,723	4,757,601	34,163,635	
1836....	23,409,940	1,099	4,877,180	48,288,219	136,531,972
1837....	11,165,970	....	6,863 556	18,029,526	
1838....	16,155,455	....	3,214,184	19,369,639	
1839....	23,136,397	....	7,261,118	30,397.515	
1840....	13,496,834	....	3,494,356	16,991,191	84,787,872
1841* ..	14,481,998	....	1,470,295	15,952,293	
1842† ..	18,176,721	....	1,434 878	19,611,599	
1843‡ ..	13,179,116	....	1,426,029	14,605,145	
1843§ ..	7,046,844	....	1,426,029	14,605,145	
1844‖ ..	26,183,370	....	2,320,948	28,504,518	93,278,800

STATEMENT of the Expenditures of the United States, exclusive of Payments on Account of the Public Debt, and from Trust Funds, Fractions excluded.

YEARS.	Civil List, Foreign Intercourse, & Miscellaneous.	Military Establishment.	Naval Establishment.	Aggregate of Expenditures. In each Year.	Aggregate of Expenditures. In each Period of Four Years.
	dollars.	dollars.	dollars.	dollars.	dollars.
1789–91.	1,083,401	835,618	570	1,919,589	
1792....	654,257	1,223,597	53	1,877,904	3,797,493
1793....	472,450	1,237,628	....	1,710,070	
1794....	705,598	2,733,540	61,409	3,500,547	
1795....	1,367,037	2,573,059	410,562	4'350,658	
1796....	772,485	1,474,661	274,784	2,521,930	12,083,205
1797....	1,246,904	1,194,055	382,632	2,823,591	
1798....	1,111,038	2,130,837	1,381,348	4,623,223	
1799....	1,039,392	2,582,693	2,858,082	6,480,167	
1800....	1,337,613	2,625,041	3,448,716	7,411,370	21,338,351
1801....	1,114,768	1,755,477	2,111,424	4,981,669	
1802....	1,462,929	1,358,589	915,562	3,737,080	
1803....	1,842,636	944,958	1,215,231	4,002,825	
1804....	2,191,009	1,072,017	1,189,833	4,452,859	17,174,433
1805...	3,768,588	991,136	1,597,500	6,357,224	
1806....	2,891,037	1,540,431	1,649,641	6,081,109	
1807....	1,697,897	1,564,611	1,722,064	4,984,572	
1808....	1,423,286	3,196,985	1,884,068	6,504,339	23,927,244
1809....	1,215,804	3,771,109	2,427,759	7,414,672	
1810....	1,101,145	2,555,693	1,654,244	5,311,082	
1811....	1,367,291	2,259,747	1,965,566	5,592,604	
1812....	1,683,088	12,187,046	3,959,365	17,829,499	36,147,857
1813....	1,729,435	19,906,362	6,446,600	28,082,397	
1814....	2,208,029	20,608,366	7,311,291	30,127,686	
1815....	2,898,871	15,394,700	8,660,000	26,953,571	
1816....	2,989,742	16,475,412	3,908,278	23,373,432	108,537,086
1817....	3,518,937	8,621,075	3,314,598	15,454,610	
1818....	3,835,839	7,019,140	2,953,695	13,808,674	
1819....	3,067,212	9,385,421	3,847,640	16,300,273	
1820....	2,592,022	6,154,518	4,387,990	13,134,530	58,698,087
1821....	2,223,122	5,181,114	3,319,243	10,723,479	
1822....	1,967,996	5,635,187	2,224,459	9,827,642	
1823....	2,022,094	5,258,295	2,503,766	9,784,155	
1824....	7,155,308	5,270,255	2,904,582	15,330,145	45,665,421
1825....	2,748,544	5,692,831	3,049,084	11,490,459	
1826....	2,600,178	6,243,236	4,218,902	13,062,316	
1827....	2,314,777	5,675,742	4,263,878	12,254,397	
1828....	2,886,052	5,701,203	3,918,786	12,506,041	49,313,213
1829....	3,092,214	6,250,530	3,308,745	12,651,489	
1830....	3,228,416	6,752,689	3,239,429	13,220,534	
1831....	3,064,346	6,943,239	3,856,183	13,863,768	
1832....	4,574,841	7,982,877	3,956,370	16,514,088	56,249,879
1833....	5,051,789	13,096,152	3,901,357	22,049,298	
1834....	4,399,779	10,064,428	3,956,260	18,420,467	
1835....	3,720,167	9,420,313	3,864,939	17,005,419	
1836....	5,388,371	18,466,110	5,800,763	29,655,244	87,130,428
1837....	5,524,253	19,417,274	6,852,060	31,793,587	
1838....	5,666,703	19,936,312	5,975,771	31,578,785	
1839....	4,994,562	14,268,981	6,225,003	25,488,547	
1840....	5,581,878	11,621,438	6,124,456	23,327,772	112,188,691
1841* ..	933,527	2,122,061	724,262	3,819,850	
1842† ..	6,215,946	13,903,898	6,246,503	26,366,347	
1843‡ ..	6,865,452	8,248,918	7,963,678	23,078,047	
1843§ ..	2,867,289	4,158,384	3,672,718	10,691,391	
1844‖ ..	5,231,747	8,231,317	6,496,991	20,070,074	82,832,128

* From January 1, to March 3, 1841.
† From March 4, 1841, to March 4, 1842.
‡ From March 4, 1842, to January 1, 1843.
§ From January 1, 1843, to July 1843.
‖ From July 1, 1843, to June 30, 1844.

AMOUNT of the Public Debt of the United States in each successive Year from 1791 to 1835.

YEARS.	Amount of Debt.		YEARS.	Amount of Debt.		YEARS.	Amount of Debt.	
	dollars	cts.		dollars	cts.		dollars	cts.
1791	75,463,476	33*	1806	75,723,270	66	1821	89,987,427	66
1792	77,227,924	66	1807	69,218,398	64	1822	93,546,676	98§
1793	80,352,634	04	1808	65,196,317	97	1823	90,875,877	22
1794	78,427,404	77	1809	57,023,192	09	1824	90,269,777	77
1795	80,747,587	39	1810	53,173,217	52	1825	83,788,432	71
1796	83,762,172	07	1811	48,005,587	76	1826	81,054,059	99
1797	82,064,479	33	1812	45,209,737	90	1827	73,987,357	20
1798	79,228,529	12	1813	55,962,827	57	1828	67,475,043	87
1799	78,408,669	77	1814	81,487,846	24	1829	58,421,413	67
1800	82,976,294	35	1815	99,833,660	15‡	1830	48,580,534	22
1801	83,038,050	80	1816	127,334,933	74	1831	39,082,461	88
1802	80,712,632	25	1817	123,491,965	16	1832	24,282,879	24
1803	77,054,686	30	1818	103,466 633	83	1833	7,001,698	83
1804	86,427,120	88†	1819	95,529,648	28	1834	4,722,260	29
1805	82,312,150	50	1820	91,025,500	15	1835	Extinguished.	

* Expense of the Revolutionary War (1775–1785), 135,193,703 dollars. Emissions of paper money (1776–1781) 359,547,027 dollars 25 cents. Loans and subsidies from France (1778–1783), 7,962,959 dollars.
† Purchase of Louisiana (1803), for 15,000,000 dollars.
‡ Expense of the Three Years' War.
§ Purchase of Florida (1821), for 5,000,000 dollars.

Although the active debt of the United States was considered as extinguished in 1835, there remained an unclaimed old debt.

The payments on account of the (old) funded and unfunded debt, since the 1st of December, 1838, have been as follows:

	dlrs.	cts.	dlrs.	cts.
1. On account of the principal and interest of the funded debt:				
Principal	....		13,012	48
Interest	....		1,000	34
Total	....		14,012	82
Leaving unclaimed and undischarged	....		311,508	01
Viz.:				
Principal	62,941	99		
Interest	248,566	02		
2. On account of the unfunded debt	....		646	16
Leaving the amount of certificates and notes payable on presentation	....		36,267	24
Viz.:				
Certificates issued for claims during the revolutionary war, and registered prior to 1798	26,652	15		
Treasury notes issued during the late war	5,295	00		
Certificates of Mississippi stock	4,320	09		

DEBTS of the Corporate Cities of the District of Columbia, assumed by the United States, viz.:

CITIES.	Debts.	
	dlrs.	cts.
Washington	1,000,000	00
Alexandria	250,000	00
Georgetown	250,000	00
Total	1,500,000	00
The payments during the year 1839, on account of the interest and charges of this debt, amounted to	76,374	77

Receipts and Expenditures of the United States.

YEARS.	RECEIPTS.			EXPENSES.		
	Ordinary.	Borrowed.	Total.	Ordinary.	Debt.	Total.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1840	19,442,646	5,589,547	25,032,193	24,139,920	4,086,613	28,226,533
1841	17,148,809	13,261,358	30,410,167	25,496,996	6,528,074	32,025,070
1842	19,662,593	14,890,000	34,552,593	25,836,891	9,471,743	35,308,634
1843*	8,150,270	5,190,960	13,341,230	10,500,000	1,000,000	11,500,000

* Six months.

This money has been borrowed in the shape of treasury-notes and stock. From 1837, up to July, 1841, treasury-notes, bearing mostly six per cent interest, were the medium of borrowing. By the act of 1841, stock, bearing not more than six per cent, was authorised. That stock was negotiated nearly as follows:

DATE.	Redeemable.	Interest.	Amount.
	year.	rate.	dollars.
September, 1841	1844	5 2-5	14,996
" 1841	1844	5½	3,213,000
" 1841	1844	6	2,439,000
2d quarter, 1842	1852	6	1,587,259
3d " 1842	1852	6	701,649
4th " 1842	1852	6	1,129,200
January, 1843	1862	6	4,883,358
June, 1843	....	5	7,000,000
Total	....	....	21,072,442

Of the Public Debt, December 1, 1842.

RETURNS.	1842				1843	
	dlrs.	cts.	dlrs.	cts.	dlrs.	cts.
Of the (old) funded and unfunded debt payable on presentation:						
Funded debt—principal	52,087	62				
" interest	236,218	78				
			288,306	40	208,009	34
Unfunded—certificates for claims during the revolutionary war	26,622	44	....		24,214	29
Treasury notes issued during the late war	4,317	44	....		4,317	44
Certificates of Mississippi stock	4,320	09	35,259	97	4,320	09
Total	....		323,566	37		
Debts of the corporate cities of the District of Columbia, assumed per act of 26th of May, 1836:						
Of the city of Washington	930,000	00	....		900,000	00
" " Alexandria	225,000	00	....		210,000	00
" " Georgetown	225,000	00	....		210,000	00
			1,380,000	00		
Total	....				1,320,000	00
Loan of the 21st of July, 1841, redeemable after 1st of January, 1844	5,672,976	88				
Loan of the 15th of April, 1842, redeemable after 1st of January, 1863	3,126,385	78				
			8,799,362	66		
Treasury notes outstanding, viz.:						
Notes issued under the act of October 12, 1837	29,406	07				
May 21, 1838, and March 2, 1839	35,008	05				
March 31, 1840	354,893	39				
February 15, 1841	3,389,124	03				
January 31, 1842	5,060,939	74				
August 31, 1842	1,224,054	89				
			*10,093,426	17		
Loans, viz.:						
Under the act of 21st of July, 1841, redeemable 1st of January, 1845	5,672,976	88				
15th of April, 1842, redeemable 1st of January, 1863	8,343,886	03				
3d of March, 1843, redeemable 1st of July, 1853	7,000,000	00				
			21,016,862	91		
Outstanding treasury notes:						
Of the several issues prior to 31st of August, 1843	†3,917,725	92				
Of notes issued and paid out under the act of 3rd of March, 1843	247,500	00				
			4,165,225	92		
Total debt	....		26,742,949	99		

* This amount includes 113,631 dollars 66 cents, cancelled notes, in the hands of the accounting officers for settlement.

† This sum includes 98,300 dollars, in the hands of the accounting officers.

STATEMENT of Duties, Revenues, and Public Expenditures, during the Calendar Year 1842, and from January 1 to July 1, 1843, exclusive of Trust Funds.

DUTIES, REVENUES, &c.	For 1842.		Six Months of 1843.	
	dollars	cts.	dollars	cts.
The receipts into the treasury were as follows:				
From customs, viz.—				
During the first quarter...	1,840,721	15	2,940,804	16
During the second quarter	6,138,390	62	4,106,039	75
During the third quarter..	6,281,659	18		
During the fourth quarter.	3,927,137	81		
Total customs.....	18,187,908	76	7,046,843	91
From sales of public lands....	1,335,797	52	897,818	11
From miscellaneous sources...	120,260	12	120,663	44
Total receipts, exclusive of loans, &c.....	19,643,966	40	8,065,325	46
Treasury notes under act of February 15, 1841.....	1,060,206	05		
Treasury notes under act of January 31, 1842.....	7,914,644	83	45,350	00
Treasury notes under act of August 31, 1842.....	2,408,554	89	617,000	00
Avails of loans of 1841 and 1842	3,425,329	87	4,883,358	36
Avails of loan of March 3, 1843	....		6,934,000	00
Total from notes and loans	14,808,735	64	12,479,708	36
Total means	34,452,702	04	20,545,033	82
The expenditures, exclusive of trust funds, were, viz.:—				
Civil List.				
Legislature.....	1,203,513	16	335,183	92
Executive.....	887,615	23	440,898	82
Judiciary.....	560,990	87	287,058	64
Governments in the Territories	141,264	82	79,260	92
Surveyors and their clerks....	51,141	46	33,309	93
Officers of the Mint and branches.....	44,077	55	19,050	00
Commissioner of the Public Buildings.....	3,000	00	1,419	44
Secretary to sign patents.....	1,500	00	750	00
Total civil list.....	2,893,103	09	1,196,931	07
Foreign Intercourse.				
Salaries of ministers.....	62,012	85	33,507	29
Salaries of secretaries of legation	16,465	71	7,850	00
Salaries of chargés des affaires	55,369	15	25,325	00
Salary of minister resident to Turkey.....	4,395	00	2,765	00
Outfits of ministers and chargés des affaires.....	45,000	00		
Salary of dragoman to Turkey, and contingencies.....	2,025	00	1,952	55
Diplomatic agents in Europe, attending to tobacco interest	8,500	00		
Contingent expenses of all the missions abroad.....	45,819	29	23,557	37
Expenses incurred by the legation to Mexico, in relation to prisoners	5,150	00	810	75
Contingent expenses of foreign intercourse.....	25,500	00	8,000	00
Salary of the consuls at London and Paris.....	2,166	66	1,007	06
Relief and protection of American seamen.....	58,410	52	27,867	02
Clerk-hire, office-rent, &c., to American consul, London....	3,444	47	1,400	00
Intercourse with Barbary powers.....	11,509	00	4,803	87
Interpreters, guards, &c., at the consulates in Turkish dominions.....	3,000	00		
Expenses of the commission under convention with Mexico	9,117	12		
Outfit of chargé d'affaires to Denmark.....	....		4,500	00
Carried forward.....	357,884	77	143,345	91

DUTIES, REVENUES, &c.	For 1842.		Six Months of 1843.	
	dollars	cts.	dollars	cts.
Foreign Intercourse—*contin.*				
Brought forward.....	357,884	77	143,345	91
To establish commercial relations with China.....	....		40,000	00
Compensation for certain diplomatic services.....	....		15,081	49
To commissioner to Sandwich Islands.....	....		2,150	00
Extra compensation to late Smithsonian agent.....	....		3,815	73
Total foreign intercourse..	357,884	77	204,393	23
Miscellaneous.				
Surveys of public lands.....	91,664	78	23,901	51
Support and maintenance of light-houses, &c.....	389,388	84	184,548	46
Marine hospital establishment.	114,771	73	50,134	54
Public buildings, &c., in Washington.....	164,963	56	21,698	60
Furniture of the President's house.....	1,500	00		
Support of the penitentiary...	10,503	50	4,500	00
Sixth census.....	190,136	94	26,752	14
Patent fund.....	47,220	00	19,925	00
Distribution of the sales of public lands.....	425,607	08	83,233	79
To meet the engagements of the Post-Office Department.	53,697	00	21,303	00
Public buildings in Iowa territory.....	600	00	14,400	00
Printing, &c., ordered by Congress.....	40,532	68	41,618	00
Building custom-houses, &c....	109,560	03	25,571	64
Survey of the coast of the United States.....	87,263	00	26,300	00
Mint establishment.....	84,782	87	33,020	00
Two per cent to the State of Mississippi.....	144,214	33		
Two per cent on sales of public lands in Alabama.....	119,207	61		
Relief of sundry individuals..	407,696	33	72,078	77
Miscellaneous claims unprovided for.....	8,290	34	904	75
Survey of the north-eastern boundary line.....	49,901	42	21,382	05
Insane hospital for the District of Columbia.....	3,000	00	7,000	00
Bridge across Pennsylvania avenue.....	12,000	00		
Removal of the statue of Washington.....	860	00	2,500	00
Purchase of ground north of General Post-Office.....	23,243	75		
Lighting lamps on Pennsylvania avenue.....	1,100	00		
Auxiliary watch in the city of Washington.....	2,396	79	3,416	57
Expenses incidental to the issue of treasury notes.....	3,095	19	1,581	04
Expenses incidental to the loans.....	4,923	19	11,346	74
Support of lunatics of the District of Columbia.....	4,000	00	500	09
Three and five per cents to certain states.....	70,901	78	10,492	31
Relief of the cities of the District of Columbia.....	132,724	05	93,560	60
Debentures and other charges.	375,004	00	2,450	00
Additional compensation to collectors, &c.....	23,637	62	100,923	85
Payment of horses, &c., lost...	2,825	98	28,596	69
Duties refunded under protest	183,479	17	143,478	78
Repayment for lands erroneously sold	16,468	99	7,712	59
Documentary history of the American revolution.....	....		34,468	00
To Maine and Massachusetts under treaty of Washington.	....		300,000	00
Sales of lands ceded by Ottowa Indians.....	....		20,679	90
Carried forward.....	3,401,163	15	1,439,979	41

(continued)

STATEMENT of Duties, Revenues, and Public Expenditure—*continued.*

DUTIES, REVENUES, &c.	For 1842.		Six Months of 1843.	
	dollars	cts.	dollars	cts.
Miscellaneous—*continued.*				
Brought forward	3,401,163	15	1,439,979	41
Testing the electro-magnetic telegraphs	....		8,000	00
Results and account of the exploring expedition	....		5,000	00
All other items of a miscellaneous nature	19,384	92	12,985	12
Total miscellaneous	3,420,548	07	1,465,964	53
Under the direction of the War Department.				
Army proper	3,641,778	29	1,693,274	73
Military Academy	178,776	05	63,605	10
Fortifications, and other works of defence	958,277	90	404,083	78
Armories, arsenals, and munitions of war	738 979	79	328,203	94
Harbours, roads, rivers, &c.	108,482	34	104,608	68
Surveys	37,708	32	21,472	00
Lighthouses & marine hospitals	14,804	13	4,667	04
Pensions	1,445,212	78	836,277	36
Indian department	1,097,006	65	444,585	30
Claims of the State of Virginia	16,915	53	6,572	50
Arming and equipping the militia	211,811	10	84,540	75
Payments to militia and volunteers	420,837	43	109,649	34
Meteorological observations at military posts	1,000	00		
Relief of sundry individuals	52,917	66	56,753	79
Total under direction of the War Department	8,924,507	97	4,158,384	31
Under the direction of the Navy Department.				
Pay and subsistence, including medicines, &c.	4,048,441	52	2,079,546	42
Carried forward	4,048,441	52	2,079,546	42

DUTIES, REVENUES, &c.	For 1842.		Six Months of 1843.	
	dollars	cts.	dollars	cts.
Navy Department—*continued.*				
Brought forward	4,048,441	52	2,079,546	42
Increase, repairs, armament and equipment	3,114,473	10	916,172	35
Contingent expenses	485,166	04	339,505	63
Navy yards	235,328	29	67,055	60
Navy hospitals and asylum	24,182	27	13,245	59
Magazines	619	13	306	00
Survey of the coast from Apalachicola bay to the mouth of the Mississippi	10,925	28	3,923	53
Charter of steamers for the survey of Nantucket shoal	4,345	39		
Arranging, preserving, &c. collections made by the exploring expedition	15,100	00	2,000	00
Erecting the statue of Washington	4,000	00		
Suppression of the slave trade	2,584	57	2,000	00
Relief of sundry individuals	1,998	79	1,324	76
Marine corps	377,829	32	203,077	79
Pensions to invalids, widows, &c.	....		21,449	00
Survey of the harbour of Memphis, Tennessee.	....		111	12
Building depot of charts	....		3,000	00
Use of Babbitt's anti-attrition metal	....		20,000	00
Total under direction of the Navy Department	8,324,993	70	3,672,717	79
Public Debt.				
Paying the old public debt	5,165	25	5,224	32
Interest on the loans of 1841, 1842, and 1843	405,894	07	386,187	88
Redemption of Treasury notes	7,704,674	84	332,788	32
Interest on Treasury notes	302,134	78	137,406	95
Total public debt	8,477,868	94	861,607	47
Total expenditures	32,398,906	54	11,559,998	30

REVENUE AND EXPENDITURE FROM JULY 1, 1843, TO MARCH 1, 1844.

From a subsequent report of the Secretary of the Treasury, made up to February 29th, 1844, we gather the following particulars:

	dlrs.	cts.	dlrs.	cts.
The balance in the treasury on the 1st July, 1843, was	....		10,434,507	55
The receipts from that time till 29th February, 1844, were				
From Customs	15,102,688	26		
Lands	1,337,052	79		
Incidentals	84,208	62		
Loan of 1843	70,231	35		
Treasury notes	1,919,800	00		
			18,513,981	02
Total	....		28,948,488	57
The payments for the same period have been				
For civil list, miscellaneous, and foreign intercourse	3,530,065	18		
Military	6,174,485	13		
Naval	4,703,956	13		
Reimbursing treasury notes	9,758,711	49		
Interest on treasury notes	547,286	67		
Interest on public debt	647,434	97		
			25,361,048	93
Balance in the treasury, 1st March, 1844	....		3,587,439	64

From these data it would appear, that the amount of the national debt, in cluding treasury notes, as a part of said debt, has been reduced 7,778,680 dollars 14 cents, between the 1st of July, 1843, and the 29th of February, 1844. Thus:

	dlrs. cts.	dlrs. cts.
Amount of treasury notes redeemed	....	9,758,711 49
Amount received for treasury notes	1,919,800 00	
Receipts for loans for 1843	70,231 35	
		1,980,031 35
Showing a reduction of indebtedness of	....	7,778,680 14

ABSTRACT of the Appropriation Bills passed at the first Session of the Twenty-eighth Congress.

EXPENSES.	Expenses.	EXPENSES.	Expenses.
	dlrs. cts.		dlrs. cts.
CIVIL AND DIPLOMATIC EXPENSES. (For the year ending June 30th, 1845.)		Brought forward	3,914,544 45
Congress—pay of members	351,600 00	Army appropriation bill	3,372,213 10
" incidental expenses	172,610 50	Navy appropriation	5,712,914 33
President of the United States	25,000 00	Indian department and Indian treaties	971,330 11
Repairs of capitol, president's house, &c.	19,097 25	Pensions (Acts Nos. 12 and 35)	1,048,050 00
Department of state	48,200 00	Post-office department	4,530,000 00
Treasury department—pay of officers	317,400 00	Military academy	116,845 50
" " incidental expenses	45,980 00	Deficiency in former appropriation for seamen	40,500 00
War department—pay officers	98,200 00	Improvement of certain harbours and rivers	655,000 00
" " incidental expenses	23,705 00	Building and repairing fortifications	537,745 00
Navy department	75,251 50	Missouri horses lost in the Florida war	
Patent office	4,300 00	Sales of condemned naval stores for naval service	34,500 00
Post-office department	172,270 00	Repairing the court-house in Alexandria	116,922 79
Surveyors and their clerks	69,020 00	Navy yard and depot at Memphis in Tennessee	550 00
United States mint and branches	134,020 00	To test the submarine telescope, and mark the boundary of Mobile	100,000 00
Governments of the territories	88,847 25	Improvements on west shore of Lake Michigan (Nos. 37, 38)	6,000 00
Judiciary	531,419 67	Deficiency in naval appropriations for 1844	25,000 00
Miscellaneous	288,524 33	Improvements in Iowa and Florida, and Hospital at Key West (Nos. 43 44, 45)	532,000 62
Light-house establishment	397,159 89	Insane persons in the District of Columbia	64,500 00
Surveys of public lands	206,610 00	Private bills in which sums are specified	4,000 00
United States bank for custom-house at Philadelphia	225,000 00		55,657 36
Intercourse with foreign nations	358,275 74	Total	21,838,273 26
For offices created by act of August 26, 1842	50,882 50		
Deficiencies in appropriations for year ending June 30, 1844	211,270 82		
Total civil and diplomatic expenses	3,914,544 45		

STATEMENT of Duties, Revenues, and Public Expenditures, during the Fiscal Year beginning July 1, and ending June 30, 1844.

DUTIES, REVENUES, AND PUBLIC EXPENDITURES.	Year ending June 30, 1844.	DUTIES, REVENUES, AND PUBLIC EXPENDITURES.	Year ending June 30, 1844.
	dollars cts.		dollars cts.
The receipts into the treasury were as follows:—		The expenditures, exclusive of trust funds, were as follows:—	
From customs, viz.—		*Civil List.*	
During the first quarter	6,132,272 09	Legislature	856,874 84
During the second quarter	3,881,993 47	Executive	840,752 92
During the third quarter	7,675,366 40	Judiciary	550,477 18
During the fourth quarter	8,493,938 98	Governments in the Territories	101,736 04
		Surveyors and their clerks	51,451 28
Total customs	26,183,570 94	Officers of the Mint and branches	47,100 00
From sales of public lands	2,059,939 80	Commissioner of the Public Buildings	2,000 00
From miscellaneous sources	261,007 94	Secretary to sign patents	1,500 00
Total receipts, exclusive of loans, &c.	28,504,518 68	Total civil list	2,451,892 26
Treasury notes under act of January 31, 1842		*Foreign Intercourse.*	
Treasury notes under act of August 31, 1842		Salaries of ministers	69,566 06
Treasury notes under act of March 3, 1843	1,806,950 00	Salaries of secretaries of legation	13,246 00
Avails of loans of 1841 and 1842		Salaries of chargés des affaires	46,813 36
Avails of loan of March 3, 1843	70,231 35	Salary of minister resident to Turkey	3,000 00
		Outfits of ministers and chargés des affaires	9,000 00
Total from notes and loans	1,877,181 35	Salary of dragoman to Turkey and contingencies	1,850 0
Total means	30,381,700 03	Contingent expenses of all the missions abroad	26,327 72
Balance in the treasury, July 1, 1843	10,434,507 55		
Grand total	40,816,207 58	Carried forward	169,803 11

(continued)

STATEMENT of Duties, Revenues, and Public Expenditures.

DUTIES, REVENUES, AND PUBLIC EXPENDITURES.	Year ending June 30, 1844.	
	dollars.	cts.
Foreign Intercourse—*continued.*		
Brought forward	169,803	14
Expenses incurred by the legation to Mexico, in relation to prisoners		
Contingent expenses of foreign intercourse	26,064	67
Expenses of forwarding the mails, &c, between Chagres and Panama	250	00
Salary of the consuls at London and Paris	2,000	00
Relief and protection of American seamen	81,853	74
Clerk-hire, office-rent, &c., to American consul, London	2,800	00
Intercourse with Barbary powers	6,394	24
French seamen killed or wounded at Toulon	1,000	00
Interpreters, guards, &c., at the consulates in Turkish dominions	3,000	00
Payments under the ninth article of treaty with Spain	1,273	00
Outfit of chargé d'affaires to Denmark		
To establish commercial relations with China		
Compensation for certain diplomatic services		
To commissioner to Sandwich Islands	850	00
Extra compensation to late Smithsonian agent		
Total foreign intercourse	295,288	79
Miscellaneous.		
Surveys of public lands	122,388	62
Support and maintenance of light-houses, &c.	302,487	25
Marine hospital establishment	65,741	72
Public buildings, &c., in Washington	46,146	03
Furniture of the President's house	549	63
Support of the penitentiary	12,500	00
Sixth census	923	49
Patent fund	39,353	28
Distribution of the sales of public lands	15,301	09
Payment to Maine and Massachusetts for expenses incurred in protecting the heretofore disputed territory on the north-eastern frontier of the United States	206,934	79
To meet the engagements of the Post-Office Department		
Public buildings in Iowa territory		
Printing, &c., ordered by Congress		
Building custom-houses, &c.	96,395	66
Survey of the coast of the United States	95,000	00
Mint establishment	78,875	00
Relief of sundry individuals	138,704	67
Miscellaneous claims unprovided for	5,358	46
Survey of the north-eastern boundary line	28,500	00
Insane hospital for the District of Columbia		
Removal of the statue of Washington	2,500	00
Auxiliary watch in the city of Washington	6,490	74
Expenses incidental to the issue of treasury notes	2,000	00
Expenses incidental to the loans	2,300	00
Support of lunatics of the District of Columbia		
Three and five per cents to certain states	38,021	04
Two per cent fund to Alabama	103,884	77
Two per cent fund to Mississippi	710	65
Relief of the cities of the District of Columbia	124,260	92
Debentures and other charges	277,327	04
Additional compensation to collectors, &c.	17,779	58
Payment of horses, &c., lost	11,315	22
Duties refunded under protest	452,898	18
Repayment for lands erroneously sold	18,358	82
Refunding purchase-money for land sold in the Greensburg district, Louisiana	98,746	86
Documentary history of the American revolution		
Carried forward	2,411,753	51

DUTIES, REVENUES, AND PUBLIC EXPENDITURES.	Year ending July 30, 1845.	
	dollars	cts.
Miscellaneous—*continued.*		
Brought forward	2,411,753	51
To Maine and Massachusetts under treaty of Washington		
Sales of lands ceded by Ottowa Indians		
Testing the electro-magnetic telegraphs	17,500	00
Results and account of the exploring expedition	30,000	00
Preserving the botanical and horticultural specimens brought home by the exploring expedition	1,200	00
Preparing indices to the manuscript papers of Washington	1,108	00
Information respecting foreign commerce	3,000	00
Registers for ships and vessels	2,000	00
Clerk to commissioners, and expenses incurred by the collector of New York, in relation to goods destroyed by fire	7,005	99
Payment of books ordered by Congress	5,444	76
All other items of a miscellaneous nature	5,553	21
Total miscellaneous	2,484,565	47
Under the direction of the War Department.		
Army proper	3,053,294	53
Military academy	123,195	27
Fortifications, and other works of defence	705,980	44
Armories, arsenals, and munitions of war	610,827	43
Harbours, roads, rivers, &c.	263,629	51
Surveys	55,210	56
Light-houses and marine hospitals		
Pensions	2,013,072	63
Indian department	1,021,500	18
Claims of the state of Virginia	18,404	78
Arming and equipping the militia	176,941	37
Payments to militia and volunteers	174,819	62
Relief of sundry individuals	14,440	91
Total under the direction of the war department	8,231,317	23
Under the direction of the Navy Department.		
Pay and subsistence, including medicines, &c.	4,145,087	35
Increase, repairs, armament, and equipment	1,315,727	54
Contingent expenses	540,326	76
Navy yards	141,010	75
Navy hospitals and asylum	15,212	00
Magazines	780	01
Survey of the coast from Apalachicola bay to the mouth of the Mississippi		
Arranging, preserving, &c., collections made by the exploring expedition		
Suppression of the slave-trade		
Relief of sundry individuals	18,512	00
Marine corps	303,499	81
Pensions to invalids, widows, &c.	16,834	43
Survey of the harbour of Memphis, Tennessee		
Building depôt of charts		
Use of Babbitt's anti-attrition metal		
Total under the direction of the navy department	6,496,990	65
Public Debt.		
Paying the old public debt	46,077	75
Interest on the loans of 1841, 1842, and 1843	1,222,857	03
Redemption of treasury notes	11,118,828	42
Interest on treasury notes	611,010	34
Total public debt	12,998,773	54
Total expenditures	32,958,827	94
Balance in the treasury, July 1, 1844	7,857,379	64

STATEMENT of Duties, Revenues, and Public Expenditures, for the first Quarter of the fiscal Year, from July 1st, to September 30th, 1844, exclusive of Trust Funds.

RECEIPTS AND EXPENDITURES.	Amount.		EXPENDITURES.	Amount.	
	dlrs.	cts.		dlrs.	cts.
RECEIPTS.			Brought forward....	1,411,042	05
Customs	10,873,718	04	Army proper	1,245,682	75
Sales of public lands	434,902	04	Fortifications, ordnance, arming militia, &c.	200,627	24
Miscellaneous and incidental sources	27,839	16	Indian department	907,968	76
Total	11,336,459	24	Pensions	923,717	50
EXPENDITURES.			Naval establishment	1,966,206	89
Civil list, miscellaneous, and foreign intercourse	1,411,052	05	Interest, &c., public debt	81,404	62
			Redemption of part of loan of 1841	234,600	00
			Redemption of treasury notes, and interest	322,584	61
Carried forward....	1,411,042	05	Total	7,233,844	42

STATEMENT of the Debt of the United States, December 1st, 1844.

DEBTS.	Amount.		DEBTS.	Amount.	
	dlrs.	cts.		dlrs.	cts.
1. Of the (old) funded debt, being unclaimed principal and interest, returned from the late loan offices	156,174	51	Brought forward	1,446,815	60
2. Outstanding certificates, and interest to the 31st of December, 1798, of the (old) unfunded debt, payable on presentation	22,003	56	6. Loans, viz.:		
3. Treasury notes issued during the late war, payable on presentation	4,317	44	Under the act of the 21st of July, 1841, redeemable 1st of January, 1845	5,143,026	88
4. Certificates of Mississippi stock, payable on presentaton	4,320	09	Under the act of the 15th of April, 1842, redeemable 1st of January, 1863	8,343,886	03
5. Debts of the corporate cities of the District of Columbia, assumed by the United States, viz.:	186,815	60	Under the act of the 3rd of March, 1843, redeemable 1st of July, 1853	7,004,231	35
Of the city of Washington	840,000	00	Total	20,491,144	26
" " Alexandria	210,000	00	7. Outstanding treasury notes:		
" " Georgetown	210,000	00	Of the several issues prior to the 31st of August, 1843	626,063	17
Total	1,260,000	00	Of notes issued and paid out under the act of the 3rd of March, 1843	1,286,650	00
Carried forward....	1,446,815	60	Total	1,912,713	17
			Total debt	23,850,673	03

ABSTRACT of the Appropriation Bills passed at the second Session of the Twenty-eighth Congress.

EXPENSES.	Amount.		EXPENSES.	Amount.	
	dlrs.	cts.		dlrs.	cts.
CIVIL AND DIPLOMATIC EXPENSES. (For the year ending June 30th, 1846.)			Brought forward....	2,581,978	33
Congress—pay of members	500,000	00	Miscellaneous	20,624	67
" incidental expenses	295,365	50	Light-house establishment	394,808	06
President and vice-president of the United States	30,000	00	Surveys of public lands	160,000	00
Repairing and furnishing the president's house	20,000	00	Two instalments in the Mexican indemnity due in 1844	275,000	00
Department of state	50,045	00	Deficiency in appropriation for contingent expenses of Congress	120,000	00
Treasury department—pay of officers	341,100	00	Intercourse with foreign nations	468,543	45
" " incidental expenses	47,050	00	Total	4,270,954	51
War department—pay of officers	99,200	00	Revolutionary and other pensioners	2,255,000	00
" " incidental expenses	17,055	00	Army appropriation bill	3,929,766	30
Navy department	80,975	00	Navy appropriation bill	6,350,789	68
Patent office	4,000	00	Post-office department	5,166,000	00
Post-office department	208,320	00	Navy pensioners	61,000	00
Public buildings and grounds	54,878	50	Support of the military academy	138,049	00
Surveyors and their clerks	61,910	00	Appropriations for the Indian department	1,059,503	74
United States Mint and branches	158,300	00	Building and repairing fortifications	800,000	00
Governments of the territories	81,179	33	Improvements in the territories	50,000	00
Judiciary	532,600	00	Miscellaneous	144,025	67
Carried forward....	2,581,978	33	Total	24,225,088	90

From the annual report of Mr. R. J. Walker, Secretary of the Treasury, we extract the following:

"TREASURY DEPARTMENT, December 3rd, 1845.

"In obedience to the 'Act supplementary to the act to establish the Treasury Department,' the undersigned respectfully submits the following report.

"The receipts and expenditures for the fiscal year ending the 30th of June, 1845, were as follows:

RECEIPTS and Means for the Year ending the 30th of June, 1845.

	dlrs.	cts.
From customs	27,528,112	70
From sales of public lands	2,077,022	30
From miscellaneous sources	163,998	56
Total receipts	29,769,133	56
Add balance in treasury July 1, 1844	7,857,379	64
Total means	37,626,513	20
The expenditures during the same fiscal year amounted to	29,968,206	98
Leaving a balance in treasury July 1, 1845, of	7,658,306	22

THE estimated Receipts and Expenditures for the fiscal Year ending the 30th of June, 1846, are:

RECEIPTS.

	dlrs.	cts.	dlrs.	cts.
From customs, first quarter, by actual returns	8,861,932	14		
For second, third, and fourth quarters, as estimated	15,638,067	86		
Total from customs	24,500,000	00		
From sales of public lands	2,200,000	00		
From miscellaneous and incidental sources	120,000	00		
Total receipts	26,820,000	00		
Add balance in treasury 1st July, 1845	7,659,306	22		
Total means as estimated	....		34,478,306	22

EXPENDITURES.

The actual expenditures for first quarter, ending the 30th of September, 1845	8,463,092	41		
The estimated expenditures for the other three quarters, from the 1st of October, 1845, to 30th of June, 1846, are:				
For civil list, foreign intercourse, and miscellaneous purposes	6,739,211	06		
Army proper	2,594,735	06		
Fortifications, ordnance, arming militia, &c	2,346,778	82		
Indian department	1,649,791	94		
Pensions	1,355,556	02		
Interest on public debt and treasury notes	856,976	48		
Redemption of residue of loan of 1841	29,300	00		
Treasury notes outstanding	687,764	18		
Naval establishment	4,902,845	93		
Total	....		29,627,051	90
Which deducted from total means above stated; will leave in treasury on the 1st of July, 1846, an estimated balance			4,851,254	32

"But this balance is subject to be decreased by such additional appropriations as Congress shall make, to be expended during the fiscal year ending the 30th of June, 1846, and to be altered by the sums which may be presented for payment of the old funded and unfunded debt, and old treasury notes.

THE estimated Receipts, Means, and Expenditures for the fiscal year commencing the 1st of July, 1846, and ending the 30th of June, 1847, are as follows:

RECEIPTS

	dlrs.	ts.	dlrs.	cts.
From customs for the four quarters	22,500,000	00		
From public lands	2,400,000	00		
From miscellaneous and incidental sources	100,000	00		
Total	25,000,000	00		
Add estimated balance to be in treasury the 1st of July, 1846	4,851,254	32		
Total estimated means for fiscal year ending the 30th of June, 1847	....		29,851,254	32

EXPENDITURES.

The estimated expenditure during the same period, viz.:				
The balance of the former appropriations which will be required to be expended in this year	1,441,457	10		
Permanent and indefinite appropriations	2,997,915	72		
Specific appropriations asked for this year	21,079,440	43		
Total estimated expenditures	25,518,813	25		
Which is composed of the following particulars, viz.:				
Civil list, foreign intercourse, and miscellaneous	5,925,292	62		
Army proper	3,364,458	92		
Fortifications, ordnance, arming militia, &c	4,331,809	93		
Pensions	2,507,100	00		
Indian department	2,214,916	18		
Naval establishment	6,329,390	88		
Interest on public debt	835,844	72		
			25,518,813	25
Which, deducted from the total of means before stated, gives an estimated balance on the 1st of July, 1847, of	....		4,332,441	07

THE TARIFF.—The receipts for the first quarter of this year are less by 2,011,885 dollars 90 cents, than the receipts of the same quarter last year. Among the causes of decrease is the progressive diminution of the importation of many high-protected articles, and the substitution of rival domestic products. For the nine months ending June 30, 1843, since the present tariff, the average of duties upon dutiable imports was equal to 37 dollars 84 1-10 cents per cent; for the year ending June 30, 1844, 33 dollars 85 9-10 cents per cent; and for the year ending June 30, 1845, 29 dollars 90 per cent—showing a great diminution in the average per centage, owing in part to increased importation of some articles bearing the lighter duties, and decreased importations of others bearing the higher duties. The revenue from ad valorem duties last year exceeded that realised from specific duties, although the average of the ad valorem duties was only 23 dollars 57 cents per cent, and the average of the specific duties 41 dollars 30 cents—presenting another strong proof that lower duties increase the revenue. Among the causes tending to augment the revenue, are increased emigration and the annexation of Texas. The estimates for the expenditures of 1846 are based chiefly upon appropriations made by Congress. The estimated expenditures of 1847 are founded upon data furnished by the several departments, and are less by 4,108,238 dollars 65 cents than those of the preceding year. These estimates are submitted in the full conviction that, whenever Congress, guided by an enlightened economy, can diminish the expenditures without injury to the public interest, such retrenchment will be made so as to lighten the burden of taxation, and hasten the extinguishment of the public debt, reduced on the 1st of October last to 17,057,445 dollars 52 cents.

In suggesting improvements in the revenue laws, the following principles have been adopted:

1st. That no more money should be collected than is necessary for the wants of the government, economically administered.

2nd. That no duty be imposed on any articles above the lowest rate which will yield the largest amount of revenue.

3rd. That, below such rate, discrimination may be made, descending in the scale of duties; or, for imperative reasons, the articles may be placed in the list of those free from all duty.

4th. That the maximum revenue duty should be imposed on luxuries.

5th. That all minimums, and all specific duties should be abolished, and ad valorem duties substituted in their place—care being taken to guard against fraudulent invoices and under-valuation, and to assess the duty upon the actual market value.

6th. That the duties should be so imposed as to operate as equally as possible throughout the Union, discriminating neither for nor against any class or section.

No horizontal scale of duties is recommended; because such a scale would be a refusal to discriminate for revenue, and might sink that revenue below the wants of the government. Some articles will yield the largest revenue at duties that would be wholly or partially prohibitory in other cases. Luxuries, as a general rule, will bear the highest revenue duties; but even some very costly luxuries, easily smuggled, will bear but a light duty for revenue, whilst other articles, of great bulk and weight, will bear a higher duty for revenue. There is no instance within the knowledge of this department, of any horizontal tariff ever having been enacted by any one of the nations of the world. There must be discrimination for revenue, or the burden of taxation must be augmented, in order to bring the same amount of money into the treasury. It is difficult also to adopt any arbitrary maximum, to which an inflexible adherence must be demanded in all cases. Thus, upon brandy and spirits a specific duty, varying as an equivalent ad valorem from 180 to 261 per cent yields a large revenue, yet no one would propose either of these rates as a maximum. These duties are too high for revenue, from the encouragement they present for smuggling these baneful luxuries; yet a duty of 20 per cent upon brandy and spirits would be far below the revenue standard, would greatly diminish the income on these imports, require increased burdens upon the necessaries of life, and would revolt the moral sense of the whole community. There are many other luxuries which will bear a much higher duty for revenue than 20 per cent; and the only true maximum is that which experience demonstrates will bring, in each case, the largest revenue at the lowest rate of duty. Nor should maximum revenue duties be imposed upon all articles; for this would yield too large an income, and would prevent all discrimination within the revenue standard, and require necessaries to be taxed as high as luxuries. But, whilst it is impossible to adopt any horizontal scale of duties, or even any arbitrary maximum, experience proves that, as a general rule, a duty of 20 per cent ad valorem will yield the largest revenue.—There are, however, a few exceptions above, as well as many below this standard. Thus, whilst the lowest revenue duty on most luxuries exceeds 20 per cent, there are many costly articles, of small bulk and easily smuggled, which would bring perhaps no revenue at a duty as high as 20 per cent; and even at the present rate, 7½ per cent, they will yield in most cases a small revenue; whilst coal, iron, sugar and molasses, articles of great bulk and weight, yielded last year six millions of revenue, at an average rate of duty exceeding 60 per cent, ad valorem. These duties are far too high for revenue upon all these articles, and ought to be reduced to the revenue standard; but if Congress desire to obtain

the largest revenue from duties on these articles, those duties, at the lowest rate for revenue, would exceed 20 per cent, ad valorem.

"WAREHOUSING SYSTEM.—Prior to the 30th of June, 1842, a credit was given for the payment of duties; since which date they have been collected in cash. Before the cash duties and the tariff of 1842, our trade in foreign imports re-exported abroad afforded large and profitable employment to our merchants and freight to our commercial marine, both for the inward and outward voyage; but since the last tariff this trade is being lost to the country, as is proved by the tables hereto annexed. The total amount of foreign imports re-exported during the three years since the last tariff, both of free and dutiable goods, is 33,384,394 dollars—being far less than in any three years (except during the war) since 1793, and less than was re-exported in any one of eight several years. The highest aggregate of any three years was 173,108,813 dollars, and the lowest aggregate 41,315,705 dollars—being in the years 1794, 1795, and 1796. Before 1820, the free goods are not distinguished in this particular from dutiable goods; but since that date the returns show the following result: during the three years since the tariff of 1842, the value of dutiable imports re-exported was 12,590,811—being less than in any one of seven years preceding since 1820, the lowest aggregate of any three years since that date being 14,918,444, and the highest 57,727,293. Even before the cash duties, for five years preceding the high tariff of 1828, the value of dutiable goods re-exported was 24,796,241 dollars; and for the five years succeeding that tariff, 66,784,192 dollars—showing a loss of 28,020 dollars 49 cents of our trade in foreign exports after the tariff of 1828. The great diminution of this most valuable branch of commerce has been the combined result of cash dutiesand of the high tariff of 1842. If the cash duties are retained, as it is believed they should be, the only sure method of restoring this trade is the adoption of the warehousing system, by which the foreign imports may be kept in store by the government until they are required for re-exportation abroad, or consumption at home—in which latter contingency, and at the time when for that purpose they are taken out of these stores for consumption, the duties are paid, and, if re-exported, they pay no duty, but only the expense of storage. Under the present system, the merchant introduces foreign imports of the value of 100,000 dollars. He must now, besides the advance for the goods, make a further advance in cash, in many cases of 50,000 dollars for the duties. Under such a system but a small amount of goods will be imported for drawbacks: and the higher the duty the larger must be the advance, and the smaller the imports for re-exportation.

The imports before payment of duties, under the same regulations now applied to our imports in transit to Canada, may be taken from warehouse to warehouse—from the East to the lakes, and to Pittsburg, Cincinnati, and Louisville—from New Orleans to Natchez, Vicksburg, Memphis, and St. Louis—and warehoused in these and other interior ports, the duties remaining unpaid until the goods are taken out of the warehouse and out of the original package at such ports for consumption; thus carrying our foreign commerce into the interior with all the advantage of augmented business and cheaper supplies throughout the country.

It will introduce into our large ports on or near the seaboard assorted cargoes of goods, to be re-exported with our own, to supply the markets of the world. It will cheapen prices to the consumer, by deducting the interest and profit that are now charged upon the advance of duty—building up the marts of our own commerce, and giving profitable employment to our own commercial marine. It will greatly increase our revenue by augmenting our imports, together, with our exports; and is respectfully recommended to Congress as an important part of the whole system now proposed for their consideration.

The act of the 3rd of March last, allowing a drawback on foreign imports exported from certain ports to Canada, and also to Santa Fé and Chihuahua, in Mexico, has gone to some extent into effect under regulations prescribed by the department, and is beginning to produce the most happy results—especially in an augmented trade in the supply of foreign exports to Canada from our own ports. Indeed, this law must soon give to us the whole of this valuable trade during the long period when the St. Lawrence is closed by ice, and a large proportion of it at all seasons. The result would be still more beneficial if Canada were allowed to carry all her exports to foreign nations in transitu through our own railroads, rivers, and canals, to be shipped from our own ports. Such a system, whilst it would secure to us this valuable trade, would greatly enlarge the business on our rivers, lakes, railroads, and canals, as well as augment our commerce; and would soon lead to the purchase, by Canada, not only of our foreign exports, but also, in many cases, of our American products and fabrics, to complete an assortment. In this manner our commercial relations with Canada would become more intimate, and more and more of her trade, every year, would be secured to our people.

PUBLIC LANDS—The net proceeds of these sales paid into the treasury during the last fiscal year was 2,077,022 dollars 30 cents; and from the first sales in 1787 up to the 30th of September last was 118,607,335 dollars 91 cents. The average annual sales have been much less than two millions of acres, yet the aggregate net proceeds of the sales in 1834, 1835, 1836, and 1837, was 51,258,667 dollars 82 cents. Those large sales were almost exclusively for speculation; and this

can only be obviated, at all times, by confining the sales to settlers and cultivators in limited quantities, sufficient for farms or plantations. The price at which the public lands should be sold is an important question to the whole country, but especially to the people of the new states, living mostly remote from the seaboard, and who have scarcely felt the presence of the government in local expenditures, but chiefly in the exhaustion of their means for purchases of public lands and for customs. The public lands are not of the same value; yet they are all fixed at one unvarying price, which is far above the value of a large portion of these lands. The quantity now subject to entry at the minimum price of 1 dollar 25 cents per acre is 133,307,457 acres, and 109,035,345 acres in addition, to which the Indian title has been extinguished—being an aggregate of 242,342,802 acres, and requiring a century and a quarter to complete the sales at the rate they have progressed heretofore—without including any of the unsold lands of Texas or Oregon, or of the vast region besides to which the Indian title is not yet extinguished.

SUB-TREASURY.—The only proper course for the government is to keep its own money separate from all banks and bankers, in its own treasury—whether in the mint, branch mints, or other government agencies—and to use only gold and silver coin in all receipts and disbursements. The business of the country will be more safe when an adequate supply of specie is kept within our limits, and its circulation encouraged by all the means within the power of this government. If this government, and the states, and the people, unite in suppressing the use of specie, an adequate supply, for want of a demand, cannot be kept within our limits; and the condition of the business and currency of the country will be perilous and uncertain. It will be completely within the power of the banks, whose paper will constitute the exclusive circulation of the whole community. Nor will it be useful to establish a constitutional treasury, if it is to receive or disburse the paper of banks. Separation from the banks in that case would be only nominal, and no addition would be made to the circulation of gold and silver.

The constitutional treasury could be rendered a most powerful auxiliary of the mint in augmenting the specie circulation. The amount of public money which can be placed in the mint is now limited by law to one million of dollars; and to that extent it is now used as a depository, and as a means of increasing our coinage. It is suggested that this limitation may be so modified as to permit the use of our mint and branch mints for a much larger sum in connexion with the constitutional treasury. The amount of public money received at New York greatly exceeds that collected at all other points, and would of itself seem to call for a place of public deposit there; in view of which, the location of a branch of the mint of the United States at that city would be most convenient and useful. The argument used against a constitutional treasury, of the alleged insecurity of the public funds in the hands of individuals, and especially the vast amount collected at New York, will be entirely obviated by such an establishment. The mint of the United States has now been in existence 52 years. It has had the custody of upwards of 114,000,000 of dollars; and during this long period of time there never has been a loss of any of its specie in the mint by the government. The mint at Philadelphia is now conducted with great efficiency, by the able and faithful officer at the head of that establishment, whose general supervisory authority, without leaving the parent mint, might still be wisely extended to the branch at New York. Besides the utility of such a branch as a place for keeping safely and disbursing the public money, it is believed that the coinage might be greatly augmented by the existence of a branch of the mint at that great city. It is there that two-thirds of the revenue is annually collected—the whole of which, under the operation of the constitutional treasury, would be received in specie. Of that amount a very large sum would be received in coin of other countries, and especially in foreign gold coins—all of which could be speedily converted, upon the spot, into our own coins of gold and silver. The amount also of such foreign coin brought by emigrants to the city of New York is very considerable—a large portion of which would find its way to the branch of the mint for re-coinage.

A considerable amount of foreign gold coin has, during the present year, under the directions of this department, been converted into American gold coin; but the process would be much more rapid if aided by the organisation of the constitutional treasury, and the establishment of a branch of the mint at the great commercial emporium of the union. With the mint and branch mints as depositories, the sum remaining in the hands of other receivers of public money, whether of lands or customs, would be inconsiderable, and the government could be readily protected from all losses of such sums by adequate bonds, and the power, by law, to convict and punish as criminals all who embezzle the public moneys.

The foregoing tables and statements complete our historical statistics of the currency and finances of the United States.

Under circumstances of great national difficulties, which involved the civil and religious liberties of the citizens, and the independence of the republic, we believe the people of the United States would consent to be taxed for that purpose

even as highly as the people of England have patiently consented to be taxed; but we cannot, at the expense of truth, flatter America, by saying that her citizens would consent long to pay taxes,—direct taxes they would require to be for carrying on a war with any European power, on account of a dispute, or for a cause which did not involve the independence of America,—the liberties of her citizens,—and the domestic happiness of their families, and of their dwellings.

The demagogues who live, and speak, and act on that feverish disease—*popularity*;* ruinous in all countries, but especially so in America; and the conductors or editors of the most immoral portion of the press, the worst of whom are certainly not natives of America, may excite a nation, or delude a legislature and executive into a declaration of war; but we hazard our knowledge, and our judgment,of America, and of the Americans, by declaring that such a war would be of short duration;—and, that however great its evils to other countries, its injuries to American trade and credit, would be still greater, and tend from financial difficulties, to alienate the several states, in feelings, and interest, from one another.

Rather than obtrude our own reasons in a work of facts like this, we have throughout, generally, given the opinions and authorities of American writers and statesmen; and we cannot conclude this article better than by adducing American

* "The people of these states are, by the favour of Providence, and through the sacrifices, sufferings, efforts and virtues of their ancestors, aided by our geographical position, and our physical advantages, in the enjoyment of many privileges, rights, and blessings, which are, or appear to be, safe from the encroachments or the invasion of the most corrupt, unprincipled, and popular demagogues into whose hands the nation may, sooner or later, be destined to fall; *but we cannot number among these privileges and blessings, freedom of opinion and freedom of action in the selection of the chief magistrate of the union*, or, when he is selected and chosen, of influencing him to appoint, for his ministers, persons who, in the estimation of the most enlightened, and disinterested, and high-minded portion of his fellow-citizens, are the best qualified for the performance of the duties connected with those high stations.

"It is true, that the right of voting is free enough, and in an emergency, in a sharply contested election, an elector, imbued with more than a common share of patriotic zeal and fervour, may, in order to save his country from the misfortune of falling into the hands of his political opponents, double or quadruple his vote, or perhaps go to a greater extent, if the crisis is of that dangerous character as to seem to require such a liberal use of this republican privilege, and at the same time he shall show satisfactory evidence that he belongs to the regular army of patriots whose business it is, as in the ancient republics, to see that no harm shall come to the commonwealth. To this class of men there is no want of deference in the business of selecting candidates for the high offices under the government, but that the mass of the nation, by which we mean the farmers, planters, navigators, merchants, mechanics, manufacturers, and, in fine, the classes who work all, who earn all, and who, when the country is in danger, fight all—that this great body of the people, comprising those who own the soil, the ships, the factories, the workshops, and all the other capital of the country, as well as the honest and industrious labourers who are employed by them, and are paid by them, have any influence in the selection of candidates for offices, is a proposition which few well-informed and prudent persons will, we conceive, affirm.

"In respect, however, to the high officers of government, when, by a concurrence of fortunate circumstances there have been forced upon an executive, by the action of public opinion, persons of experience, ability, and of independent minds, it has often been found difficult for them to remain in the cabinet, without such a sacrifice of their intellectual, and, perhaps, moral independence, as no one, of a mind and character requisite for the due performance of the high duties attached to the office of cabinet minister, would submit to, or to which he ought to submit, or to which he could submit, without a loss of public esteem, if not his own self-respect."—*Letter to Cotton Manufacturers.*

opinions upon revenue and finance,—a subject, which we commenced by observing, the power of modern states chiefly depend.

The president of the United States may be one of the most honest men and patriots alive on his election to office: that is if he could have passed with purity through the previous acts of his public life. But how is he to maintain the popularity that will either enable him to administer his high functions, or leave him any chance of being re-elected. The history of the two presidentships of General Jackson afford ample means of unravelling and exposing the system or practice. A man less pure, who merely adapted his views to meet popularity, and possessing the great abilities of Mr. Calhoun, would, in the case of that statesman, have certainly been before this time elected chief magistrate of the United States.

In 1835, during the administration of General Jackson, who was supposed the most sternly virtuous of men, we find the following passage in one of Mr. Calhoun's speeches :—

"I must content myself with saying, that there never was a period in which our institutions were in greater danger, and when our country called more imploringly for relief. It is impossible for any one who has not been an eye-witness, to realise the rapid corruption and degeneracy of the government within the last ten years. So callous has the sensibility of the community become, that things are now not only tolerated, but are scarcely noticed, which, at any other period, would have prostrated the administration of Washington himself. In fact, to prove corruption and abuse, but strengthens the administration in the affections of that powerful and disciplined corps, which is the main support of those in power, and which unfortunately have established so commanding an influence over public opinion. Of this melancholy and alarming truth, we have had of late many striking illustrations. It is time for the people to reflect. A state of things so corrupt cannot long exist, and must, if not reformed, lead to convulsion and evolution."

We find, in a speech delivered by Mr. Bell, who had previously filled the chair as speaker of the house of representatives, and who had been a member of the cabinet, the following remarkable passage :—

"Did it ever strike you, Mr. Chairman, how very few of the leading men of this country have been consistent in their opinions and course upon any one subject, however vital or important? Whatever it is that stamps the course of so many American statesmen so unfavourably in this respect, would be a subject of interesting inquiry. Whether it springs from the nature of our institutions, our frequent elections, and the eagerness of most men to acquire present popularity and power, at any sacrifice, and, consequently, their readiness to adjust their principles to the current of public sentiment at the moment, or to some other cause, I leave others to decide; but, whatever it is, in any other country where there is a shadow of freedom, in England especially, the authority and opinions of no public man who had signalised his course by one-half the changes and tergiversations which have marked the course of those who are most forward in their support of this measure, would carry the slightest weight or respect with them. Indeed, what difference does it make what principles our candidate for popular support may avow, or what policy he may prefer to advocate, if he may be allowed to say *he has changed*, the moment he gets into power? Or what weight ought any man's opinions to carry with them, when it is known that only a few years ago he held opposite and conflicting views, and at some period anterior to that, he was, perhaps, the champion of the same doctrines which he has now espoused for the second time? Is there, sir, a single advocate of the bill who can lay any just claim to respect or confidence, on the ground of established and settled opinions, upon any one subject whatever?"

Mr. Bell adverted afterwards to changes for *popularity*, in regard to the dif-

ferent views taken by the same public men with respect to the tariff, bank, and other important national measures. Mr. John Jay was certainly one of the greatest men of his time, and he always enjoyed the affection, esteem, and confidence of Washington.

"Knowing both from history and experience," observes Mr. Jay, in a letter to Mr. Wilberforce, "that men and other creatures will generally act according to their real characters, I have met with few disappointments in that respect. The esteem of the estimable is certainly of great value, but the transient praise of the multitude, like feathers blown on and off by the passing breeze, can weigh but little. Popular fluctuations resemble those of the ocean, and they both depend on wind and weather, and are too natural and common to afford matter for surprise or irritation. Republics are frequently to be pitied rather than blamed, when, mistaking demagogues for patriots, they suffer from the demerit of those they appoint to manage the public affairs."

Even the great Washington did not escape the hatred of the demagogues, and Mr. Jay was burned in effigy for having concluded a treaty with England, which saved America from another expensive war, and a possible disunion of the republic. Mr. Lee, of Boston, observes (1843) in his letters—

"The influence and power gained by this body, the demagogues, of plausible, but base and profligate persons, over the ignorant, the thoughtless, and the credulous, together with the absolute control they acquire over the more idle, reckless, and corrupt members of the community, *form one of the great obstacles to the due administration of our government—to institutions which, upon the general suffrage principle, give an equal amount of political power to the wise and the foolish, to the well-informed and the ignorant, to the industrious and the idle, and worse than all, which place the most useless, immoral, irreligious, abandoned person on a level with the most enlightened, virtuous, and useful citizen in the country.*

"Now, according to information before the public, there are in the United States at least half a million of electors who, either from an absence of the lowest elements of knowledge—reading and writing—or from moral defects of a much more disqualifying character, are wholly incompetent to a rational use of the power of voting. When, too, from the ordinary increase of population, it is certain that this number will, within twenty-four years, be extended to at least a million, it must, we conceive, be admitted that of all countries on earth there is here laid open to the *demagogue*, disguised under the mask of the '*friend of the people*,' the widest field of action; and he must be a careless or an undiscerning spectator of passing events, and events which have passed, who does not perceive the progressive movements of this corps of destructives *in the rapid declension of the character of the Federal Government, and of the State Governments, in the estimation and confidence of men of reflection, discernment, and worth, to whichever of the great political parties they may belong.*

"It is this numerous body of persons, *intellectually or morally disqualified for the exercise of the right of suffrage*, and a portion of whom, as may reasonably be inferred, will be ever ready for the performance of any work assigned them by their leaders, to whom Mr. Calhoun must, we suppose, have referred, as constituting 'that powerful and disciplined corps' which may be relied upon to *sustain any description of men in office, who show a disposition to exercise their political power to the disadvantage of their country.* Now, on the supposition that the demagogues control one-fifth part of this *army of political automata*—who are as much under the control of their leaders as the figures of a chess-board are at the command of the players—what is there to prevent them from controlling the elections? What is there, we say, from preventing this disciplined and desperate corps of political operatives, who, *while the industrious and labouring portion of the community are engaged in their honest and useful pursuits*, are constantly in a state of mischievous activity under the stimulation of their turbulent and profligate conductors? What is there, we ask, to hinder them from deciding between the

two great contending parties who shall rule the nation? The answer to this inquiry must be, we think, that no reason can be given why this portion of the electors should not gain the control of the country, since, if reference be had to the results of the federal elections, it will be found that the majorities on the one side or the other have never but once been so large that a diversion of the electors from one party to the other, of from 20,000 to 75,000, would not have decided the election. Even at the election of President Harrison, who had the largest majority of votes ever given, except in Mr. Munroe's case, where there was no opposition, a transfer of 73,091 votes from his side to that of his opponent would have defeated the election of that gentleman.

"*The practical operation, then, of our system of free elections, as far as they are within the influence and sway of demagogues, is to place* 18,000,000 *of people under the control of less than* 75,000, *and frequently of not half that number, of the most worthless and abandoned persons in the community*—MANY OF THEM FOREIGNERS, FRESH LANDED UPON OUR SHORES, *and a portion of them coming from the prisons, penitentiaries, and poor-houses of Europe, without any knowledge of our institutions, or any attachment to them—and the remainder the very scum and refuse of our own country, marshalled under the banners of persons of better education than their followers, and having a still greater pre-eminence over them in every quality which can render a man an object of aversion, disgust, and detestation to the intelligent, reflecting, and well-disposed part of his fellow-citizens.*"

The following extracts are remarkable as bearing upon the same important subject. They are the opinions of a distinguished gentleman, Mr. Mann, and stated by him before the city magistrates of Boston, in July, 1843:—

"Two dangers, equally fatal, impend over us;—*the danger of ignorance, which does not know its duty, and the danger of vice, which, knowing, contemns it.* To insure prosperity, the mass of the people must be both well-informed and upright; but it is obvious that one portion of them may be honest but ignorant, while the residue are educated but fraudful.

"With the heroes and sages of ancient days, I believe in the capability of man for self-government—my whole soul thereto joyously consenting. Nay, if there be any heresy among men, or blasphemy against God, at which the philosopher might be allowed to forget his equanimity, and the Christian his charity—it is the heresy and blasphemy of believing and avowing that the infinitely-good and all-wise Author of the universe persists in creating and sustaining a race of beings who, by a law of their nature, are for ever doomed to suffer all the atrocities and agonies of misgovernment, either from the hands of others or from their own. The doctrine of the inherent and necessary disability of mankind for self-government should be regarded, not simply with denial, but with abhorrence—not with disproof only, but with execration.

"Still, if asked the broad question, *whether man is capable of self-government, I must answer it conditionally. If by man, in the inquiry, is meant the Feejee Islanders; or the convicts of Botany Bay; or the people of Mexico, and some of the South American Republics (so called); or those as a class in our own country, who can neither read nor write; or those who can read and write, and who possess talents and an education, by force of which they get treasury, or post office, or bank appointments, and then abscond with all the money they can steal;*—I ANSWER UNHESITATINGLY THAT MAN, OR RATHER SUCH MEN, ARE NOT FIT FOR SELF-GOVERNMENT. Fatuity and guilt are no more certain to destroy an individual, or a family over which they preside, than they are to destroy a government into whose rule they enter. Politics have been beautifully defined to be *the art of making a people happy.* Such men have no such art; but, with power in their hands, they would draw down personal and disperse universal misery."

Mr Mann then adverts to the right of voting at elections by convicted felons and the picture which he draws, and which is corroborated by others, is certainly appalling:—

"The number of convicts at present in confinement in the penitentiaries and state prisons of the union is very nearly four thousand seven hundred and fifty; and the average duration of their imprisonment is about four years. The number under sentence for *crime*, in common gaols and houses of correction, is not less than the preceding, and the average length of their imprisonment is estimated at six months. Suppose that these culprits live, on an average, but eight years after their enlargement, and we have the appalling number of *eighty-five thousand five hundred* convicted criminals—proved offenders against the laws of God and man—and almost universally adults—at large, mingling in our society, and a very large portion of them competent to vote; there being but three states in the union where, by the constitution of the state, a conviction for felony, or any infamous offence, works a forfeiture of the elective franchise. Yes! *voters, good and true—for the wrong side, and to send you and me to perdition!* And I do not believe there is one state in the union whose elections for governor and other high officers have not sometimes been so nearly a drawn game, that its quota of this felon host, —its own batallion of sin,—would not have been able to decide them, by what a politician would call—a very respectable majority."

"Superadded to this standing army of convicted felons, '*good and true voters on the wrong side,*' and ready and eager, under the command of men of kindred principles and feelings—and of more influence and power than themselves—to aid in sending the country to perdition. Besides that corps of tried veterans, each of whose votes have the same political weight as that of the most responsible, enlightened, and virtuous citizen of the country, there is another army, possibly still more numerous, and certainly more powerful than the one referred to—of *unconvicted felons;* a body of men who may not have committed such overt acts as would bring them within the scope of legal liabilities; or, if otherwise, who, from their cautious proceedings, or from the inefficiency of the ministers of the law, may have evaded detection or escaped punishment. This class of persons, then, although not '*convicted felons,*' are, nevertheless, *felons*, inasmuch as they are possessed of *felonious sentiments*, or may have been guilty of felonious deeds. The right of voting, in the hands of such men, many of whom have had the advantages of education and the benefits of respectable society, and some of whom may continue to have influence—is infinitely more dangerous to the safety and welfare of the country than its exercise in the hands of men stamped with the signs and evidences of their criminality."

To this class of men, and to their conduct and characteristics, Mr. Mann must have alluded in the following remarks:—

"*Are not the business relations of the community contaminated more and more with speculation and knavery? In mercantile honour and honesty, in the intercourse between buyer and seller, is there not a laxation of all the joints of the body commercial and social? The number of fraudulent bankruptcies—fraudulent in the incurring of the debts, if not in the surrender of the assets—the rapacity of speculation; the breaches of private trust; the embezzlement of corporate funds; the absconding with government property; the malversation of government fiduciaries, whether of a United States Bank, or of a Girard College; the repudiation of state debts;—and that other class of offences which combines the criminality both of fraud and force—such as the shooting of a sheriff, who attempted to execute civil process, or the burning of a bank with all its contents, by a company of debtors, in Mississippi, because their notes had been lodged in it for collection.*

"*We look with a kind of contempt, as well as abhorrence, upon the self-styled republics of South America, which seem to be founded politically, as well as territorially, upon earthquakes. Were it not that so much of human happiness is involved in their revolutions, ridicule would overpower indignation at the spectacle they present.* It is difficult to state the number of their overturns, and of late years it has seemed hardly worth while to keep the tally; but probably the changes of party and of policy in our general government have not been much less numerous than theirs. In some of our *states*, certainly, the changes of party have been so frequent, that the moon would have been their most appropriate coat of arms.

"*In one important particular, indeed, we have the advantage of our namesakes in the southern hemisphere; for our revolutions of party, as yet, have been bloodless. How long they may continue so, even in New England, depends upon the measures we take to give predominance to principle over passion in the education of the young.*

"On one of these oft-recurring days, when the fate of the state or the union is to be decided at the polls—when, over all the land, the votes are falling thick as hail, and we seem to hear them rattle like the clangour of arms—is it not enough to make the lover of his country turn pale to reflect upon the motives under which they may be given, and the consequences to which they may lead? By the votes of a few wicked men, or even of one wicked man, honourable men have been hurled from office and miscreants elevated to their places; useful offices abolished, and sinecures created; the public wealth, which had supported industry, squandered upon mercenaries; enterprise crippled; the hammer falling from every hand, the wheel stopping in every mill, the sail dropping to the mast on every sea—and thus capital, which had been honestly and laboriously accumulated, turned into dross;—in fine, the whole policy of the government may be reversed, and the social condition of millions changed, to gratify one man's grudge, or prejudice, or revenge. In a word, if the votes which fall so copiously into the ballot-box on our days of election emanate from wise councils and a loyalty to truth, they will descend like benedictions from Heaven to bless the land and fill it with song and gladness, such as have never been known upon earth since the days of Paradise; but if, on the other hand, these votes come from ignorance and crime, the fire and brimstone that were rained in Sodom and Gomorrah would be more tolerable.

"But I have laboured to supererogation to show both an existing and a prospective deficiency in knowledge for managing the vast and precious interests of this great nation. I have shown, if not an incurable, yet, unless cured, a fatal malady in the heart. I tremble at the catalogue of national crimes which we are exhibiting before heaven and earth! The party rancour and vilification which rages through our newspaper press—in utter forgetfulness or contempt of the great spiritual law, that when men pass from judgment to passion, they will soon pass from passion to violence! The fraud, falsehood, bribery, perjury, perpetuated at our elections; and the spirit of wantonness or malice, of pride or envy, in which the sacred privilege of voting is exercised; the practice of double eating, like parricide in Rome, unheard of in the early days of the republic, is becoming more and more frequent. Although in some of the states a property qualification, and in some even a landed qualification is necessary; yet the number of votes given at the last presidential election equalled, almost without a fraction, one-sixth part of the whole free population in the union. In one of the states the number of votes exceeded, by a large fraction, one-fifth of the whole population—men, women, and children. Will it not be a new form of the republic—unknown alike to ancient or modern writers—when the question shall be, not how many voters there are, but how many ballots can be printed and put surreptitiously into the ballot-box? Then there is the fraudulent registration of votes by the returning officers, because the majority is adverse to their own favourite candidates, which has now been done, on a large scale, in three of the principal states in the union! The scenes of violence enacted, not only *without*, but *within* the capitol of the nation; and the halls, which should be consecrated to order and solemnity, and a devout consultation upon the unspeakable magnitude and value of the interests of this great people, desecrated by outrage, and Billingsgate and drunken brawls! Challenges given and duels fought by members of Congress, in violation or evasion of their own lately enacted law against them; and, within the space of a few days, a proud and prominent member, from a proud and prominent state—the countryman of Washington, Jefferson, and Madison, put under bonds *to keep the peace*, like a wild, fresh-landed Carib. In two of our legislative assemblies one member has been murdered by another member, in open day, and during the hours of session; in one of the cases the deed being perpetrated by the presiding officer of the assembly, who descended from his chair and pierced the heart of his victim with a bowie-knife, and still goes unpunished, though not unhonoured. What outbreaks of violence all over the country;—the lynching of five men at one time at Vicksburg—the murder of human beings by fires—the riots and

demolitions at New York, at Philadelphia, at Baltimore, at Albany, at Cincinnati; yes, and the spectacle of our own more serene part of the heavens, crimsoned, at midnight, by a conflagration of the dwelling-place of women and female children*—a deed incited and brutally executed through prejudice and hostility towards a sect which takes the liberty to protest against Protestants, as Protestants protested against them."

The opinions of a judicial authority of high standing, contained in a letter from Judge MacLean, of Ohio, who for fifteen years (a longer period than held by any, except two others) was a Judge of the Supreme Court, the highest tribunal of the United States, may, we consider, be relied on. It would appear that these opinions were given when an application was made to ascertain whether he would allow himself to be put in nomination for the office of president.

"The office of president (says Mr. Mc Lean) in my opinion has been lowered, and also the character of the country, at home and abroad, by the means used to secure that office. High as the presidency of this great nation is, it may be reached by too great a price. It sinks below the ambition of an honourable mind, when it is attainable only by the sacrifice of the loftiest patriotism. Not to name others, we have in the elevation of Jefferson, Madison, and Munroe, examples of a high and honourable ambition which is worthy of imitation. Those eminent men, when named for the office of president, reposing on what they had done, and what their known capacities enabled them to do, in the highest public trusts, neither took, nor seemed to take any agency in their own advancement.

"For many years I have been deeply impressed with the injustice, the corrupting and ruinous effects of political partizanship. Its introduction into the federal government has well nigh ruined our beloved country. Before this bane had perverted our moral sense, our love of country, and, so far as parties are concerned, almost every noble feeling of the heart, we were happy, as a people, in the enjoyment of great and uninterrupted prosperity. And whatever may be said to the contrary, this terrible evil lies at the foundation of all our embarrassments. It has been mainly instrumental in the commercial revulsions we have witnessed, and it has prostrated our political morality. Our pecuniary losses, within a few years past, are almost beyond the power of computation; but these are scarcely worthy of consideration, in comparison with the loss, it may be the irreparable loss of moral force in our institutions. That man must be blind to the admonitions of history, who supposes that a free government can be long sustained, which addresses itself, with all its influence, to the baser passions of our nature. Such a course leads to a widely diffused corruption and consequent ruin. In my judgment, nothing can rescue our government from this, the common fate of republics, but a change in its political action. This action must be elevated. It must reach and rouse the moral tone of the nation. Instead of administering to the prostituted appetites of demagogues, it must rest on a virtuous and enlightened public opinion. It must gather strength by its acts—moral strength. Its aim should be the general good. The chief of the government in making appointments to offices should carry out the principles of the virtuous Munroe, who, on a certain person being recommended to him for an office, as a personal friend, with good qualifications, remarked, with earnestness, 'No man can feel more grateful than I do for personal acts of kindness, but in making this appointment I have a high public duty to perform, and I must look to the public interest." A departure from these principles drove me reluctantly from political life; and in all sincerity I assure you that there is no political office, not even the presidency, which could tempt me again into politics, on principles opposed to those which I approve, and on which I endeavour to act."

On the question of candidates' pledges he observes, in the same independent language:—

* The destruction, by a mob of incendiaries, of a Catholic institution near Boston, devoted mainly to the instruction of female children.

"Pledges, when given by a candidate for public favour, should be received with suspcion, as they are generally made to answer a particular purpose, and are seldom redeemed. No one, perhaps, should be named for the presidency whose opinions on the leading topics of the day are unknown to the public. Until within a few years past, pledges were not required from the candidates for the chief magistracy. And I may ask, what good has resulted from this innovation? Has it made our chief magistrates more faithful to the constitution, and to their general duties? Let a comparison of our late history with the past answer this question. Who thought of asking a pledge from the venerated fathers of the republic abovenamed? A sound head, and an honest heart, I think, are the best pledges. These will rarely fail, whilst experience shows that pledges are made to be broken."

The following passages in Washington's farewell address to the people of the United States may be said to have been prophetic; and happy will it be if his wise counsel shall be followed:

"In offering to you, my countrymen (says this great and good man), these counsels of an old and affectionate friend, I dare not hope they will make the strong and lasting impression I could wish; that they will control the usual current of the passions, or prevent our nation from running the course which has hitherto marked the destiny of nations. But, if I even may flatter myself that they may be productive of some partial benefit, some occasional good; that they may now and then recur to moderate the fury of party spirit, to warn against the mischiefs of foreign intrigue, to *guard against the impostures of pretended patriotism;** this hope will be a full recompense for the solicitude for your welfare by which they have been dictated."

Professor Sparks, in his life of Washington, says:

"Nor were his apprehensions," observes Mr. Sparks, "confined to the defects in the system of government, and the modes of administering it. The intrigues of designing and unprincipled men, little restrained by the arm of an efficient power, were still more to be feared. 'There are errors in our national government,' he said, 'which call for correction; loudly I would add. We are certainly in a delicate situation; but my fear is that the people are not yet sufficiently *misled* to retract from error. To be plainer, I think there is more wickedness than ignorance mixed in our councils. Ignorance and design are difficult to combat. Out of these proceed illiberal sentiments, improper jealousies, and a train of evils which oftentimes, in republican governments, must be sorely felt before they can be removed. The former, that is ignorance, being a fit soil for the latter to work in, tools are employed which a generous mind would disdain to use; and which nothing but time, and their own puerile or wicked productions, can show the inefficacy and dangerous tendency of. I think often of our situation, and view it with concern.'

"Demagogues are the natural fruit of republics; and the fabled Upas could not be more poisonous or desolating to the soil from which it springs. Envious of his superiors, panting for honours which he is conscious he can never deserve, endowed with no higher faculties than cunning and an impudent hardihood, reckless of consequences, and grovelling alike in spirit and motive, the demagogue seeks first to cajole the people, then to corrupt, and last of all to betray and ruin them. When he has brought down the high to a level with himself, and depressed the low till they are pliant to his will, his work is achieved. The treachery of a Cataline or a Borgia may be dictated by a fortunate accident, and crushed in its infancy; but the demagogue, under his panoply of falsehood and chicane, may gradually sap the foundations of social order, and his country may be left with no other recompense for the ruin he has wrought, and the misery he has caused, than the poor consolation of execrating his name."

We have made these extracts in order to show how demagogues may endan-

* That patriotism which, according to Dr. Johnson, is the *last refuge of scoundrels*.

ger the safety of the commonwealth, and may bring the country into all the horrors of war, and the financial disasters which must inevitably follow. A war can only be maintained at great expense; and the expense can only be met by loans or heavy taxation. The payment of the first will either be repudiated, or the whole people must voluntarily or forcibly submit to high taxes. Troops either in Europe or America will not serve long unless paid well. On the subject of military expenses, Mr. Lee makes the following observations:

"It might, we think, be safely affirmed, that two or three companies of able-bodied men, who were not so crippled by idleness or intemperance as to be ineffective in the field, would, in this country, cost as much in time of war as a regiment a thousand strong would do in England, or perhaps twice that number of European continental troops. It is true we have millions of *militia*, who, as it is said in the poetical, oratorical, and historical effusions of the day, are, on the average, equal in patriotism and bravery to Leonidas, Hannibal, Hector, Gengis-Khan, or General Jackson, or other modern or ancient heroes. Now, although no one, we hope, will call in question the correctness of this representation (save in its inadequacy to convey a full conception of the reality) still it must be admitted that the mass of the citizens of this prosperous democracy have too many important and interesting objects in view to offer themselves as *targets*, at two or three times the wages ordinarily paid for such a patriotic service, at least unless they could all rank as high as captains, majors, colonels, or generals, of which we already possess more than all the nations of Europe.

"Admitting, then, that there is a much greater share of *patriotism*, and *chivalry*, in this country than in any other, still, in such an emergency as a war with a strong nation, it might be difficult to bring those, who make the highest pretensions to the possession of those qualities, into action without a compensation more solid, needful, and satisfactory to them, than the consciousness of serving their country. The war of 1812, *forced, as it was, upon the nation by a majority of only six votes*, was prompted more by a desire to gratify the feelings of the *chivalrous* portion of the nation, than by the expectation of gaining any of the objects which its promoters professed to have had in view in their appeals to the prejudices and passions of the people, who were deluded, by their false representations, into a support of that measure. The evils of that war, however, fell with the greatest weight upon the *unchivalrous* sections of the country, which, in fact, furnished almost the sole military means of sustaining it.

"The class of persons most desirous of a war, commenced on the principles which governed many of the promoters of the war of 1813, does not comprise that portion of the nation to whom the country must look for its defence against the evil consequences flowing therefrom. *Demagogues are more efficient in placing a country in a dangerous and suffering position than they are in sustaining and defending it. The history of the war of* 1812 *taught the nation that lesson*, though it is to be feared it is now too generally forgotten.

"*The only available source of revenue is in the duties on imports, which, however, in case of war with a naval power, will cease to produce a fourth part the amount derived from it while the country is at peace.* The sum derivable from duties on imports may be taken, for several years to come, at an average of about twenty-eight millions. During the war of 1812, while only one-fourth of the navy of our opponent was employed against us, the imports declined in value, as has before been stated, from 77,030,000 dollars to 12,965,000 dollars. Had the war been continued another year there would have been a still greater reduction in their amount. The exports fell off from 61,316,831 dollars to 6,927,441 dollars. Here was a nation which thought itself strong enough to aid in the subjugation of the most powerful nation in the world (though far less so then than at this moment) deprived of its commerce, and its only source of revenue in a war of only two years' duration, and against a nation nearly the whole of whose pecuniary and military resources were engaged in defending itself against the combined powers of the old world, aided by nearly all the strength of the new world.

"In such a crippled condition, as regarded our revenue, and, we may add, its finances, and with government credit too low to borrow any considerable sums, even at the enormous rates it had previously paid for money, there was no resource left but direct taxation, or emissions of national paper money. The former experiment was tried, but it failed of success in some of the most *chivalrous* states, *the promoters of the war*. The entire amount obtained in that way *was insufficient for the payment of a month's war expenditure*, and had it been pushed to such an extent as the wants of the country required, it would have destroyed the popularity of the administration, and, at the same time, would have failed of its accomplishment. *There is nothing which can be deemed more certain, which is connected with the future, than the determined opposition which will ever be made in all parts of the country to any considerable amount of direct taxation.* If states, some of which are among the richest in the nation, will not submit to a tax of one-fourth of one per cent on their capital to meet the interest on debts incurred for valuable improvements ;—if they will not submit to so slight a burden for their own benefit, how can it be expected that they would, in any events likely to occur, submit to five, or, perhaps, ten times that ratio of taxation for the support of national objects ?—*of wars, for instance, from which nothing can be expected but sufferings and disgrace, unless it be the benefits which may be derived from them by that needy, idle, thoughtless, immoral, or unreflecting portion of a nation, through whose instrumentality wars are usually forced upon a country.*"

Mr. Gouge makes the following statement, which throws light upon some of the various schemes which had been proposed in Congress to raise the means of supporting the war by fraudulent emissions of paper money, instead of resorting to direct taxation :—

"The infatuation of the high authorities of the United States government," says Mr. Gouge, "was as strong as that of the people and the state legislatures. War was declared against Great Britain in June, 1812, and bank notes and bank credits were seized on to defray the expenses of fleets and armies. 'The bank capital has been stated at 75,000,000 dollars,' said the committee of Ways and Means of 1813-14, of which Mr. Eppes was chairman. 'On this capital,' proceeds Mr. Eppes, 'we may calculate with safety on a circulation of 100,000,000 dollars. From this sum deduct 47,569,120 dollars, the maximum of what is deemed necessary for circulation, and the sum remaining, viz., 52,430,880, constitute the ability of the moneyed capitalists to loan. Of this sum we propose to borrow 30,000,000 dollars.'

"In conformity with these principles," continues Mr. Gouge, "about six millions of dollars had been borrowed, in 1812, from the banks, and about four millions more from individuals, who had obtained from the banks the means of lending. These loans were obtained at par. In the next year the government borrowed about 20,000,000 dollars, for every 100 dollars of which it issued a certificate for 113 dollars. In the following year it borrowed about 15,000,000 dollars, for 12,000,000 dollars of which stock was issued at the rate of 125 dollars for 100 (paper) dollars paid in. 'Then,' as Mr. Ingham said in Congress, '*then it seemed impossible to borrow further on any terms.*' "

In this emergency Mr. Jefferson, as remarked in Mr. Gallatin's pamphlet of 1831, suggested to the government the expediency of issuing two hundred millions of dollars in paper ; and Mr. Gallatin, in stating that fact, expressed an opinion that a longer continuance of the war would have driven the administration to the adoption of such a measure.

"The general objections," says Mr. Gallatin, "to paper issued by government have already been stated at large. Yet it must be admitted that there may be times when every other consideration must yield to the superior necessity of saving or defending the country. If there ever was a time, or a cause, which justified a resort to that measure, it was the war of independence. It would be doing gross injustice to the authors of the

revolution and founders of that independence to confound them with those governments which, from ambitious views, have, without necessity, inflicted that calamity on their subjects. The old Congress, as the name purports, was only an assembly of plenipotentiaries delegated by the several colonies or states. They could only recommend, and had not the power to lay taxes; the country was comparatively poor; extraordinary exertions were necessary to resist the formidable power of Great Britain; those exertions were made, and absorbed all the local resources; the paper money carried the United States through the most arduous and perilous stages of the war; and, though operating as a most unequal tax, it cannot be denied that it saved the country. Mr. Jefferson was strongly impressed with the recollection of these portentous times when, in the latter end of the year 1814, *he suggested the propriety of a gradual issue, by government, of two hundred millions of dollars in paper.* He had, from the imperfect data in his possession, underrated the great expenses of the war. Yet we doubt whether, in the state to which the banks and the currency had been reduced, much greater issues of treasury notes, or other paper not convertible at will into specie, would not have become necessary, if the war had been of much longer continuance. It is to be hoped that a similar state of things will not again occur; but, at all events, the issue of a government paper ought to be kept in reserve for extraordinary exigencies."

Mr. Gallatin was at the head of the Treasury Department from 1802 to 1814. From his experience, knowledge, financial skill, and his general ability as a statesman, the opinions he entertained upon the fiscal and financial condition of the country and its future prospects at the period in question, are worthy of the respect and confidence of every fair and intelligent mind. He is supported in his views by Mr. Gouge, who remarks:

"The news of peace was received on the 13th of February, 1815, and to the *timely arrival of this intelligence we must attribute the delivery of the country from the curse of a national paper currency.*"

If the negotiation for peace had failed, there would have been such a further decline in the value of government securities as to have rendered a resort to Mr. Jefferson's plan of issuing *assignats* unavoidable. The produce of the direct taxes during the war was under five millions.

"The entire revenue of the country," says Mr. Gouge, "from lands, customs, and direct taxes for 1812, 1813, and 1814, averaged only twelve millions. The charges under the peace establishment amounted annually to eight millions, and, *with the remaining four millions, we were endeavouring to carry on a war with the most powerful nation on the globe.*"

Mr. Lee observes:

"These facts afford one instance, among others, of the absence of foresight and wisdom on the part of an administration that allowed itself to be forced into a war from which no possible benefit could be expected to arise to any portion of the nation, even had it been successful in its termination. But so far was it from having ended successfully, it is notorious to all acquainted with the facts in the case, that every point in dispute between the countries was surrendered to our opponent, and, perhaps, without even the formality of a discussion."

"What might have been the amount of the national debt at the termination of the war, had it been continued, must, of course, be a matter of conjecture. Even while a fragment only of the military and naval power of Great Britain was employed against us, in consequence of the other wars in which she was engaged, the annual expenses of the war of 1812 amounted to upwards of 50,000,000 dollars, increasing in a rapid ratio as the war continued; first, in consequence of the increasing force levied for its prosecution,

and, secondly, from the depreciated value of money in which payments were made into the public treasury.

"The expenses of the revolutionary war, estimated in specie, amounted to 135,193,703 dollars. This sum was raised by emissions of paper money to the amount of 357,476,541 dollars, in addition to other sources of revenue of slight amount. The debt existing at the close of the war of 1812 was upwards of 130,000,000 dollars. It was impossible to know the exact sum, as there were outstanding demands against the country to an immense amount, which were not all adjusted and settled for several years after the peace. Mr. Calhoun, who was placed at the head of the war department, in 1817, stated, in a speech made in Congress in 1838, while commenting on the bad financial and fiscal management of the administration of Mr. Madison during the war of 1812, 'that the affairs of that department were utterly disorganized (when he took charge of it), with not much less than 50,000,000 dollars of outstanding and unsettled accounts, and the greatest confusion prevailed in every branch of the public service.' Mr. Calhoun could justly have added, 'and such might have continued to be its condition, had it been intrusted to persons so wholly incompetent to the performance of its duties as some of the individuals have shown themselves to have been, who, of late years, have been placed at the head of that department.' If that office had since been managed with as much skill, economy, and integrity as was evinced by Mr. Calhoun, the saving, even during the continuance of the Florida war, would have amounted to many millions, and perhaps that expensive and disgraceful incident in our history might have have been averted.

"It would appear, then, by the facts here adduced, that the paper issues of the revolution produced to the government *something over one specie for three paper dollars.* The credit of the government, when it was proposed by Mr. Jefferson to commence the issues of assignats by an emission of 200,000,000 dollars, was more depressed than that of the revolutionary government during its early existence. It would have continued to decline as the issues increased, for be it remembered, that the local issues of paper were far in excess of the ordinary and wholesome requirements of the country for some time previous to the close of the war.

"To raise three hundred millions of *value*, the supposed expenses of a prolonged war, would no doubt have required the issue of three times that amount. Assuming that calculation to be right, the aggregate amount of the national debt, had the war been continued till 1818, would have exceeded 1,000,000,000 dollars. If the government had maintained the public faith with its creditors, the interest on this debt, at six per cent, which is far below the rate of interest paid during the war of 1812, would have been upwards of 60,000,000 dollars. Superadded to which would have been the ordinary expenses of government, to the extent of about 20,000,000 dollars.

At the termination of the war, assuming it to have continued till 1818, the population of the country may be taken at about 9,000,000. The customs and land revenue, in 1818, was about 22,000,000 dollars. To meet the deficiency of income, a direct taxation would have been necessary to the extent of 58,000,000 dollars upon a population of 9,000,000, everywhere impoverished by a war, and the anti-commercial measures of embargo and non-intercourse which preceded the war. Such was the general condition of the country, but in those sections whose staple products were almost wholly dependent for their sale and value, upon an exportation to foreign markets, the inhabitants were reduced to a miserable state of poverty and destitution. How, indeed, could it be otherwise, when, during the years 1813 and 1814, the exports of cotton and tobacco, on which the population of a large section of the country mainly depended for comfort and subsistence, averaged only 2,779,000 dollars; while the export of rice fell off from 3,021,000 dollars to 230,000 dollars. This is about as near an utter extinction of the commerce of the planting section as might have been expected had our opponents been entire masters of that part of the country.

"Under the adverse circumstances in which the country was left in 1815, by the war with Great Britain, and the still worse state in which it would have been placed by a prolongation of it till 1818, it may reasonably be estimated that an annual direct tax of

58,000,000 dollars, in addition to the duties on imports of 22,000,000 would have been as burdensome on the then existing population of 9,000,000 as three times that amount would now be deemed to be on the existing population of 19,000,000, who are unquestionably in a much more prosperous condition, economically considered, than were the people of these states at the conclusion of the war of 1812. Admitting, however, the tax-paying ability of the two periods, allowing for increased population, a tax of 58,000,000 dollars, in 1819, would be as great in 1819, as 123,000,000 dollars would in 1843.

"A prolongation of the war for three years would have accumulated a debt requiring direct annual taxes of 58,000,000 dollars, or 123,000,000 dollars. *Now,*" says Mr. Lee, "*we would ask every reflecting man who takes into consideration the determined resistance which has uniformly been made to taxation on the most moderate scale, what means could have been devised to persuade the nation to submit to so enormous a tax as would have been required to overcome such an emergency?* It would be presumptuous to attempt to answer such a question. Some notion, however, may, we think, be formed as to what might probably be done under such circumstances, by a reference to what has occurred in the matter of debts incurred by most of the states of the union.

"It will be conceded, we suppose, that if ever a people who have the power of taxation in their own hands, may be expected to submit to the payment of an unusual amount of taxes, it must be when their avails have been expended for the benefit of the tax-payers. For instance, as in the case of the states, most of whom have borrowed money for the purpose of constructing railroads, canals, &c. Now what has been their conduct, as regards most of them, for paying a tax which would not be one tenth part so burdensome as the war debt in question. Some of the borrowing states have repudiated their debts without ever pretending inability as an excuse for their delinquencies. Others preferring to be shocked at such a dishonourable course are, nevertheless, willing to class themselves among the *non-paying* states. The former (*the repudiators*) are principally in the most chivalrous sections of the country; and REPUDIATION *may*, perhaps, *be now considered* as ONE OF THE ELEMENTS OF THEIR CHIVALRY."

The foregoing facts may be disregarded by mere political adventurers,—and by those who aspire to the distinction—generally dangerous in any country, especially in a republic—of becoming MILITARY HEROES. Individuals may talk of war in the British Parliament, they may declaim on war in the French Chamber, and they may raise a bluster about war in the American Congress: but wise and good men in America, as well as in Europe, will form their conclusions in accordance with the experience of the past, and their knowledge of the present. They will, therefore, act upon the conviction, that the power of a modern state does not depend upon the number of its population, nor upon its great extent of territory, but on the soundness of its currency, and the stability of an abundant treasury: the revenues for replenishing which, to be derived agreeably to the deliberate and permanent consent of the people, from taxes imposed upon sound, equitable, and not oppressive principles.

CHAPTER XXXVIII.

TAXATION AND DEBTS OF THE SEVERAL STATES.

WE have in the separate account of each state given, with few exceptions, their revenues and expenditures. In regard to taxations, the system of one state

generally differs from that of another. In SOUTH CAROLINA, not a warlike, but an honourable state, which has with fidelity maintained its credit, direct and indirect, income taxes are levied.* In MAINE, the revenue is derived from a state and a bank tax, commission duty, and lands. In NEW HAMPSHIRE, which has no debt, by a tax on real property, by a poll tax and a small bank tax.

In MASSACHUSETTS the ordinary receipts (exclusive of coin borrowed) amounting to about 420,000 dollars, consists chiefly of a bank tax, producing about 330,000 dollars of revenue, and an auction duty yielding about 55,000 dollars.—(See *Finances of Massachusetts.*) In RHODE ISLAND, which has no public debt, the revenue is derived from a tax on banks, pedlars, lottery grants, sales of lottery tickets, spirit licences, auction duties, bank bonuses, civil commissions, and dividends on bank stocks. CONNECTICUT has no debt, and the revenue is levied by one cent in the dollar, on a rate called the grand list, dividends on bank stock belonging to the state, auction duties, &c.

* The rates per cent, &c., of taxes in South Carolina are increased or diminished in accordance with the expenditure. The taxes for 1842 were as follows, viz.:

"Lots and buildings; also glebe leasehold.....45 cents per cent.

On the amount of sales of all goods, wares, or merchandise, sold within the limits of the city of Charleston, by any person or persons whomsoever, and whether for cash or credit, between the 1st of April last and the 1st of day April of the present year, on the amount of such sales respectively—rice and cotton sold by wholesale, by any factor, or goods, wares, and merchandise, sold at public vendue, excepted 20 cents on every 100 dollars.

Stock in trade of transient persons .....1 per cent.

All profit or income arising from the pursuit of any trade, faculty, profession, occupation, or employment whether in the profession of the law, the profits to be derived from the costs of suit, counsel fees, or other professional income; and on the amount of commissions received by vendue masters, or other persons vending goods, wares, and merchandise, or real or personal property on commissions: (Judges and other officers exempt from taxation, by the state; clergymen, mechanics, schoolmasters, and other teachers employed in the education of youth and minors, or the salaries of banks or other clerks where they do not amount to, or exceed, 800 dollars excepted).50 cents per cent.

Buying or selling bills of exchange; also notes, &c.....60 cents per cent.

Profit and income of persons carrying on business within the city, but residing beyond the limits thereof.....50 cents per cent.

Slaves over twelve years of age .....2 dollars 50 cents each.

Slaves per head under twelve years of age.....1 dollar 50 cents each.

Slaves working out, or employed in the city, whose owners reside without the city 7 dollars each.

Slaves, on gross amount of sales at private sales.....37½ cents on every 100 dollars.

Every coach, or other four-wheel carriage, used within the city, usually drawn by two horses, exclusive of the horses .....25 dollars each.

Four-wheel carriages, usually drawn by one horse, exclusive of the horse .15 dollars each.

Every two wheel chaise, chair, sulky, or other carriage.....10 dollars each.

Every horse or mule, except such as are used in licensed carts and drays, whose owners reside in the city, *i. e.* two horses or mules for each licensed double cart, and one horse or mule for every licensed cart or dray.....5 dollars each.

Horses and mules on the gross amount of sales, at private sale.1 per cent every 100 dollars.

Lots without wells or cisterns.....40 dollars each.

Every dog kept in any lot.....3 dollars each.

Break waggons.....25 dollars each.

Omnibuses, hacks, &c. ....25 dollars each.

"The taxes generally are the same as last year, with the exception of real estate, last year 40 cents. Salaries last year were liable when they amounted to 1500 dollars; this year, 800 dollars pays. Break waggons last year, fifty dollars; this year, twenty-five dollars."—*Charleston Courier.*

NEW YORK, NEW JERSEY, PENNSYLVANIA, and MARYLAND. For full details of the taxes and expenditure, &c., see separate descriptions of these states.

In VIRGINIA the revenue is derived from a poll tax on slaves, assessed taxes on horses, private carriages, four and two-wheeled stage coaches, private sledges or carryalls, clocks and watches, pianos and plate, licences to merchants, insurance offices, lawyers, doctors, keepers of houses of private entertainment, to exhibitors of shows, vendors of lottery tickets, and to owners of stud horses. A most inquisitorial system of taxation, no doubt; but to which Virginia has honourably submitted, in order to maintain untarnished the invariably high character and the credit of the state.

NORTH CAROLINA has no state debt, and the revenue to meet the annual expenditure is raised within the year chiefly by a direct tax.

In GEORGIA:

	dollars.	cts.
Total amount received by the state in 1843 . .	324,905	29
Total amount expended	267,764	11

PRINCIPAL ITEMS OF EXPENDITURE.		CHIEF SOURCES OF INCOME.		
	dollars.		drs.	cts.
Salaries of excise officers	12,900	Direct taxes	270,335	44
Miscellaneous expenses of executives	4,000	Bank tax	24,705	33
Salaries of the judiciary	20,250	Balance from 1842	39,374	00
Pay of the legislature	93,348	Miscellaneous	81,378	00
Interest on state debt	95,000			

	dollars.
Whole amount of state debt	1,600,000
Annual interest on this debt	95,000

ALABAMA, MISSISSIPPI, LOUISIANA, TENNESSEE, KENTUCKY, MISSOURI, ILLINOIS, OHIO, and MICHIGAN, see separate accounts of each of these states for details of taxation, debts, &c.

INDIANA, lands are taxed, and there is also a poll tax.

ARKANSAS levies a small state coloured tax and a poll tax.

STATE DEBTS IN 1838-9.

In May, 1838, after the passage of the general banking law of New York, authorising the comptroller to issue circulating bank notes, on a pledge of the evidences of public debt of the several states, Mr. Flagg sent a circular to the financial officer of each state, soliciting information in regard to the amount of stock created, the rate of interest and when payable, the mode of transferring the stock, whether specific funds were pledged for the payment of interest, and whether the interest in all cases was paid by the state. Full answers were received to these inquiries except in two or three cases.

The following tables, founded on those returns, show the total amount of stock issued, and authorised to be issued, by each of the eighteen states which have resorted to this mode of raising money. Where the returns from the financial officer did not afford all the information which was desired, the state laws have been examined to ascertain the extent of the authorised loans. The operations of many of the states have been so extensive and varied, that it is not an easy matter to get at the precise amount of stock issued and authorised to be issued. It is probable however, that the aggregate amount of stock authorised by all the states is even greater than the amount stated in the tables.

STATEMENT of the Amount of Stocks and Bonds issued and authorised to be issued by the several States named below; giving the Year in which each State commenced issuing Stock, the Object for which issued, and the Rate of Interest.

STATES.	Year in which Issue of Stock commenced.	For what Object issued.	Amount for each Object.		TOTAL.		Rate per cent.
	years.		dollars	cts.	dollars	cts.	per cent.
Maine	1830	Insane hospitals, primary schools, bounty on wheat, and general expenditures	554,976	00	....		5, 5¾, 6
					554,976	00	
Massachusetts	1837	Loans to railroads	4,200,000	00	....		5
					4,200,000	00	
New York	1823	For canals	548,000	00	....		6
"	"	For canals	11,968,674	41	....		5
"	"	Loan to Hudson and Delaware canal	800,000	00	....		5
"	"	Loans to railroads	3,787,700	00	....		4½, 5
"	"	To river navigation	10,000	00	....		5
"	"	General fund debt	586,532	43	....		5
"	"	Astor stock	561,500	00	....		5
					18,262,406	84	
Pennsylvania	1821	For canals	16,576,527	00	....		5
"	"	For railroads	4,964,484	00	....		5
"	"	For turnpikes and bridges	2,595,992	00	....		5
"	"	Miscellaneous	3,166,787	00	....		5
					27,306,790	00	
Maryland	1824	Medical university	30,000	00	....		5
"	"	Penitentiary	97,947	30	....		5
"	"	Tobacco inspection	78,000	00	....		5
"	"	For railroads	5,500,000	00	....		5, 6
"	"	For canals	5,700,000	00	....		5, 6
"	"	Washington monument	10,000	00	....		5
"	"	Expense of riots	77,033	43	....		5
					11,492,980	73	
Virginia	1820	For canals and river navigation	3,835,350	00	....		5, 5½, 6
"	"	For railroads	2,128,900	00	....		5, 5½, 6
"	"	For turnpikes	354,800	00	....		5, 5½, 6
"	"	For revolutionary debt	24,039	00	....		6
"	"	For war debt of 1814	319,000	00	....		7
					8,662,089	00	
South Carolina	1820	Public improvements	1,550,000	00	....		5, 6
"	"	To Mrs. Randolph	10,000	00	....		6
"	"	Cincinnati and Charleston railroad	2,000,000	00	....		5
"	"	To rebuild Charleston	2,000,000	00	....		5
"	"	Revolutionary debt	193,770	12	....		3
					5,753,770	12	
Alabama	1823	For banking	7,800,000	00	....		5
"	"	For railroads	3,000,000	00	....		5
					10,800,000	00	
Louisiana	1824	For banking	22,950,000	00	....		5
"	"	For railroads	500,000	00	....		6
"	"	New Orleans draining company	50,000	00	....		5
"	"	Heirs of Jefferson	10,000	00	....		6
"	"	Charity Hospital	125,000	00	....		5
"	"	State house	100,000	00	....		5
					23,735,000	00	
Tennessee	1833	For banking	3,000,000	00	....		5, 6
"	"	For turnpikes	118,166	66	....		5, 6
"	"	Railroads and turnpikes	3,730,000	00	....		5
"	"	Improving rivers	300,000	00	....		5
					7,148,166	66	
Kentucky	1834	For banking	2,000,000	00	....		5
"	"	Improving rivers by locks, &c.	2,619,000	00	....		5
"	"	Turnpike and M'Adam roads	2,400,000	00	....		5
"	"	Railroads	350,000	00	....		5
					7,369,000	00	
Ohio	1825	For canals	6,101,000	00	....		6
					6,101,000	00	
Indiana	1832	For banking	1,390,000	00	....		5
"	"	For canals	6,700,000	00	....		5
"	"	For railroads	2,600,000	00	....		5
"	"	M'Adam turnpike	1,150,000	00	....		5
"	"	River navigation	50,000	00	....		5
					11,800,000	00	
Illinois	1831	For banking	3,000,000	00	....		6
"	"	For railroads	7,400,000	00	....		6
"	"	For canals	500,000	00	....		6
"	"	For payment of state debt	100,000	00	....		6
"	"	For river navigation	600,000	00	....		6
					11,600,000	00	
Missouri	1837	For banking	2,500,000	00	....		5
					2,500,000	00	
		Total carried forward	....				

(continued)

STATEMENT of the Amount of Stocks and Bonds issued—*continued.*

STATES.	Year in which Issue of Stock commenced.	For what Object issued.	Amount for each Object.		TOTAL.		Rate per cent.
	years.		dollars	cts.	dollars	cts.	per cent.
		Total brought forward.....	....		....		
Mississippi.....	1831	For banking.....	7,000,000	00	7,000,000	00	5
Arkansas.....	1836	For banking.....	3,000,000	00	3,000,000	00	5
Michigan.....	1836	Controversy with Ohio.....	100,000	00			
"	"	Internal improvements.....	5,000,000	00	....		6
"	"	Loaned to railroads.....	120,000	00	....		6
"	"	State penitentiary.....	20,000	00			
"	"	University.....	100,000	00	5,340,000	00	
		Whole amount.....	....		170,806,179	35	
If to the above be added the amount deposited by the United States in the treasuries of the several states for safe keeping.....					28,101,644	97	
It makes the aggregate debt of all the states, existing and authorised.....					198,907,824	32	

MAINE.—The stock issued by this state is to be redeemed under the direction of the legislature, by the sale of public lands, from the debts due to the state, by taxes, or new loans, as may be deemed expedient from time to time. The amount of notes due from individuals to the state (August, 1838) is 326,721 dollars. The whole amount of located lands belonging to the state is 1,400,000 acres, valued at 1,500,000 dollars. The undivided lands belonging to Maine are estimated at 3,011,000 acres, making the total number of acres 4,411,000. This total includes half of the land north of the St. John's river, in the King of Holland's award. The stock of this state is negotiable and transferable by the holder, and the interest in all cases is payable by the state. The interest on 235,000 dollars is payable at Boston annually, and the interest on the residue at the state treasury, annually and semi-annually; the stock bears interest at 5, 5¾, and 6 per cent. The value of the taxable property of the state in 1830 was 28,807,687 dollars 24 cents.

NEW HAMPSHIRE has issued no stock.

VERMONT.—The state has issued no stock, and has no state debt.

CONNECTICUT.—This state has issued no stock or bills of credit since the revolutionary war.

RHODE ISLAND.—This state has issued no stock, and has no debt.

MASSACHUSETTS.—Interest on two millions of stock payable in London by the railroad corporation, in whose favour the stock is created; the interest on the rest is payable at the state treasury, the several corporations reimbursing the treasury for the interest so paid out. The scrip in all cases is made payable to bearer, and no form is necessary in transferring the same. The real and personal property within the state is 208,360,407 dollars.

NEW YORK.—This state commenced issuing stock in 1817, for the construction of the Erie and Champlain canals. The sum of 600,000 dollars was issued prior to 1820. The law of 1817 created a board of commissioners of the canal fund, consisting of the state officers, and placed under the management of the board specific revenues, which were pledged for the payment of the money borrowed. There has been derived from the auxiliary funds, thus set apart since the first organization of the canal fund, the sum of 5,824,761 dollars, which exceeds, by 276,000 dollars, the whole amount paid for interest on all the money borrowed for the Erie and Champlain canals for 21 years, from 1817 to 1838. From 1821 to 1838 these two canals have yielded in tolls 15,088,375 dollars 97 cents. The result is, that the whole of the original debt is provided for, and, except about two millions and a quarter, has been paid off, and the stock cancelled. The laws authorising money to be borrowed previous to 1825 contained the following provision, viz.: "That it shall not be lawful for the commissioners of the canal fund to make loans under this act beyond such amounts as, for the payment of the interest thereof, the canal fund, at the time, shall be deemed ample and sufficient."

In 1825 the financial policy, in regard to moneys borrowed, was changed, and loans from that time to the present have been authorised, without setting apart specific funds for the payment of interest. In each case, however, the payment of the interest is made a charge on the treasury; and provision has been made to borrow from the Erie and Champlain canal fund to meet this demand on the treasury. In 1837, after the suspension of specie payments, this state paid the interest on its whole debt in coin, and redeemed about one million of the stock due in 1837, by paying 109 dollars in New York city paper for each 100 dollars of stock redeemed. For six years, from 1833 to 1838, the revenue from the tolls of the canals, after defraying all expenses of repairs, and paying interest on the whole amount of the outstanding debts, has yielded an average surplus of 610,000 dollars per annum. This surplus will sustain a debt of 12,000,000 dollars.

The stocks issued by the state of New York are transferable in the city of New York, either by the owner in person or by a power of attorney. The original certificate, in all cases, to be produced when the transfer is made.

The aggregate valuation of real and personal estate in 1837 was 627,554,784 dollars.

Pennsylvania.—This state has engaged to pay the interest on its stock at the bank of Pennsylvania, where the stock is transferable. The following revenues have been set apart for the payment of interest on the stock loans, viz., canal and railroad tolls, dividends on turnpike and bridge stock, auction duties, collateral inheritances, county rates and levies, tax on personal property, and escheats. Whenever the revenue arising from the above sources is not sufficient for the payment of the interest on the stock loans, the deficiency is taken out of the treasury proper. The acts of assembly, directing the loans to be made, direct also that the governor shall borrow on the credit of the commonwealth, and such fund or funds as have been, or shall be created, for securing the punctual payment of the interest and the reimbursement of the principal.

The aggregate valuation of real and personal estate in 1835 was 294,509,187 dollars.

New Jersey has not issued stock of any kind, or loaned her credit to any company.

Maryland.—This non-paying state engaged in all cases to pay the interest on the stock half-yearly and quarterly; but the companies which the state has aided by its loans were bound to reimburse the treasury for the amount of interest paid from time to time. A sinking fund has been established from premiums and other sources, which now (1838) amounts to 1,070,306 dollars 03 cents, which is applied to the purchase of the state stock.

During the suspension of specie payments, this state did not pay the interest on its stock, either in specie or its equivalent. Some of the holders of the stock refused to receive depreciated bank paper for the dividends, and the treasurer, in December, 1837, reported this fact to the legislature; and in March, 1838, an act was passed which provides that the state treasurer shall cause the interest on the state stock that shall hereafter accrue, and that which has accrued since the 1st of April, 1837, to be paid either in coin or its equivalent in current bank notes, to be determined by the commissioners of loans by the price of coin in Baltimore on the quarter day.

The private, real, and personal property, other than merchandise, and rights and credits of all sorts, were estimated at above 100,000,000 dollars. No uniform mode of valuing property throughout the state is observed. In most of the counties the valuations are made under the acts of 1785 and 1797, which require all lands to be put down at 3 dollars per acre, male slaves at the highest 100 dollars, and females at 80 dollars each.

Virginia.—The interest on the stock issued by this state is payable semi-annually at the treasury, in gold or silver. The profits of the improvements for which the stock is issued are pledged for the payment of interest and principal; and, if necessary, the general revenues of the commonwealth are pledged for the payment of the interest.

The aggregate valuation of the real property of the state in 1818, was 206,893,978 dollars; and now, probably, 300,000 dollars. There is no mode of ascertaining the personal property.

South Carolina.—The faith of the state and the capital of the bank of the state of South Carolina, and the annual dividends thereof, are pledged for the payment of 800,000 dollars, issued from 1822 to 1826. And the annual dividends have been formed into a

sinking fund for that purpose, and at this time (October, 1838), amount to upwards of 800,000 dollars, so that the six per cents, redeemable in 1840, has been paid. The interest on 2,000,000 dollars, to be loaned to the Louisville, Cincinnati, and Charleston railroad, is payable semi-annually in London. The 2,000,000 dollars for rebuilding a part of Charleston, is to be loaned to individuals, and the stock to be reimbursed from the mortgages of individuals. The interest on the state stock is payable semi-annually in London.

Valuation of property, 200,000,000 dollars.

Ohio.—The interest on the stock of this state is payable in New York, where the stock is transferable. Auxiliary funds are set apart for the payment of the interest, and in case of a deficiency therein, it is made the duty of the auditor of state to levy an adequate amount by direct taxation. The loans were invariably made on pledges of specific revenues for the payment of both principal and interest.

The state of Ohio, at the commencement of its loans, organised a system of finance on a firm foundation, providing by direct taxation for the payment of the interest and the ultimate redemption of the principal. In 1837, after the suspension of specie payments, Ohio paid the interest on its debts in New York city paper, at the rate of 109 dollars for each 100 dollars of interest.

Aggregate valuation of real and personal property, 110,000,000 dollars.

Kentucky.—This state, in all cases, pays the interest on her own stocks. Auxiliary funds are set apart for the payment of the interest; but if these funds should prove insufficient, the state is bound to resort to direct taxes. In 1836, the legislature established a sinking fund for the payment of the debt; to which fund is appropriated bonuses and dividends on bank stock, premiums on scrip, state dividends in turnpike stock and all internal improvements, profits of the commonwealth's bank, proceeds of state stock in the old bank of Kentucky, and the excess in the treasury over 10,000 dollars of each year.

Illinois.—In addition to the usual pledge of the faith of the state, lands, revenues, &c., there is specifically pledged for the redemption of the canal bonds, the lands granted by the general government to aid in constructing the canal; the estimate of which is equal to the whole cost of the canal. There is also pledged for the interest and final redemption of the bank bonds, the dividends and the stock owned by the state in the banks, which amounts to nearly half a million of dollars more than the amount of these bonds. This is a non-paying state.

Indiana.—The canal lands granted to the state by the general government on the Wabash river, are pledged for the payment of the loans made on account of the Wabash canal. This is a non-paying state.

Aggregate valuation in 1837, estimated at 95,000,000 dollars.

Louisiana.—The interest on the state bonds was paid by the respective banks to which they were originally issued. The interest on other state stocks to be paid out of any moneys in the treasury.

Consolidation Association.—These bonds were guaranteed by mortgages on real productive property, amounting to 3,000,000 dollars. No stockholder to borrow more than fifty per cent on his stock, and this amount to be returned by yearly instalments to meet the payment of the bonds by the bank. The state for its guarantee was considered as stockholder for 1,000,000 dollars, and on the payment of the bonds will divide accordingly with the stockholders. Dividends to be only declared as the bonds were paid, and in the same proportion. The profits, until then, to be retained as a sinking fund to meet the redemption of the bonds. This bank has failed.

The Union Bank has bonds to the amount of 7,000,000 dollars, and is conducted on similar principles as the above. The original guarantee on mortgages of productive property is 8,000,000 dollars. The state for its guarantee was to receive one-sixth of the nett proceeds.

The Citizens' Bank received loans to the amount of 8,000,000 [illegible]s, and was authorised to demand 4,000,000 dollars, more. The guarantee is on 14,000,000 dollars of mortgages on real productive property. The state was to hold one-sixth of the nett

profits, which were only to be divided as the bonds were paid by the bank, and in the same proportion. This is also a non-paying state.

MISSISSIPPI.—This state has issued bonds on the faith of the state to the amount of 7,000,000 dollars, and has subscribed that amount in the stock of two banks. This is a repudiating state.

MISSOURI has issued bonds to the amount of 2,500,000 dollars to the state bank of Missouri.

ARKANSAS has issued 3,000,000 dollars bonds to two banks in that state. This is a non-paying state.

MICHIGAN.—The proceeds of the public works as well as the faith of the state were pledged for 5,000,000 dollars—the lands set apart for the university were pledged for the loan for that object. The loans to railroads were secured by pledge of the roads, &c. The interest on 100,000 dollars issued to defray the expenses of the controversy with Ohio, was to be paid by a direct tax. But Michigan remains a non-paying state.

NORTH CAROLINA.—This state has set apart a fund for internal improvements and for the establishment of public schools, which is placed under the direction of two boards, styled the Literary and Internal Improvement Boards.

TENNESSEE.—The interest on the state bonds subscribed to the Union Bank, were paid by the dividends on the stock, until the revulsion of 1837, after which the state paid the interest from the ordinary resources of the treasury. The interest on the bonds issued to railroad and turnpike companies has been paid by the state, and the companies are bound to reimburse the treasury for the sum from time to time paid.

STATEMENT showing the Amount of Stocks issued, and authorised by Law to be issued, by the several States named below, in each Period of Five Years, from 1820 to 1835, and from 1835 to 1838.

STATES.	From 1820 to 1825.	From 1825 to 1830.	From 1830 to 1835.	From 1835 to 1838.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.
New York	6,872,781*	1,624,000	2,204,979	12,229,288	22,931,048
Pennsylvania	1,680,000	6,300,000	16,130,003	3,166,787	27,306,790
Massachusetts	....	....	....	4,290,000	4,290,000
Maine	....	....	554,976	....	554,976
Maryland	57,947	576,689	4,210,311	6,648,033	11,492,980
Virginia	1,030,000	469,000	686,500	4,132,700	6,319,050
South Carolina	1,250,000	310,000	....	4,000,000	5,560,000
Ohio	....	4,400,000	1,701,000	....	6,101,000
Kentucky	....	....	....	7,369,000	7,369,000
Illinois	....	....	600,000	11,000,000	11,600,000
Indiana	....	....	1,890,000	10,000,000	11,890,000
Tennessee	....	....	500,000	6,648,000	7,148,000
Alabama	100,000	....	2,200,000	8,500,000	10,800,000
Missouri	....	....	....	2,500,000	2,500,000
Mississippi	....	....	2,000,000	5,000,000	7,000,000
Louisiana	1,900,000	....	7,335,000	14,000,000	23,735,000
Arkansas	....	....	....	3,000,000	3,000,000
Michigan	....	....	....	5,340,000	5,340,000
Total	12,790,728	13,679,689	40,012,769	108,423,808	174,937,844

* Nearly all redeemed.

Hence, state after state, as its credit fell and the point at which taxation became necessary approached, became delinquent. Rulers, in some cases, shrank from the imposition of taxes; and in others, as in Pennsylvania, where tax-laws were passed, they became inoperative by the force of public opinion. In those states where the debts were created for the supply of bank capital, the failure and liquidation of the banks caused the interest to cease, and the ultimate payment to depend upon the value of the banks' assets, backed by the responsibility which involves taxation. This is the case in Louisiana, where two banks have failed (the Canal and Consolidated), for whose capitals the state loaned its credit to the extent of 9,568,888 dollars. The interest on this the governor has announced will not be paid.

DEBTS of the States, with their Revenue and Expenditure for ordinary Purposes, for 1844.

STATES.	Direct Debt.	Indirect Debt.	TOTAL.	Revenue.	Expenditure.
	dollars.	dollars.	dollars.	dollars.	dollars.
Louisiana	1,600,000	15,350,000	16,850,000	972,177	616,684
Alabama	9,232,555	4,200,000	13,432,555	243,650	120,098
Arkansas	3,500,000	....	3,500,000	288,415	163,005
Tennessee	3,260,416	....	3,260,416	271,823	261,416
Kentucky	4,269,000	150,000	4,419,000	392,422	366,379
Georgia	1,725,138	....	1,725,138	307,917	295,999
South Carolina	3,182,992	....	3,182,992	306,831	347,704
Missouri	922,261	....	922,261	217,654	193,307
Illinois	11,454,669	3,179,200	14,633,869	145,645	190,000
Indiana	12,218,000	2,227,500	14,445,500	41,000	98,037
Ohio	17,028,683	2,248,069	19,276,751	277,157	194,374
Maryland	15,094,334	92,401	15,186,785	272,119	490,000
Maine	1,590,921	141,166	1,732,097	368,090	289,087
Massachusetts	1,022,339	6,250,000	7,272,339	447,736	462,844
New York	26,348,412	1,920,000	28,268,412	795,051	1,003,753
Pennsylvania	36,250,493	4,453,373	40,703,866	1,167,440	858,315
Michigan	3,171,392	905,785	4,077,177	405,824	455,189
Virginia	5,968,047	1,392,884	7,360,932	810,366	884,293
Missi-sippi	2,500,000	6,000,000	7,600,000	150,000	140,000
Florida	3,900,000	950,000	4,850,000	98,000	100,000
Total	164,239,652	49,460,378	212,700,090	7,979,317	7,530,484
United States Government	19,076,188	....	19,076,188	30,381,700	32,958,827

It is stated in the *Merchants' Magazine* for July, 1845:

"The affairs of Illinois next present themselves in a favourable train. We have, in former numbers, alluded to the position of the canal law, authorising the borrowing of 1,600,000 dollars to complete the great canal, on pledge of that work, and the lands belonging to it. After a long period of delay, the bondholders here, and in Europe, have finally subscribed the whole amount, on condition that the state pays, by a small tax, part of the interest on the whole debt. Simultaneously with this agreement, a bill has been introduced into the Illinois legislature, levying a tax for the payment of 1 per cent on the whole debt, with the exception of the bonds known as the 'M'Alister and Stebbins bonds;' the first payment to take place on the 1st of July, 1846, and to be continued thereafter. This law is that which is required to perfect the arrangement with the bondholders; and as soon as it is approved, the board of trustees will be appointed —one by the 'Boston committee,' on behalf of the London creditors; one by the New York creditors, and one by the governor. The cost of that magnificent work, the great canal, when finished, will be as follows:—

	dollars.
Sum actually disbursed	5,039,248
Liabilities of the canal	1,063,945
Costof the canal at this time	6,103,193
Sum required to complete it	1,600,000
Cost when complete, under the new law	7,703,193

"The present debt or the canal is composed as follows:—

	dlrs.	cts.
Scrip and interest to December 1st, 1844	11,046	57
Debt not bearing interest	01,678	70
Ninety day checks	316	00
Due contractors	86,692	37
Damages on private property	23,587	96
Scrip issued by Governor Ford, in payment to damages contractors	226,353	72
Interest due upon the same to November 1st, 1844	14,000	00
Total	063,675	32

"The completion of this work will add to the resources of the people of Illinois, while the sale of the lands along its border will more than discharge the debt incurred for its completion, and leave the nett revenues of the noble avenue to discharge the improvement debt, and ultimately relieve the people from taxation.

"INDIANA, during the past session, has done nothing towards paying her debts. The

state is dreadfully embarrassed by the circulation of an unconstitutional state paper, which circulates as money. The quantity of this stuff is as follows:—

STATE PAPER.	Issued.	Redeemed.	Outstanding Nov. 1st, 1844.
	dollars.	dollars.	dollars.
Scrip	669,980	164,530	535,450
Treasury notes, six per cent	1,500,000	872,665	633,755
Bank scrip	722,640	210,730	511,910
Total	2,892,620	1,247,925	1,681,115

"While this depreciated paper fills the channels of circulation, and forms the medium in which taxes are paid, no effectual movement can be made towards the payment of the state interest. The creditors have, however, intimated that they would be glad to receive a payment of even a small part now, as an earnest of paying the whole by and by. This intimation was misrepresented by a designing agent, to signify that the creditors would consent to take a payment of three per cent in full of five per cent due to them. The disappointment attending the discovery of this trick prevented any *bonâ fide* movement at the present session. There is but little doubt, however, but that, at the next session, a small tax will be laid to commence the payments, and the deficit be funded, bearing interest, up to some future year, when the whole will be resumed. This is the more likely, that there is every probability of a grant of land from Congress, sufficient to complete the White Water canal connexion with the Wabash and Erie, forming a noble work that must, sooner or later, yield a large revenue towards the state expenses.

"In MARYLAND no effective steps have been taken towards redeeming her honour; but there is every hope that something may be done. In Louisiana, Arkansas, and Florida, the money for which the governments are responsible was borrowed for the purpose of being constituted the capital of banking institutions. These banks were what are called property banks, from the mode of their organisation. The bonds of the state were issued to the banks, and the stockholders were required to deposit mortgages of their plantations to double the amount. The bonds were then endorsed by the banks, and sold mostly in London. The proceeds were divided among the stockholders, *pro rata*, as loans, on pledge of the mortgages. The banks then issued circulating bills, and received deposits to make regular discounts. All these institutions failed, of course, and the state governments have done nothing towards the payment of the bonds; which must depend, in a great measure, upon what can be realised from the property held by the banks.

"It is, however, very apparent that the period for a return of all these states to their payments is rapidly approaching; and that time will be hastened by the great desire apparent among European capitalists to renew their confidence and investments, whenever they can receive any encouragement to do so. The loan made to the state of Illinois is a remarkable evidence of this, and evinces a great change in public opinion from the fall of 1841, when an agent of the United States federal government in vain sought to borrow a few millions in Europe. That loan was afterwards made at home, and has since been paid, principal and interest. It was not, however, from any supposition, that the United States was not good for the loan; but from the idea that the mortification attending such a loss of credit would operate upon the states, and induce payments. It has now become pretty well understood, that the want of ability (?), and of a proper organisation of the state finances, is a greater obstacle than any supposed want of will to the payments."

In the account which we have given of the finances of Pennsylvania, we animadverted with due severity on the delinquency of that state. At the same time we predicted that the debts of Pennsylvania would be paid; and, from the authorities of the state, itself, we proved the ability to pay, and the disgrace of having, even for a day, suspended the fulfilment of its obligations.

The following remarks on the state debt of Pennsylvania and South Carolina by Mr. Lee, of Boston, are instructive on the subject:—

"Of the *non-paying* states," says Mr. Lee, "there is one which cannot furnish the slightest excuse on the score of pecuniary inability for the injustice done its creditors. Its improvements, for which the debt of 40,000,000 dollars was incurred, are estimated to be worth 20,000,000 dollars. We will assume their value at 15,000,000 dollars, which they probably would sell for. This state has been valued at from 12,000,000,000 to 14,000,000,000 dollars. If we reduce it to 800,000,000 dollars, then a tax of one-fifth of one per cent on its amount would pay the annually accruing interest, while a tax of one half per cent would, in about five years, clear off the interest and principal. This is not so great a burden as is borne by South Carolina to meet the interest on her debt; and yet the voice of repudiation or non-payment has never been heard within her borders, and, we will venture to say, never will be uttered there without being met with a sentiment of universal reproof and reprobation. She is governed by men of more enlightened views and higher sentiments than have been evinced of late years, not by the people of Pennsylvania, *but by their rulers, who have not had the courage or the honesty to tax their constituents, even for the promotion of their best interests, and the salvation of the character of the state, both of which, as it would appear by their conduct, they would see sacrificed rather than risk the loss of their popularity, and their pecuniary support. There is no want of able and high-minded men in Pennsylvania, but they seldom have had a political ascendancy, while South Carolina, which ever of the two great parties may prevail, is generally governed, not by demagogues, but by her ablest and best men.*"

Mr. Lee then proceeds to remark upon the chief cause of *non-delinquency* in the latter state:

"The right of suffrage in Carolina is confined within much narrower limits than in Pennsylvania, and though that is not in accordance with the democratic theories current in the country, its practical effects have proved to be salutary as far as the restrainng principle has been brought into action. In Pennsylvania, or elsewhere, the great mass of citizens are sincerely desirous of electing the person best qualified to govern them; but, in common with the majority of electors in most of the states, they cannot distiinguish between the *professed friends of the people* and their *real friends.* Had it been otherwise in Pennsylvania, her debt would never have reached half its present amount; nor would there have been a default in the payment of their debts. Whenever the Pennsylvanian legislature is composed of men of sufficient intelligence and integrity to do their duty, there will be no availing opposition to the payment of the interest on the state debt, on the part of their constituents, who, if less intelligent than the men who have ruled that state the past ten or twenty years, are, it is generally believed, superior to them in point of honesty. That such is the case may reasonably be inferred from the fact that numerous petitions have been sent to the legislature praying that due provision might be made by the imposition of taxes for the payment of the interest on the state debt. *But while there has been money enough in the treasury to pay the wages of these political operatives,* or that portion of them who are the '*exclusive friends of the people,*' it would seem, by their conduct, that they were either indifferent or averse to the adoption of such measures as were deemed necessary, by their more worthy associates, for the maintenance of the honour and character of their state. This populous and prosperous commonwealth, termed the '*Key-stone State,*' has been placed to great disadvantage from *the low character of the majority of her rulers,* rather than from the dishonesty of the mass of her citizens. It is their misfortune, as it is that of the people of other states, to be imposed upon by political demagogues, to whose unworthy hands have been confided the governing power.

"If the economical and financial concerns of Pennsylvania had been under the control of persons of as much intelligence and character as have usually been exhibited in such matters by those who have ruled over some of the best governed states; for instance, Virginia and the Carolinas in the south, Kentucky and Ohio in the west, New York and some of the New England states in the east. If Pennsylvania were under the guidance of a class of public men corresponding in ability and character to the majority of the rulers of the states in question, there could be no insuperable difficulty in providing

the *insignificant* sum requisite for the payment of the interest on her debt. In some of the better governed states referred to, provision has been made for a more burdensome debt, taking into view the superior pecuniary ability of Pennsylvania; for instance, the state of Ohio; while there are others not so heavily in debt as Pennsylvania, yet, considering their inferior amount of products, are taxed two or three times as much as it would be requisite to tax the state of Pennsylvania for the payment of the interest on her debt, were it far beyond its existing amount."

As we have before stated, and as Mr. Lee shows, there has been no want of ability to pay; and a change of circumstances and force of public opinion, and, we hope, the honesty of a great majority, has at length brought the means of Pennsylvania so far into fiscal operation, that the interest of the debt was paid in February, 1845.

"We admit," continues Mr. Lee, "that, in the state of New York, and other heavily indebted states, there has been a great backwardness in resorting to taxation, but their citizens have finally submitted to it rather than be disgraced by a foolish as well as dishonest disregard to the credit and character of their states; accompanied, it is hoped, with a determination not to allow their several governments to contract debts for the erection of public works, which can always be undertaken and managed with more judgment, economy and skill by individuals than by states.

"If the policy once recommended by influential men, viz., that of building canals, railroads, &c., by the United States government, had been acted upon, there might have been, and probably would have been, hundreds of millions of dollars sunk, as in the states, in injudicious and unproductive enterprises, or, as they are commonly termed, '*improvements.*'

"If it were possible to overcome the determination evinced by the nation, even when under the guidance of men of ability, experience, and virtue, to resist the imposition of any considerable amount of taxation, it must be done in cases where the sums levied upon them have been disbursed, or are to be disbursed, for their direct benefit;—for instance, as in the construction of public works of great and general utility, and which tend to the promotion of individual interests. *But in all such instances it has been found extremely difficult to impose taxes, however moderate and necessary, although there has been but little difficulty in obtaining from the people the power of contracting debts, whenever it suited the views and interests of their political leaders, who, for the most part, not belonging to the class of tax-payers, have been utterly indifferent to the pecuniary consequences of sinking the sums borrowed in ill-conceived, ill-managed, and unproductive works of improvement.*

"As to direct taxation, which the fiscal wants and financial embarrassments of the country have often rendered necessary, it has constantly been resisted, even when the country, as in 1812, 1813, and 1814, was in a state of discredit tending to utter bankruptcy. A reference to authentic sources shows that, from the organisation of the government down to this period of time, the entire amount of income derived from direct taxation is but 34,995,330 dollars. If this sum is divided among the fifty-four years of our national existence, it dwindles down to the insignificant average amount of 648,062 dollars. The total amount of direct taxes collected in fifty-four years, from a nation which has, for most of the time, been undisturbed by wars, is less than one-seventh of the amount of the taxes now annually levied on the people of the United Kingdom of Great Britain, about seven-eighths of which is borne by the people of England and Scotland, containing by the enumeration of 1841, a population somewhat less than these United States are now supposed to contain. The revenue of the United Kingdom has averaged, in 1841, 1842, about 249,000,000 dollars. Its expenses have somewhat exceeded that sum; yet *monarchists* as they are, *and, consequently, far below the people of this democratic confederation in patriotism and virtue, the voice of repudiation and non-payment has not had utterance amongst them. And for the honour of our ancestors,* to whom, as ex-President Jackson has told us, '*we owe many of our most valuable institutions,*

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and, among them, that system of representative government which has enabled us to preserve and to improve them,'—in that nation so justly praised for its firmness of principle, and its severely tried integrity, *we hope and trust that the doctrines of repudiation and non-payment will never be heard, however popular and current they now are, and may continue to be, among some portion of their degenerate, dishonest, disgraced, and despised descendants in this country ;* for, should principles so fatal in their tendencies to all government become prevalent in that country, and other well-governed countries, the nations in the old world, who, since the fall of Buonaparte have advanced rapidly in the improvement of their institutions, would be, as we have been of late years, on the downward road of political demoralisation and political perdition.

"Let those persons, however, who condemn this nation (the United States) for the folly and dishonesty of a portion of them, bear in mind that *we are governed on the* UNIVERSAL SUFFRAGE PRINCIPLE, *by the operation of which the most ignorant, irresponsible, worthless, and depraved individual has as much political weight in the selection of its rulers as the wisest and best man in the country; and that, in fact, such are the practical workings of that principle, as to throw the effective power of appointment of the administrators of the general government, and the state governments, into the hands of the worst portion of the electors.*"

Mr. Lee then proceeds by observing that—

"If the rulers of England and France were selected on such principles, and made dependent on such constituents, the *doctrines of repudiation and non-payment* might be as current and as popular among them, as they have been for some years past, and still are, in some of these twenty-six democratic republics, whose citizens make as *high pretensions* to intelligence, good faith, honour, and integrity, as any nation within the circle of civilisation.

"In respect to political morality, like many other abstract qualities, it is local and conventional. Repudiation of debts, for instance, though considered as immoral in some political communities, is not everywhere so viewed.

"'The people of the state of Mississippi,' says their governor, 'are brave, generous, and just, yet jealous of their rights and honour, both personal and political. They dare to do any thing *that is right and just;* therefore they have, without sordid and avaricious influence, *dared to disown and reject, or, to use a more common expression, to 'repudiate' the bonds issued on account of the Mississippi Union Bank*, the act authorising the same being vicious, and prohibited by the constitution. They have *dared* to preserve the constitution from *tarnish, violation, and repudiation.* To such a *brave, generous,* and *just*, and at the same time so *enlightened a people*, I look with an abiding confidence that the faith, credit, and constitution of the state will be supported and preserved, with an *integrity* and promptness which will endure the test of scrutiny and time.'"*

* In justice to the paying states, we select the following extracts from a message of the governor of Kentucky:—

"This exhibition of our financial condition is quite encouraging, and establishes clearly the gratifying fact that our state debt bears little or no comparison with that of most of the other states; that, if prudently and wisely managed, it can be discharged with the most entire ease, without in any respect proving a cause of oppression or inconvenience to our citizens; and that the state has in some degree realised an equivalent for her indebtedness in the construction of many useful and valuable public works.

"To free ourselves from debt, to meet all our liabilities promptly, to maintain our character untarnished, to stand before the world as a bright example of a state always ready and willing to comply with her engagements, to furnish no just cause of complaint to any one, either citizen or foreigner, with whom we have contracts, to avoid heavy indebtedness and heavy taxation, and in all things to act honestly and uprightly—*is, in my humble view, a matter of higher, deeper, nobler importance than the completion of all the internal improvements which could be devised by the ingenuity of man, if made at the sacrifice of honour and violated faith with the money of other people fraudulently and meanly obtained, and, when due, dishonestly and corruptly withheld.*

"The illustrious commonwealth of Kentucky, I am most happy to say, occupies a pre-eminent place in the estimation of her sister states, not only for her patriotism, but for her integrity. She can hold up her head with pride and confidence before the whole world. Her faith has never been

"Here," says Mr. Lee, "is an exhibition of what is termed *moral courage* which has seldom been imitated, and still less frequently equalled. It was rewarded by a transference of the courageous individual from whom it emanated to the national legislature, where similar sentiments are supposed to be prevalent among those who are *brave enough*, and *honourable enough*, to *disown, reject, or repudiate a debt*, or do any thing else that is right and just. There are multitudes of governors, senators, and others in authority in the United States, equally *brave* and *just* as this Mississippian Aristides."

"If the true interests of the borrowing states had been consulted by their rulers there never would have been a loan contracted on behalf of any of them for the use of the state, or of individuals who leaned on the state for aid, without the contemporaneous enactment of a law levying a tax sufficient in amount to meet the accruing interest on the sums borrowed. Such a measure would have been a check upon ill-conceived and ill-managed enterprises, and have prevented many, which have proved ruinous in their results, from having been undertaken. In cases, too, where loans have been effected, the principal of the debt would not have been swelled by an accumulation of interest. Take the case of Pennsylvania, about ten millions of whose debt arises from interest, which, instead of having been annually discharged by the proceeds of taxes, has been settled by increased issues of stock certificates.

"The taxing policy is usually acted upon where the rulers are influenced by a principle of patriotism, instead of being swayed, as is too commonly the case, by a desire to obtain that species of popularity which shrinks from no sacrifice of the public welfare, so long as it may be deemed by them as promotive of their private and personal purposes. Unfortunately for this nation, a majority of the men who usually have been invested with the power of contracting debts, whether in the national legislature, or in most of the state legislatures, have been too irresponsible in their pecuniary circumstances to share in the burdens imposed on their constituents by their creation; or, if otherwise, too careless of character, or too wanting in principle, to be influenced by that consideration, or by any other high motives which ought to affect the feelings and govern the acts of public men.

"If there are persons disposed to doubt, or to deny the truth and justice of these strictures on the characters and conduct of the class of men referred to, let them investigate the proceedings of the state legislatures, and see the pernicious results of their financial transactions as manifested in the pecuniary burdens, and in the disgrace inflicted on their constituents. Or, as regards the national legislature, in the enormous expenditure caused by our wars of aggression, which never would have had existence if the affairs of the nation had always been under the management of prudent, wise, honourable, and patriotic persons, who, besides being under the influences and restraints of good principles, may have had something to lose and something to suffer from the losses, miseries, and disgrace always incident to wars of aggression, revenge, or ambition; and such has been the character of all the wars in which these states have been engaged, save that in which they were involved in defence of their colonial rights, and which terminated in the establishment of their national independence.

"Having adverted to the conduct of the *repudiating* states, from some of which, considering the ignorance and demoralisation of a majority of their population, no good can be expected during the lives of the present generation; and to the course matters have taken in *non-paying* Pennsylvania, from which better things were expected, and

forfeited, her credit has never been dishonoured, and I am bold to say, never will be with the consent of her worthy and patriotic citizens. The price of her bonds, even in the present depressed state of the money market, proves her standing and character abroad, and ranks her in the highest class of states determined to meet their liabilities. This must be a most gratifying fact to every citizen of the state. May she always maintain the high reputation she now enjoys. The best mode of effecting this object, however, suffer me to say, is to look with a steady and constant eye to the payment of our old debts, and to be careful how we contract new ones."—*Dec.* 31, 1841.

are still expected; let us refer to the conduct of New York and Massachusetts. How did these two prosperous and wealthy states behave under circumstances much more favourable to the exercise of the taxing power than those in which Pennsylvania and most of the indebted states are placed? Why, as we have already shown, they evinced as great a reluctance to the imposition of taxes as the Pennsylvanians have done; and, had they been exposed to as great a trial, it may reasonably be inferred from their conduct that they might not have shown more firmness of principle than has been exhibited in Pennsylvania or Maryland.

"In respect to New York, as already stated more at large, it required the most strenuous efforts of the most intelligent, reflecting, and responsible portion of her citizens to overcome the resistance made by the remainder of them to a taxation of 600,000 dollars. This resistance to taxation was made when, from the financial embarrassments of the state, the certificates of its debts had, in consequence of discredit, fallen from 105 to 76, and could not long have been sustained at that low point had the taxing policy been defeated. And what was the burden thrown upon the state by this wise and necessary measure? It amounted to one-twentieth part of one per cent on the property of the state, whose annual products do not, according to the estimates of her own citizens, come short of two hundred and twenty or thirty millions of dollars. Imperceptible, however, as such a requisition upon the resources of a state must be, there are complaints made in some quarters of the severity of its bearings on the landowners. This is the representation made by the high functionaries connected with the fiscal department of government of the state of New York."—*Letters to Cotton Manufacturers*, 1843.

Maryland, and Mississippi, appear to us the most likely to defer a return to the honourable fulfilment of their fiscal obligations; although we believe that *necessity*, and *self-interest*, will eventually cause even those states to pay. There is at present, we regret to say, very little hope of payment held out by either; and a recent message of Governor Thomas, of Maryland, shows that all the remedial measures, heretofore adopted, have signally failed, and the interest in arrear, which was 859,656 dollars on the 1st of December, 1842, and 1,171,872 dollars on the same day of 1843, had swelled on the 1st of December, 1844, to 1,450,961 dollars. Reviewing the projects which have been adopted to produce the requisite amount of revenue, the governor has but to record a series of disappointments. He says—

"It was assumed that the act of March session following, imposing a tax for the first year of twenty cents, and for the three next years twenty-five cents in the 100 dollars on the assessed value of the real and personal property of the state, would bring into the treasury for the four years ending on the 1st of December last 1,818,256 dollars 57 cents, while it appears that the whole amount received from that source within that period is but 985,155 dollars 17 cents. In aid of these estimated incomes, other laws were enacted, expected to bring into the treasury in the course of each fiscal year 200,000 dollars. These laws have been in force during three fiscal years, and, instead of realizing the expectations of their authors by contributing to the demands upon the treasury the sum of 600,000 dollars, have added only 15,297 dollars 95 cents to the income of the state. Notwithstanding these results, the committee of ways and means again, at the last session, founded their action upon estimates, which have proved fallacious. They anticipated 490,000 dollars, but the actual receipt has been only 272,145 dollars. The several revenue laws passed at December session, 1841, imposing taxes on incomes, on brokers silver plate, watches, and ground rents, added to the interest expected from the Baltimore and Susquehanna Railroad and the Susquehanna and Tide Water Canal Companies, would, it was confidently said, add to the resources of the past year 145,000 dollars. From these sources the whole income received is but 32,732 dollars 95 cents.'

The following paragraph, in which repudiation is hinted at, looks rather ominous:

"These defalcations in the revenue are to be imputed in a great degree to the palpable insufficiency of the whole taxes levied, even if punctually paid. As long as our tax laws have this obvious aspect, we may expect a large portion of the public dues will be withheld, in the belief that the attempt to pay the public debt will, at no distant day, be abandoned."

What an extraordinary confession of public dishonesty : i. e., a belief that the attempt to pay the public debt will be abandoned ! ! !

All the states of the union have pledged their property and their honour for the payment of their debts.

In conclusion, we have now gone through the financial details of the United States as a federal government; and we have searched into the causes of the delinquency of some states, and we hope we have done so, as impartially, as if we were examining the financial condition of the British empire.

Great injustice has been done to the *whole people* of the United States, by extending to them the ignominy of a minority of the states: which have dishonoured their credit; and, even in the repudiating and non-paying states, the circumstances related in the extracts, which we have made, go far to exonerate, a great portion of the inhabitants.

The justice of an existing generation, binding itself, or those who succeed it, to fulfil its obligations, may be practically illustrated by supposing that an individual is possessed of an estate,—the management, and the improvement, of which cost, without extravagance, a greater sum than the *estate* yields ; but which management, and outlay, is necessary to render the estate of greater value: then, undoubtedly, whoever possesses, or succeeds to, and considers it his interest to hold, such estate, becomes legally and justly bound to pay the fines, or interest, for which such estate may have been mortgaged; or, if the estate become so productive, as to yield surplus rents, after paying the ordinary expenses of management, improvement, and cultivation; and after paying the interest, or the amount that the estate is mortgaged for,—then such surplus should be applied udiciously, to reduce or pay off the incumbrance, or mortgage.

Should the same estate, or an estate without any incumbrance, have a powerful, and unjust neighbour, and such neighbour attempt to trespass, or injure the estate, and disturb its possessor, family, and servants; and, that the said possessor is, in consequence, subjected to extraordinary expense, in order to preserve his estate, and repel the aggressor,—then, also, he who succeeds to, or accepts of, the estate, succeeds to, and accepts, its liabilities.

Further, if the possessor has had the privilege of carrying the produce of the said estate, by certain roads, to certain markets, and bringing back for his use, and that of his family and servants, and for the benefit of the said estate, certain commodities ; and should he, or his family or servants, be prevented carrying the said produce, and commodities, by the said road, to and from the said markets, then it becomes a question of expediency, how far he can, for the purpose of pre-

serving his privileges undisturbed, expend for the benefit of the estate, its revenues and if, further necessary, to borrow money, for the use and payment of which the estate, and he who succeeds to it, become, in such case, undoubtedly, and justly, responsible.

Should, however, the possessor of the said estate, in his prosperity (for we presume he would not in his adversity, or when his, or rather the, estate was grievously mortgaged), without himself, or his family or servants, or his highways, or his markets, being attacked, interfere in the affairs of his formidable neighbour, and, in waging war with him, exhaust his own resouces, and then pledge his estate for money, to ruin or annoy his said neighbour ; it then becomes questionable how far the estate can afterwards bear, or disengage, itself of the burden imposed upon it by the folly, profligacy, and injustice of its owner, or rather its mismanager.

Such are the conditions upon which every state in North and South America, and every nation in the world, that has borrowed capital, have placed themselves in regard to those who lent them money. The obligation holds true with equal force and justice, whether, the money has been, discreetly, or recklessly borrowed, or whether necessity, wisdom, or even profligacy, may have prevailed in its borrowing, or in its expenditure.

CHAPTER XXXIX.

TEXAS.

This extensive region, which once formed part of the Spanish vice-royalty of Mexico, and afterwards of the Mexican republic, acquired independence of the latter, and was acknowledged as a sovereign power, by the United States of America, by England, France, Holland, and some other of the European nations.

During the year 1845 the local government, and legislature, of Texas have consented to annexation with the great American confederation. Henceforward the foreign navigation trade, and customs regulations, and tariff, will be consequently amalgamated with those of the United States.

The probable future prospect of this magnificent region, and the effects, which the rapid influx of the enterprising Anglo-Saxon race over its territories may have on the power, policy, and civil and religious liberties of the neighbouring states of Mexico, and of central, and, even, of South America, are subjects upon which statesmen, legislators, and philosophers may contemplate as replete with the elements of good, and of evil,—of grandeur and of power: the progress, of which, cannot be always free from outrage, and domestic suffering, however certain, and great, must be the ultimate attainment, and security, of civil and religious liberty,—of just laws, and wise administration.

The area of Texas, not yet well defined, is, however, more than sufficiently extensive to form a separate and independent state.

Mr. Kennedy's account of Texas describes the different sections of the country in detail, and forms the most comprehensive work on this state. Several reports, and short descriptions, of Texas, have, also, been published in the United States.

The boundaries on the south-western or Mexican frontier have not been adjusted ; but the government of the United States will no doubt insist on extending this boundary to Rio Grande, or Bravo del Norte; while, the Red River and a line, due north from the latter separate it from the state of Arkansas; and the river Arkansas, on the north, divides it from the western territory. The river Sabine, the limit of Louisiana, bounds Texas on the east. The extent of its maritime frontier may be variously measured. Following the courses of its lagoons, this distance is greatly extended. From point to point, along the outside, of the long sandy islands, which line the coast, and within which are the lagoons, the distance from the Sabine to the Rio Grande del Norte, has been estimated, we would say rather than measured, at about 500 English statute miles.

The area of Texas has, also, been estimated at from 310,000, to 330,000 English square miles, or much more than twice the area of the United Kingdom; and according to all accounts, no country on earth has less of its surface unfit for cultivation.

Its whole *sea coast region*, varying in breadth from 30, to 100 miles, is composed of a fertile alluvium, in which there is not, or at least rarely, a stone that would intercept the plough; and, unlike many parts of Virginia, Georgia, Florida, Alabama, and Louisiana, there are but few, and these not extensive, swamps. This region is extolled for its great capability of producing, that finest quality, Sea Island cotton. Besides which it will yield the most delicious fruits: such as peaches, olives, melons, figs, oranges, lemons, pine-apples, dates, &c., also the sugar cane, maize, and other grain. This region is well watered by numerous rivers, and streams. The greater part consists of extensive meadows, with magnificent belts of wood, along the margin of the rivers.

The *second*, or *undulated*, and *high region*, slopes down from the hills and mountains to the sea coast region, crossing the territory, and is in breadth from 120, to 180 miles. It is described as consisting chiefly of a rich, fertile, soil, covering substrata of either limestone, or sandstone, and presenting alternately woodlands, and rich grassy districts.

The *third*, or *mountainous region*, stretches upwards to the west, north-west, and from which all the rivers flow down, to the east, and south-east, into the Mexican gulf, or into the Mississippi, and its branches. Elevated table-lands spread over north-western points. None of the mountain slopes are described as too steep for agriculture; and, except in the prairies of this region, oak pine, and other magnificent and valuable timber trees abound.

If we can depend upon descriptions, Texas is naturally, with less exceptions than any other country, capable of producing all kinds of crops and fruits:—more so than France, which has all the climates for grain:—from oats and barley, to wheat, rice, and maize,—for fruits, from the apple to the orange; for wine, the olive, the mulberry, &c. Texas has the climate, and the soil, for the sugar-cane the olive, the cotton plant, the mulberry, the melon, fig, and apple; and its pasturage has always been renowned.

The RIVERS of Texas are numerous, and for a great extent navigable; but large vessels cannot ascend them from the sea. The great natural disadvantage of Texas, in common with the whole eastern sea coast of Mexico, is the want of good harbours. Humboldt observes, "The intendency of San Luis comprehends more than 230 leagues of sea coast, but without commerce and without activity. That part which extends from the Rio Grande del Norte, to the river Sabine is almost still unknown, and has never been examined by navigators."

This coast would have probably still continued to be "unknown and without commerce and activity," had it remained under the intendency of San Luis, or under the non-enterprising Spanish-Mexicans; and if it had never been entered, or traversed, by the Anglo-Saxon race, who were invited into Texas by the Emperor Iturbide: not to establish its independence, but to defend it from Spain. The Anglo-Saxons were invited into Texas, under nearly like circumstances as Hengist and Horsa were invited into Britain, and the result has been similar.

The rivers SABINE and NECHES fall into the Sabine lagoon. The Sabine was obstructed by a raft, and deemed impassable; but it was removed by the government of the United States, and the river was then (1837) navigated by a steamboat 125 feet long, drawing six feet water. Since 1839 one or more steamboats navigate this river, from its mouth to the upper settlements. The Sabine, like most of the Texan rivers, periodically overflows its banks, and fertilises the soil. It has several small tributaries.

The NECHES, which is navigable for small steamboats for about 100 miles, flows also into the Sabine lagoon; the passage over the muddy bar, at the entrance into this lagoon from the gulf, only admits small vessels.

The next inlet is GALVESTON, which spreads into two large bays, or lagoons, and the eastern entrance will admit vessels drawing about twelve and a half feet water. TRINIDADA river falling into it may, it is said, be ascended, by steamboats, for from three to four hundred miles from its mouth. It is rapid, and from eight to ten feet deep. At the western extremity of Galveston Island is SAN LUIS harbour. The passage, over its bar, is stated to be somewhat deeper than that of Galveston. A few leagues west, of San Luis, the BRAZOS DE DIOS flows across a shifting sand-bar, over which there is only six to eleven feet depth of water.

Mr. Kennedy says, the Brazos is exceedingly well adapted for steam navigation. Opposite Velasco (at its mouth) its width is about 170 yards, and for 500 miles it varies from 150 to 200 yards." After heavy rains it swells into a torrent. In ordinary seasons its banks, twenty to forty feet high, are overflown. Like the Red river, its waters are coloured red, with earthy particles, carried down from the uplands. It is navigated by several steam vessels, and has numerous tributaries. The first colonists from the United States made *San Felipe*, 150 miles up this river, their head-quarters.

MATAGORDA BAY is a lagoon, sixty miles long, and from six to ten miles broad: the entrance, *Paso Cavallo*, from the gulf, has only from eight to nine feet water on its bar: within it is safe and deep.

The COLORADA, or TEXAS, falls into this inlet by two branches. It has steep banks, which are seldom overflowed. Its navigation is interrupted by a raft; but if not already, it will, no doubt, soon be removed by the government. The river will then be found navigable, for steamers, more than 200 miles. Many of its tributaries are navigable. Several rivers fall into La Baca Bay, a branch of Matagorda. The *La Baca*, and *Novida*, are navigable, about thirty miles for steamers.

The large inlet, forming the bays of ESPIRITU SANTO, ARANSAS, and COMPANO, are separated from the gulf, by two long islands, Matagorda, and St. Joseph. The *Aransas* passage from the gulf is not more than seven to eight feet deep over the bar. The bay is also shallow, and the river *Guadaloupe*, and the *Nuences*, and other streams, which fall into these bays, are described as not deep, but capable of being rendered advantageous, for bringing down the produce of the upper countries to the sea, in vessels requiring only a light draft of water.

CORPUS CHRISTI and the LAGUNA DEL MADRE, form an inlet, about 100 miles long, within three long islands, separated by narrow passages. The bay of Corpus Christi extends, inland, about forty miles, north and south. The *Rio de las Mucas*, which falls into this bay, is a long, rapid river, navigable for small boats for about forty miles.

The LAGUNA DEL MADRE, though so long, and from five to six miles in breadth, is shallow, and the water in many places is not more than from eight, to eighteen, inches deep. The *Barra del Santiago*, or the outer inlet from the gulf into the lagoon, has from six to seven feet water over the bar, and small vessels with merchandise frequently enter, and discharge.

The mouth of the RIO GRAND DEL NORTE, is separated by a narrow neck of land from the *Barra del Santiago* by a narrow isthmus. The entrance to this large river, from the gulf, has no greater depth of water than from three to five feet over its shifting bar. For 200 miles upwards, its current is described as smooth and deep, to Loredo, where rapids commence.

The CLIMATE OF TEXAS is described as mild and salubrious. Not subject

to yellow fever, or pulmonary consumption. The *Mineralogy* of the country we believe to be only imperfectly known. Bituminous coal is said to be abundant in the interior. Gold and silver are also asserted to abound in the hilly and mountainous country; and specimens of both have been produced. Iron ore is said to be plentifully distributed; and copper, lead, and alum are asserted to have been discovered in considerable quantities. Excellent building stone is abundant in all parts except the sea coast region. There are large salt lakes and salt springs; and as, it is by all admitted, that, the soil, and climate, of Texas, are not surpassed in any country, as there is sufficient timber and minerals,—the want of deep harbours appears to be the only great natural disadvantage of this extensive region of America: which has, until the last few years, remained more wild, and uncivilized than it could have been when Mexico was conquered by Cortez.

HISTORICAL ABSTRACT.*

On the 17th of January, 1821, Moses Austin, a native of New England, obtained permission, from the supreme government of the eastern, internal, provinces of Mexico, to introduce three hundred families, as colonists, from Louisiana, into Texas.

In consequence of Moses Austin's death, his project of colonisation was taken up, and prosecuted, by his son Stephen, who was obliged, in 1822, to apply to the authorities of revolutionized Mexico, for confirmation of the privilege, which had been conceded to his father, by the authorities of old Spain. On the 4th of January, 1823, a colonization law, approved by the Mexican emperor Iturbide, was promulgated; and on the 18th of February of the same year, an imperial decree was issued, empowering Austin to found a colony, under the provisions of the general law.

A revolutionary movement having displaced Iturbide; and, the government which succeeded him having decreed the nullity of all imperial titles, Austin was constrained to solicit the confirmation of his concession from the congress of Mexico. This he obtained on the 14th of April, 1823, which may, therefore, be recorded as the legal date of the commencement of Anglo-American colonization in Texas.

To encourage the settlement of her waste frontier lands, and thereby interpose a barrier against Indian aggression, and strengthen herself against Spanish attempts at reconquest, Mexico held out various inducements to the earlier colonists of Texas; and, among them, a temporary exemption from taxes and tithes.

By article 24 of the Mexican colonization law of the 4th of January, 1823, it was enacted, that, during six years from the date of the concession, the colonists should not pay tithes, or duties, on their produce, nor any contribution whatever of a public kind.

* Chiefly from a compilation by Mr. Kennedy.

By article 25, of the same law, it was enacted, that during the six years immediately succeeding the termination of the first specific period the colonists should pay half the tithes and half the contributions, direct and indirect, that were paid by native citizens.

These enactments emanated from *the general government of Mexico.*

The united state of Coaguila and Texas, as a member of the Mexican Federation, by article thirty-two, of a colonisation law, passed by its legislature on the 24th of March, 1825, ordained that during the first ten years—reckoning from the commencement of the settlement—colonists, within the limits, of the state should be free from any kind of public contribution, except such as were generally demanded to prevent, or repel, invasion. After ten years, new settlers were to bear an equal proportion of the public burdens with native citizens.

The law containing these provisions was repealed by an act, dated the 28th of April, 1832, which exempted "all new towns" for ten years, from the time of their foundation, from every description of tax, except contributions for defence against foreign invasion. For the site of each of these "new towns," the state appropriated four square leagues of land.

The establishment of custom-houses in Texas, and of garrisoned posts, to enforce the collection of the national revenue, which followed the periods of exemption from taxation granted to the infant settlements, formed, with the colonists, prominent causes of dissatisfaction; while, on the other hand, the infraction of its fiscal enactments, was regarded by the government of Mexico as ungrateful, and rebellious, on the part of men invited, by its liberality, to occupy its fertile lands. The colonists were refractory. In June, 1832, a party of them attacked and captured, the Mexican garrison, at the port of Velasco—in April, 1833, petitions complaining of the tariff, and praying for the privilege of free importation, for a term of three years, of the most important articles of consumption, were transmitted by the colonists to the general government. In the autumn of 1834, a number of persons seized the collector of customs, at Anahuac, and expelled the military stationed at that post—and, in the autumn of 1835, the Anglo-Americans in Texas and Mexico were in a state of declared war.

In November, 1835, an Anglo-American convention was held in Texas, and a provisional government proclaimed, which conferred on a governor and council the power "to impose and regulate impost and tonnage duties, and to provide for their collection under such regulations as might be deemed expedient."

An ordinance of this provisional government, imposing certain duties of customs, passed on the 12th of December, 1835, was repealed by another ordinance on the 27th of the same month, which placed a duty of twenty-five per cent, *ad valorem*, on such goods, wares, and merchandise, as were "entitled to a debenture" in the port of shipment, and a duty of fifteen per cent, *ad valorem*, on such as were not entitled to debenture. Articles imported, *bonâ fide*, for the

use of emigrants, including farming implements, household furniture, provisions, stores and machinery of all kinds, were to be admitted free.

The declaration and establishment of the independence of Texas, and the adoption of a constitution, by its inhabitants, were followed by the convocation of a Congress, which, on the 20th of December, 1836, passed an act "to raise a revenue by impost duties," under which the following charges were exigible:

On the invoice value of wines, spirituous and malt liquors, 45 per cent, ad valorem; silk goods, and all manufactures of silk, 50 per cent, ad valorem; sugar and coffee, 2½ per cent, ad valorem; teas, 25 per cent, ad valorem; bread stuffs, 1 per cent, ad valorem; iron and castings, 10 per cent, ad valorem; coarse clothing, shirtings, shoes, blankets, kerseys, satinets, and stuffs formed of a mixture of cotton and wool, 10 per cent, ad valorem. All other non-enumerated goods an ad valorem duty of 25 per cent on invoice price.

Another and more comprehensive customs law was passed on the 12th of June, 1837, "for the purpose of raising a revenue to aid in defraying the public expenses, sustaining the public credit, and securing to the public creditors a fair annual, or semi-annual, interest on the shares of stock in the funded debt."

The tariff underwent a farther revision by an act passed on the 5th of February, 1840.—(*See the late tariff of Texas, subjoined to the tariff of the United States.*)

It is to be observed that the receipt of duties, in national paper, profusely issued, on an unsound basis—and, of course, rapidly depreciated—has, from time to time, caused the tariff to appear much higher than it really was; and the successive endeavours, to realise, amidst the confusion occasioned by a spurious currency, an adequate tangible revenue, has imparted a capricious character to the fiscal legislation of the republic, discouraging and injurious to the merchant and the emigrant. The duties, at present, are receivable only in gold and silver, *at their market value.*

More than two-thirds of the revenue from customs have been received at the port of Galveston. The eastern counties of Texas, which possess a comparatively dense population, contribute but a small proportion to the public funds, owing to their geographical position, which secures every facility to the smuggler. The gross amount received at the port of Galveston, for the year ending the 31st of December, 1842, was, in round numbers, about 110,000 dollars; the receipts for the same period at Brazos, Matagorda, Red River, San Augustine, and Sabine, at 30,000 dollars. The average expense of collection was a fraction above fourteen per cent.

All attempts hitherto made to raise a revenue by *direct taxation* have been unsuccessful.

The laws for regulating the general trade of Texas, as well as the coasting trade, and the tariff, are now the same as those of the United States. Certain

local regulations are continued in force, until changed under the state constitution and legislature of the state of Texas.

The following laws may be considered as remaining in force:

HOSPITAL AT GALVESTON.—By an act approved by the president on the 3rd of February, 1845, for the establishment of a hospital at Galveston, it is provided that, from and after the 1st of May next ensuing, "the commander of every vessel arriving at the port of Galveston shall be required to pay to the collector of customs at that port the sum of 50 cents for every foreign white male cabin passenger over sixteen years of age, and twenty-five cents for every white male steerage passenger over sixteen years of age, according to the list of passengers produced by the said commander, or his clerk, which list shall be sworn to."

CHAMBER OF COMMERCE AT GALVESTON.—By an act approved by the president, 3rd of February, 1845, a corporate body was created under the style and title of "The Galveston Chamber of Commerce," an institution which, according to the preamble of the act, "is much required by the mercantile community, as tending to diminish litigation and to establish uniform and equitable charges."

It is provided that the act of incorporation shall "be in force for and during the space of twenty years from the passage thereof, and take effect from and after its passage.

LAW PROCEEDINGS.—An Act supplementary to "an Act to regulate Proceedings in Civil Suits." This act provides that, from and after the 27th of June, 1845, "in all suits brought to recover the price or value of any goods, wares, or merchandise imported, or notes given for the same, the fact that such goods, wares, or merchandise, were imported or introduced into the republic without payment of the lawful duties, or in violation of any revenue law thereof, may be pleaded in defence, and if established, shall constitute a legal and valid defence in all such cases." It is further provided that, "In cases where such defence shall be pleaded"—and also in cases—"when any civil action shall hereafter be brought to recover duties not paid, the party so charged, or unpleaded, shall not be liable to any criminal prosecution for the same offence on non-payment."

WRECK-MASTERS.—An Act "to amend an Act passed the 8th of January, 1841, respecting wreck-masters," approved by the president February 3rd, 1844, provides—

"That from and after its passage, the wreck-masters of the republic shall be appointed by the president of the republic, and controlled by the collectors of customs of the several maritime districts, who shall each appoint for his district at lease one, and not more than three wreck-masters; and it shall be the duty of each of these person so appointed to attend, in the manner set forth in the act to which this is an amendment—to the saving and disposing of all property wrecked

in his district, or in the part of it allotted to him, if such property be declared to be abandoned by its owner, or the agent, or factor for the same; or be found abandoned, no such person appearing.

"That it shall not be lawful for the wreck-master to recover out of the proceeds of any wrecked property sold by him as wreck-master, an auctioneer's commission, or any other in addition to that allowed in the act aforesaid; but he shall be allowed to charge for the services and mileage of a crier, at a rate which shall be fixed by the collector of the district.

"That, in order to award the rate or amount of salvage, on property wrecked, one arbitrator shall be appointed by the wreck-master, on behalf of the salvors, and one by the owner of the property salved, or the agent, or factor, for the same, or, default of those, by the chief justice of the county in which the wreck happens.—And the wreck-masters, before appointing an arbitrator, shall notify the salvors of such intent, and if a majority of the whole number of salvors shall request him to appoint any individual named and agreed on by them, as arbitrators, for the salvors, the said wreck-master shall so appoint such individual, and in case of the arbitrators not agreeing, they shall choose an umpire, who shall decide between them—his awardment not being higher than the rates, or amounts awarded by the two arbitrators;—and, from the decision of the arbitration, an appeal to the Court of Admiralty may be taken by either of the parties, or by any portion of either, if the amount in question be such as by law would entitle the party to appeal from a magistrate to a district court;* but, in such case, the party appealing must notify the opposite party of such intention, within two days after the awardment appealed from is made known—otherwise the right to appeal shall be forfeited; and where an appeal is taken it shall not impede the sale of the property wrecked.

"Finally—That it shall be the duty of all wreck-masters, in whose district any wreck may occur, to publish, or cause to be published, either in some public journal in said district, or by affixing to the doors of at least three several public places in said district, a written or printed notice, with a description of property offered at said wreck-master's sale, at least ten days previous to the aforesaid sale.

"This act to take effect from and after its passage."

* By an act of Congress, passed January 19th, 1841, an appeal may be had from the decision of a magistrate to the district court, where the sum in controversy shall exceed twenty dollars.

GROSS Return of British and Foreign Trade within the Consulate of Galveston, during the Year ending December 31, 1844.

PORT OF GALVESTON.

NATIONS.	ARRIVED.						DEPARTED.					
	Vessels.	Tonnage.	Crews.	Invoice Value of Cargoes.*			Vessels.	Tonnage.	Crews.	Invoice Value of Cargoes.*		
	number.	tons.	number.	£	s.	d	number.	tons.	number.	£	s.	d.
British	11	2,262	86	5,480	13	5	15	3,260	123	59,094	16	10
Texan	12	945	No return.	1,533	6	8	4	430	No return.	1,677	1	8
American (United States)	54	10,011	"	115,666	5	10	27	4,711	"	33,333	5	0
French	1	125	"	1,448	10	0	1	125	"	1,696	17	6
Austrian	1	475	"	247	1	8	1	475	"	6,047	7	6
Belgium	3	767	"	1,803	13	4	3	767	"			
Bremen	13	3,049	"	2,228	9	2	10	2,024	"	23,180	6	3
Total	95	17,634	Return incomplete.	128,408	0	1	61	11,792	Return incomplete.	125,029	14	9

REMARKS.—Three of the vessels classed by the custom-house under the head of "Bremen," were Hanoverian; chartered at Embden, for Bremen use. The demand for cotton exceeding the supply, some European vessels were obliged to leave Galveston without cargo. The vessels classed "Belgian," and four of the vessels classed "Bremen," conveyed emigrants to Texas. The British ships brought no emigrants.

No account of the crews of ships entering the port of Galveston is kept by the local authorities; the return, therefore, is, in this particular, incomplete.

* Average rate of exchange, 108.

The following is a statement relative to its previous debt, revenue, and trade, compiled by Mr. J. P. Kettel; also from official returns.

PUBLIC Debt of Texas.

DEBT.	Term.	Amount.	Amount.	Amount.
		dollars.	dollars.	dollars.
Funded act of 1837	1841	750,000	335,000	1,085,000
" 1840	5 years	800,000	240,000	1,040,000
Bonds pledged	20 "	500,000	170,000	670,000
Issued for navy	1842	690,000	302,000	992,000
Bonds at 8 per cent	5 years.	100,000	32,000	132,000
Treasury notes	....	2,250,000	....	2,250,000
Land receipts	....	1,500,000	....	1,500,000
Floating debt	....	500,000	....	500,000
Total debt	....	7,090,000	1,079,000	8,169,000

According to a congressional report of 1839, the quantity of government land was as follows:

LAND.	Acres.	Acres.
	number.	number.
Extent of the Texian republic	....	203,420,000
Granted by Mexico, and confirmed by Texas	53,311,267	
Texas grants, since her independence	5,597,356	
Military bounty lands	4,393,074	
Land scrip issues	1,500,000	
		64,801,797
Unappropriated balance	....	138,618,203

The imports and exports of the United States, to and from Texas, have been as follow :—

IMPORTS and Exports to and from Texas.

YEARS.	Exports to Texas.		TOTAL.	Imports.
	Domestic Goods.	Foreign Goods.		
	dollars.	dollars.	dollars.	dollars.
1837	797,312	210,616	1,007,928	163,384
1838	1,028,818	219,062	1,247,880	165,718
1839	1,379,016	308,017	1,687,082	318,116
1840	937,073	281,199	1,218,271	303,847
1841	516,255	292,041	808,296	395,026
1842	278,978	127,951	406,929	480,892
1843	705,240	37,713	142,753	445,399

The largest exports to Texas were in 1839, and consisted mostly of clothing, furniture, lumber, and dry goods, of which over 250,000 dollars was domestic cottons. A large portion of their exports consisted, undoubtedly, of the property of emigrants; but they seem now to supply themselves from other quarters, the United States having lost the trade. In the mean time, the exports of Texas, consisting of cotton almost altogether, have rapidly increased. The quantity and value brought into the United States, in each year, have been as follows :—

IMPORTS of Cotton into the United States, from Texas.

YEARS.	Pounds.	Value.	YEARS.	Pounds.	Value.
	number.	dollars.		number.	dollars.
1836	1,473,133	232,336	1840	2,669,655	223,182
1837	1,082,466	144,587	1841	3,128,776	276,315
1838	1,491,293	156,242	1842	5,255,142	406,943
1839	1,890,052	240,130	1843	7,593,107	379,750

This shows a regular and steady increase of business, apparently largely in favour of Texas. The imports and duties for the port of Galveston, for the year ending November 1, are as follows :—

IMPORTS AND DUTIES.	1842	1844	Increase.
	dollars.	dollars.	dollars.
Imports	365,532	510,399	161,867
Duties	82,042	138,815	69,773

The revenue and expenditure are as follow :—

	dollars.
Revenue	466,158
Expenses	460,209
Excess revenue	5,949

By the "Annual Report of the Treasury Department, to the ninth Congress of the Republic of Texas," dated "Washington, December 1, 1844," and signed "J. B. Miller, Secretary of the Treasury;" it appears that during the year ending on the 31st of July, 1844, 130 vessels entered the ports of Texas from foreign ports, or with cargoes subject to duty.

	dlrs. cts.	dlrs. cts.
Amount of merchandise imported	....	686,503 03
Total gross amounts of revenue	201,413 30	
Expenses of collection	23,551 45	
Net amount of revenue	177,861 85	

The value of the merchandise imported from the United States of America, 593,525 dollars 14 cents; Great Britain and Ireland, 51,059 dollars 89 cents; British West Indies, 3,624 dollars 10 cents; Spanish West Indies, 148 dollars 87 cents; France, 5584 dollars 58 cents; Hanse Towns, 27,494 dollars 54 cents; the Austrian Adriatic dominions, 1185 dollars 86 cents; Yucatan, 663 dollars 57 cents.—Total, 686,503 dollars 3 cents.

The rate of per centage which the gross amount of impost duties bears to the total amount of merchandise imported, is above twenty-six and a half per cent.

Official statement of revenue collected at the Custom-house, port of Galveston, for the year commencing November 1, 1843, and ending October 31, 1844:—

On Imports.

	dlrs.	cts.
Total amount subject to specific duty	130,847	88
" " ad valorem duty	378,225	95
Free duties	1,325	54
Total imports	510,399	37
Total amount of duties on the above	142,672	98
Tonnage	13,399	99
Permits, blank and vessel fees	1,793	63
Storage on goods	452	63
Fines and forfeitures	296	24
Total revenues	158,615	47

The above amount paid thus:—

	dlrs.	cts.
83,345 dollars 36 cents exchequer bills, at different rates	74,027	89
Amount paid in par funds	84,587	58
Total	158,615	47
Expenses of collection	9,455	

CHAPTER XL.

TREATIES OF COMMERCE AND NAVIGATION BETWEEN THE UNITED STATES AND FOREIGN STATES.

The first treaty of commerce and amity, which was negotiated by the United States, was with Holland in 1778, and lead to declaration of war by England against the latter country. After the peace of 1783, treaties of peace and amity were negotiated between the United States and various foreign countries. It would be tedious and useless to enumerate all these treaties. According to a report published (April, 1840) by the Department of State of the United States, in obedience to a resolution adopted by the Senate at the last session of Congress, showing the nature and extent of the privileges and restrictions of the commercial intercourse of the United States with foreign nations, it is stated that twelve nations, viz., Austria,

Brazil, Central America, Denmark, Ecuador, Greece, the Hanseatic cities, Prussia, Russia, Sardinia, Sweden, and Venezuela, have met the propositions of America in a spirit of liberality. In the ports of all these countries American vessels, with their cargoes, whether the produce of the United States or not, are admitted on the same terms as the vessels of those countries respectively. If outward bound, they are entitled to the same drawback or bounties on goods exported, as domestic vessels are. The report then observes,

"With Great Britain, France, the Netherlands, Mexico, and Texas, our commercial relations are of a more restricted character. These nations severally confine the principle of equality to the *direct trade.* That is to say, Great Britain admits the vessels of the United States into her ports on payment of the same tonnage duties and charges as British vessels, with these conditions: First, that the vessel be built and owned in the United States, and navigated by a master and crew, three-fourths of which are citizens of the United States; and second, that the goods composing the cargo be the produce of the United States, which in practice limits the import trade to the direct intercourse between one country and the other. The trade of the United States with the British colonial possessions is regulated by treaty stipulations or by diplomatic arrangement. In all cases, however, some restrictions are observed, giving an advantage in general trade, to British bottoms. The importation from the United States of all goods but those of their own produce is mostly prohibited.

"France admits the vessels of the United States into her ports on payment of a discriminating duty of five francs, or ninety-four cents, per ton over and above that paid by French vessels. In the importation of articles, the produce of the United States, no difference is made between French and American vessels; but in reference to other articles the discriminating duty prevails in favour of French bottoms.

"In the Java trade, under the government of the Netherlands, the productions of the United States, and of other countries, are admitted at a duty of seven and four-fifths per cent ad valorem, if imported in Dutch vessels, and fifteen and three-fifths per cent ad valorem, if imported in vessels belonging to the United States.

"Chili and the Ottoman dominions admit our vessels and productions upon the footing of the most favoured nations, reserving the privilege of giving a preference to their own. Five Powers, viz., the Argentine confederation, Belgium, China, Hayti, New Grenada, Portugal Spain, the Two Sicilies, and Uraguay, are left free to deal with the commerce and the navigation of the United States as they may think proper, without any other check than our countervailing legislative provisions. With three of them, however, Belgium, Portugal, and the two Sicilies, negotiations are on foot for the conclusion of commercial treaties."

Since the publication of that report, treaties of navigation and commerce have been ratified between the United States and the following countries, viz., China, Belgium, Hanover, and Portugal.

TREATIES OF COMMERCE AND NAVIGATION BETWEEN THE UNITED KINGDOM AND THE UNITED STATES.

Treaties of peace and amity between the United Kingdom and the United States, and for the suppression of the slave trade treaty (by which the United States stipulates with England to consider that trade piracy) have at different times been concluded. The following treaties contain the stipulations agreed upon for regulating the trade and navigation between the United States and the United Kingdom and British dominions.

The treaty of commerce of the 3rd of July, 1815 has been interrupted by absurdly conceived British orders in council, and president's proclamations; but that treaty and other conventions, now in force, are those under which the trading intercourse between both countries is regulated.

Convention of Commerce between Great Britain and the United States. Signed at London, 3rd July, 1815. *Renewed by Convention signed at London, 6th of August,* 1827.

I. There shall be between all the territories of his Britannic Majesty in Europe, and the territories of the United States, a reciprocal liberty of commerce. The inhabitants of the two countries respectively shall have liberty freely and securely to come with their ships and cargoes to all such places, ports, and rivers in the territories aforesaid, to which other foreigners are permitted to come, to enter into the same, and to remain and reside in any parts of the said territories respectively; also to hire and occupy houses and warehouses for the purposes of their commerce; and generally the merchants and traders of each nation respectively shall enjoy the most complete protection and security for their commerce; but subject always to the laws and statutes of the two countries respectively.

II. No higher or other duties shall be imposed on the importation into the territories of his Britannic Majesty in Europe, of any articles the growth, produce, or manufacture of the United States, and no higher or other duties shall be imposed on the importation into the United States, of any articles the growth, produce, or manufacture of his Britannic Majesty's territories in Europe, than are or shall be payable on the like articles, being the growth, produce, or manufacture of any other foreign country, produce, or manufacture of either country respectively, the amount of the said drawbacks shall be the same whether the said goods shall have been originally imported in a British or American vessel; but when such re-exportation shall take place from the United States in a British vessel, or from the territories of his Britannic Majesty in Europe in an American vessel, to any other foreign nation, the two contracting parties reserve to themselves, respectively, the right of regulating or diminishing, in such case, the amount of the said drawback.

The intercourse between the United States and his Britannic Majesty's possessions in the West Indies, and on the continent of North America, shall not be affected by any of the provisions of this article, but each party shall remain in the complete possession of its rights, with respect to such an intercourse.

III. His Britannic Majesty agrees that the vessels of the United States of America shall be admitted, and hospitably received, at the principal settlements of the British dominions in the East Indies, viz., Calcutta, Madras, Bombay, and Prince of Wales's Island, and that the citizens of the said United States may freely carry on trade between the said principal settlements and the said United States, in all articles of which the importation and exportation, respectively, to and from the said territories, shall not be entirely prohibited: provided only, that it shall not be lawful for them in any time of war between the British government and any state or power whatever, to export from the said territories, without the special permission of the British government, any military stores, or naval stores, or rice. The citizens of the United States shall pay for their vessels, when admitted, no higher or other duty or charge than shall be payable on the vessels of the most favoured European nations, and they shall pay no higher or other duties or charges on the importation or exportation of the cargoes of the said vessels, than shall be payable on the same articles when imported or exported in the vessels of the most favoured European nations.

But it is expressly agreed, that the vessels of the United States shall not carry any articles from the said principal settlements to any port or place, except to some port or place in the United States of America, where the same shall be unladen.

It is also understood, that the permission granted by this article is not to extend to allow the vessels of the United States to carry on any part of the coasting trade of the said British territories, but the vessels of the United States having, in the first instance, proceeded to one of the said principal settlements of the British dominions in the East Indies, and then going with their original cargoes, or any part thereof, from one of the said principal settlements to another, shall not be considered as carrying on the coasting trade. The vessels of the United States may also touch, for refreshment, but not for commerce, in the course of their voyage to or from the British territories in India, or to or from the dominions of the Emperor of China, at the Cape of Good Hope, the island of St. Helena, or such other places as may be in the possession of Great Britain, in the African or Indian seas; it being well understood that in all that regards this article the citizens of the United States shall be subject, in all respects, to the laws and regulations of the British government, from time to time established.

IV. It shall be free for each of the two contracting parties, respectively, to appoint consuls for the protection of trade, to reside in the dominions and territories of the other party; but before any consul shall act as such, he shall in the usual form be approved and admitted by the government to which he is sent; and it is hereby declared, that in case of illegal or improper conduct towards the laws or government of the country to which he is sent, such consul may either be punished according to law, if the laws will will reach the case, or be sent back, the offended government assigning to the other the reasons for the same.

It is hereby declared, that either of the contracting parties may except from the residence of consuls such particular places as such party shall judge fit to be so excepted.

V. This convention, when the same shall have been duly ratified by his Britannic Majesty and by the president of the United States, by and with the advice and consent of their senate, and the respective ratifications mutually exchanged, shall be binding and obligatory on his Majesty and on the said United States for four years from the date of its signature; and the ratifications shall be exchanged in six months from this time, or sooner if possible.

Convention between Great Britain and the United States. Signed at London, the 20th of October, 1818; *renewed by Convention, Signed at London, the 6th of August,* 1827.

I. Whereas differences have arisen respecting the liberty claimed by the United States, for the inhabitants thereof, to take, dry, and cure fish, on certain coasts, bays, harbours, and creeks, of his Britannic Majesty's dominions in America, it is agreed between the high contracting parties, that the inhabitants of the said United States shall have, for ever, in common with the subjects of his Britannic Majesty, the liberty to take fish of every kind, on that part of the southern coast of Newfoundland which extends from Cape Ray to the Rameau Islands, on the western and northern coast of Newfoundland, from the said Cape Ray to the Quirpon Islands, on the shores of the Magdalen Islands, and also on the coasts, bays, harbours, and creeks, from Mount Joly, on the southern coast of Labrador, to and through the straits of Belleisle, and thence northwardly indefinitely along the coast, without prejudice, however, to any of the exclusive rights of the Hudson's Bay Company: and that the American fishermen shall also have liberty, for ever, to dry and cure fish in any of the unsettled bays, harbours, and creeks, of the southern part of the coast of Newfoundland hereabove described, and of the coast of Labrador; but so soon as the same, or any portion thereof, shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such portion so settled, without previous agreement for such purpose, with the inhabitants, proprietors, or possessors of the ground. And the United States hereby renounce for ever any liberty heretofore enjoyed or claimed by the inhabitants thereof, to take, dry, or cure fish, on or within three marine miles of any of the coasts, bays, creeks, or harbours of his Britannic Majesty's dominions in America, not included within the abovementioned limits:

provided, however, that the American fishermen shall be admitted to enter such bays or harbours, for the purpose of shelter and of repairing damages therein, of purchasing wood, and obtaining water, and for no other purpose whatever. But they shall be under such restrictions as may be necessary to prevent their taking, drying, or curing fish therein, or in any other manner whatever abusing the privileges hereby reserved to them.

Act of Congress "concerning the Convention to regulate the Commerce between the Territories of the United States and his Britannic Majesty." Approved the 1st of March, 1816.

Be it enacted and declared by the Senate and House of Representatives of the United States of America in Congress assembled, that so much of any act as imposes a higher duty of tonnage or of impost, on vessels, and articles imported in vessels, of Great Britain, than on vessels, and articles imported in vessels, of the United States, contrary to the provisions of the convention between the United States and his Britannic Majesty, the ratifications whereof were mutually exchanged the 22nd day of December, 1815, be, from and after the date of the ratification of the said convention, and during the continuance thereof, deemed and taken to be of no force or effect.

Act of the British Parliament "to carry into effect a Convention of Commerce concluded between his Majesty and the United States of America, and a Treaty with the Prince Regent of Portugal."

VI. And whereas it is expedient that vessels built in the countries belonging to the United States of America, or any of them, or condemned as prize there, and being owned and navigated as herein-before mentioned, should be allowed to clear out from any part of the United Kingdom for the principal settlements of the British dominions in the East Indies; viz., Calcutta, Madras, Bombay, and Prince of Wales's Island, with any articles which may legally be exported from the United Kingdom to the said settlements in British-built ships; be it therefore further enacted, that all vessels built in the said United States of America, or any of them, or condemned as prize there, and being owned and navigated as hereinbefore mentioned, shall be allowed to clear out from any port of the United Kingdom for the following principal settlements of the British dominions in the East Indies, viz., Calcutta, Madras, Bombay, and Prince of Wales's Island, with any goods, wares, or merchandise which may be legally exported from the United Kingdom to the said settlements in British-built vessels, subject to the like rules and regulations, restrictions, penalties, and forfeitures as are now by law imposed upon the exportation of such goods to the said settlements in British-built ships, any law, custom, or usage to the contrary notwithstanding.

VII. And be it further enacted, that nothing in this act contained shall extend, or be construed to extend to repeal or in anywise alter the duties of package, scavage, bailage, or portage, or any other duties payable to the mayor and commonalty, and citizens of the city of London, or to the Lord Mayor of the said city for the time being, or to any other city or town corporate within Great Britain, or any other special privilege or exemption to which any person or persons, bodies politic or corporate, is or are now entitled by law in respect of goods imported and exported, but the same shall be continued as heretofore.

Convention of Commerce, signed at London, August 6, 1827.

ART. I.—All the provisions of the convention concluded between his Majesty the King of the United Kingdom of Great Britain and Ireland, and the United States of America, on the 3rd of July, 1815, and further continued for the term of ten years by the fourth article of the convention of the 20th of October, 1818, with the exception therein contained as to St. Helena, are hereby further indefinitely, and without the said exception, extended and continued in force, from the date of the expiration of the said

ten years, in the same manner as if all the provisions of the said convention of the 3rd of July, 1815, were herein specifically recited.

Art. II.—It shall be competent, however, to either of the contracting parties, in case either should think fit, at any time after the expiration of the said ten years—that is, after the 20th of October, 1828—on giving due notice of twelve months to the other contracting party, to annul and abrogate this convention; and it shall, in such case, be accordingly entirely annulled and abrogated, after the expiration of the said term of notice.

Act of Congress of the United States, "to repeal the Tonnage Duties upon Ships and Vessels of the United States, and upon certain Foreign Vessels." 31st May, 1830.

Sec. I.—Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, that, from and after the 1st day of April next, no duties upon tonnage of the ships and vessels of the United States, of which the officers and two-thirds of the crew shall be citizens of the United States, shall be levied or collected; and all acts and parts of acts imposing duties upon the tonnage of ships and vessels of the United States, officered and manned as aforesaid, so far as the same relate to the imposition of such duties, shall, from and after the said first day of April next, be repealed.

Sec. II.—And be it further enacted, that, from and after the said 1st day of April next, all acts and parts of acts imposing duties upon the tonnage of the ships and vessels of any foreign nation, so far as the same relate to the imposition of such duties, shall be repealed: provided, that the President of the United States shall be satisfied that the discriminating or countervailing duties of such foreign nation, so far as they operate to the disadvantage of the United States have been abolished.

[Approved 31st of May, 1830.]

Proclamation of the President of the United States, opening to British Vessels the Trade between the British Colonial Possessions and the American Ports. 5th October, 1830.

Whereas, by an act of the Congress of the United States, passed on the 29th day of May, 1830, it is provided, that whenever the President of the United States shall receive satisfactory evidence that the government of Great Britain will open the ports in its colonial possessions in the West Indies, on the continent of South America, the Bahama Islands, the Caicos, and the Bermuda or Somer Islands, to the vessels of the United States, for an indefinite or for a limited term; that the vessels of the United States, and their cargoes, on entering the colonial ports aforesaid, shall not be subject to other or higher duties of tonnage or impost, or charges of any other description, than would be imposed on British vessels, or their cargoes, arriving into the said colonial possessions, from the United States; that the vessels of the United States may import into the said colonial possessions, from the United States, any article or articles which could be imported in a British vessel into the said possessions, from the United States; and that the vessels of the United States may export from the British colonies afore-mentioned, to any country whatever, other than the dominions or possessions of Great Britain, any article or articles that can be exported therefrom in a British vessel, to any country other than the British dominions or possessions as aforesaid—leaving the commercial intercourse of the United States, with all other parts of the British dominions or possessions, on a footing not less favourable to the United States than it now is; that then, and in such case, the President of the United States shall be authorised, at any time before the next session of Congress, to issue his proclamation, declaring that he has received such evidence, and that thereupon, and from the date of such proclamation, the ports of the United States shall be opened indefinitely, or for a term fixed, as the case may be, to British vessels coming from the said British colonial possessions, and their cargoes, subject to no other or higher duty of tonnage or impost, or charge of any description whatever, than would be levied on the vessels of the United States, or their cargoes, arriving from the said British possessions; and that it shall be lawful for the said British vessels to import into the United States, and to export therefrom, any article or articles which

may be imported or exported in vessels of the United States; and that the act, entitled, "An Act concerning navigation," passed on the 18th day of April, 1818, an act supplementary thereto, passed the 15th day of May, 1820, and an act, entitled, "An Act to regulate the commercial intercourse between the United States and certain British ports," passed on the 1st day of March, 1823, shall, in such case, be suspended or absolutely repealed, as the case may require:

And whereas, by the said act, it is further provided, that whenever the ports of the United States shall have been opened under the authority thereby given, British vessels and their cargoes shall be admitted to an entry in the ports of the United States, from the islands, provinces, or colonies of Great Britain, on or near the North American continent, and north or east of the United States.

And whereas satisfactory evidence has been received by the President of the United States, that, whenever he shall give effect to the provisions of the act aforesaid, the government of Great Britain will open, for an indefinite period, the ports in its colonial possessions in the *West Indies*, on the continent of *South America*, the *Bahama Islands*, the *Caicos*, and the *Bermuda* or *Somer Islands*, to the vessels of the United States, and their cargoes, upon the terms, and according to the requisitions of the aforesaid act of Congress:

Now, therefore, I, Andrew Jackson, President of the United States of America, do hereby declare and proclaim, that such evidence has been received by me; and that by the operation of the act of Congress, passed on the 29th day of May, 1830, the ports of the United States are, from the date of this proclamation, open to British vessels coming from the said British possessions, and their cargoes, upon the terms set forth in the said act; the act entitled, "An Act concerning navigation," passed on the 18th day of April, 1818, the act supplementary thereto, passed the 15th day of May, 1820, and the act, entitled, "An Act to regulate the commercial intercourse between the United States and certain British ports," passed the 1st day of March, 1823, are absolutely repealed; and British vessels and their cargoes, are admitted to an entry in the ports of the United States, from the islands, provinces, and colonies of Great Britain, on or near the North American continent, and north or east of the United States.

Given under my hand, at the city of Washington, the 5th day of October, in the year of our Lord 1830, and the 55th of the independence of the United States.

By the President:
ANDREW JACKSON.
M. VAN BUREN,
Secretary of State.

British Order in Council, for regulating the Commercial Intercourse between the United States and the British Colonial Possessions. 5th November, 1830. *At the Court of St. James's, the 5th day of November,* 1830. *Present, the King's most excellent Majesty in Council.*

Whereas by a certain act of parliament, passed in the sixth year of the reign of his late majesty, King George the IVth [cap. 114.], entitled, "An Act to regulate the Trade of the British Possessions Abroad," after reciting that, "by the law of navigation, foreign ships are permitted to import into any of the British possessions abroad, from the countries to which they belong, goods, the produce of those countries, and to export goods from such possessions, to be carried to any foreign country whatever, and that it is expedient that such permission should be subject to certain conditions;" it is, therefore, enacted, "that the privileges thereby granted to foreign ships shall be limited to the ships of those countries which, having colonial possessions, shall grant the like privileges of trading with those possessions to British ships, or which, not having colonial possessions, shall place the commerce and navigation of this country, and of its possessions abroad, upon the footing of the most favoured nation, unless his majesty, by his order in council, shall, in any case, deem it expedient to grant the whole, or any of such privileges, to the ships of any foreign country, although the conditions aforesaid shall not in all respects be fulfilled by such foreign country."

And whereas by a certain order of his said late majesty in council, bearing date the 27th day of July, 1826, after reciting, that the conditions mentioned and referred to in the said act of parliament had not in all respects been fulfilled by the government of the United States of America, and that, therefore, the privileges so granted as aforesaid by the law of navigation to foreign ships, could not lawfully be exercised or enjoyed by the ships of the United States aforesaid, unless his majesty, by his order in council, should grant the whole or any of such privileges to the ships of the United States aforesaid: his said late majesty did, in pursuance of the powers in him vested by the said act, grant the privileges aforesaid to the ships of the said United States; but did thereby provide and declare that such privileges should absolutely cease and determine in his majesty's possessions in the West Indies and South America, and in certain other of his majesty's possessions abroad, upon and from certain days in the said order appointed, for that purpose, and which are long since passed:

And whereas, by a certain other order of his said late majesty in council, bearing date the 16th of July, 1827, the said last-mentioned order was confirmed; and whereas, in pursuance of the acts of parliament, in that behalf made and provided, his said late majesty, by a certain order in council, bearing date the 21st day of July, 1823, and by the said order in council bearing date the 27th day of July, 1826, was pleased to order, that there should be charged on all vessels of the said United States, which should enter any of the ports of his majesty's possessions in the West Indies or America, with articles of the growth, produce, or manufacture, of the said states, certain duties of tonnage and of customs therein particularly specified:

And whereas it hath been made to appear to his majesty in council, that the restrictions heretofore imposed by the laws of the United States aforesaid, upon British vessels, navigated between the said states and his majesty's possessions in the West Indies and America, have been repealed, and that the discriminating duties of tonnage and customs heretofore imposed by the laws of the said United States upon British vessels and their cargoes, entering the ports of the said states from his majesty's said possessions, have also been repealed, and that the ports of the United States are now open to British vessels and their cargoes, coming from his majesty's possessions aforesaid; his majesty doth, therefore, with the advice of his privy council, and in pursuance and exercise of the powers so vested in him, as aforesaid, by the said act, so passed in the sixth year of the reign of his said late majesty, or by any other act or acts of parliament, declare, that the said recited orders in council, of the 21st day of July, 1823, and of the 27th day of July, 1826, and the said order in council, of the 16th day of July, 1827 (so far as such last-mentioned order relates to the said United States), shall be, and the same are, hereby respectively revoked:

And his majesty doth further, by the advice aforesaid, and in pursuance of the powers aforesaid, declare that the ships of and belonging to the said United States of America, may import from the United States aforesaid, into the British possessions abroad, goods the produce of those states, and may export goods from the British possessions abroad to be carried to any foreign country whatever.

And the right honourable the Lords Commissioners of his Majesty's Treasury, and the Right Honourable Sir George Murray, one of his majesty's principal secretaries of state, are to give the necessary directions herein, as to them may respectively appertain.

JAMES BULLER.

CHAPTER XLI.

ON THE CONSTITUTION OF THE UNITED STATES.

The Honourable J. C. Spencer's Examination of the Honourable A. P. Upshur's Review of the Constitution of the United States.

In order to comprehend the views entertained by eminent legislators in the United States of America, we consider it just to introduce into this work the following, viewed by a gentleman and statesman of great learning and ability, on Mr. Upshur's strictures on the American constitution. Mr. Spencer is not only a profound jurist, but he has held the most important trusts in the government of his country. He was one of the most able secretaries of the treasury: an office which nearly corresponds with that of chancellor of the exchequer in England.

"Having," says Mr. Spencer, "been favoured by a friend with the perusal, in sheets, of a part of Mr. Macgregor's great work on the Progress of America, which contained the remarks of the Honourable Abel P. Upshur on the constitution of the United States, I expressed my unhesitating opinion that they were as erroneous as they were injurious; that they were calculated to produce a very false impression of the weakness of our union, and the incapacity of our federal government to maintain itself, or to fulfil the high duties assigned to it; and that it would be equally unfortunate for us and for other countries if those views should be received and accredited, as just expositions of a system somewhat complicated, and therefore liable to be much misunderstood by those who had neither the means nor the leisure for its thorough investigation. I was urged to prepare a statement of the opinions of that class of our countrymen (believed to be, by far, the largest portion of the active and intelligent men engaged in such discussions), who take a practical view of our government, and seek to ascertain its powers and duties by a reference to the plain words and fair meaning of the constitution. Under the impression that the withdrawal from the cares of public life, and the absence of professional engagements, would afford abundant leisure for such an undertaking, a partial assent was given. This having been communicated to Mr. Macgregor, he has announced that in a subsequent part of his work, a review of Mr. Upshur's remarks, by me, would be given. Under these circumstances, although the anticipated leisure has not been enjoyed, yet the desire to fulfil an implied pledge, impels me to endeavour to execute a task which should have been committed to more competent hands.

"Judging from the portions of Mr. Upshur's communication, for portions only of it are given, it would seem that he quite disapproved of our federal constitution; for while he points out what he supposes to be defects, which he severely censures, no part of it has received his unqualified approbation. To those who were acquainted with the peculiar character of his mind, this, probably, will not be surprising. A knowledge of those peculiarities will serve to explain, if it does not elucidate some of his views. Mingling very little with the world, and in a profound retirement, in a secluded part of Virginia, he indulged a naturally speculative mind to its fullest extent, in reflections upon our form of federal government, without ever having had the advantage of personally partaking in its operations.

"He had held public stations in the state of Virginia, but had held no office under the general government, nor had he ever been a member of either house of Congress, when his opinions or nullifications were promulgated. He had prided himself on being one of the most high-toned federalists of the country, until about the time when the disputes with South Carolina commenced. These disputes involved deeply and extensively, the interests of the southern states, who complained that their agriculture was made subservient to northern manufactures, by means of the tariff acts of Congress. Failing to secure a numerical majority in that body, they questioned its constitutional power thus to oppress them, as they said by legislation; and having satisfied themselves of the want of such power, they next inquired into the means of resisting its exercise. This led them to what is called the doctrine of nullification; which means, according to their theory, that any one state legislature which conceives an act of the federal Congress to be unconstitutional, may *nullify* such act, by declaring it to be inoperative within the limits of the state, and by punishing through the state tribunals, the officers who should attempt to execute it. The old maxim, that where there is a will there is generally a way, was exemplified in this case. The novel system of a federal government uniting several sovereign states in one confederacy, and under one government for certain definite purposes, afforded an ample field for the speculative tendencies of our southern

statesmen; and to a man like Mr. Upshur, it was a rich mine, in which he could strike his own quarry, and pursue it at his own option. There was nothing in the institutions of ancient, or modern republics, at all similar. Neither experience nor the labour of learned or thoughtful men afforded guides to reflection, or checks to the wildest licence of speculation. He entered this field warmly; and as the first step in his progress, abandoned all the political principles which forty years had enabled him to form and strengthen. He became a writer for the periodicals of the day, and contributed the principal articles to the 'Southern Review,' the champion of nullification. In the support of that cause, and in discussions, written, printed, and oral, he was engaged more or less extensively, for about eight years, when he was called to take charge of the navy department, by Mr. Tyler, from which he was transferred to the state department, and in which he remained about eight months. The communication to Mr. Macgregor, a part of which appears in his work, is but a condensation of the essays published in the 'Southern Review,' and other periodicals.

"This account of the author of the remarks which are proposed to be examined, and this history of the question he has discussed, seemed useful, if not necessary, to a full comprehension of his views. It should be added that the nullifiers profess to derive their doctrine from Mr. Jefferson and Mr. Madison; and Mr. Macgregor has apparently fallen into the error of supposing that doctrine to constitute the great point of difference between the federalists and democrats.* It is very true that these parties have differed much in their construction of the constitution, the former being latitudinarian, pushing to its utmost extent the principle embodied in the eighteenth subdivision of section eight of the first article of the constitution, that of passing all laws necessary and proper for carrying into execution, the powers vested by that instrument in the government, or in any of its departments, while the democrats have insisted on a rigid and strict construction, and have maintained that these implied powers must always be subordinate and ancillary, and can never be converted into main and principal purposes of government. But as to the remedy, for the abuse of the legislative authority, proposed by the nullifiers, the democrats, when in full possession of power, and with ample means to sustain and vindicate it, so far from supporting, rebuked and denounced it in the most significant manner. On the occasion already referred to, South Carolina asserted this reserved right to nullify a tariff act of Congress, and passed laws for the purpose. General Jackson, the then president, with a vast majority of democrats, in both houses of Congress, adopted the most stringent measures to put down the doctrine and its abettors.

"He issued a proclamation, which received the warm approbation of the whole country (excepting South Carolina, and a very few in some of the other southern states), in which the doctrine was examined, and its fallacy exposed. And the misguided men who [illegible] under it were warned to return to their allegiance; and this was followed by acts of Congres[illegible] exercise of effective character. The incipient rebellion was crushed—by democratic men—[illegible] year of th[illegible]ocratic party.

"In truth, this doctrine of nullification is the peculiar property of a [illegible]uished statesman of South Carolina, who has enjoyed all the highest stations in the republi[illegible]e very highest, and who has repeatedly been a competitor for that station. His own state, [illegible]ome citizens of other states, whose interests are supposed to be identical with those of South [illegible]ina, have embraced it; and although partizan writers talk about reserved rights of the states, [illegible] special occasions, the general and almost universal feeling of the country abhors and condemns it.

"In these circumstances an apology will be found for an effort to prevent any erroneous impression as to its prevalence, and to exhibit what are deemed the unfounded assumptions in Mr. Upshur's communication, by which it is sought to be sustained.

"It should be remarked preliminarily, that Mr. Madison has publicly and fully disavowed the paternity of any such doctrines, and declared his conviction of its fallacy, as well as its dangerous consequences. It was contended, by its friends, that the germ of the principle was to be found in the resolutions of the legislatures of Virginia and Kentucky, passed in 1798, and 1799, and which are known to have been prepared by Mr. Jefferson and Mr. Madison.

"These resolutions were aimed at the alien and sedition laws, enacted under the administration of the elder Adams. After denouncing these acts as unconstitutional, the resolutions declared, that if they were not repealed it would be the duty, as it was the right, of the states of the union to interpose and seek a rightful remedy. In a letter to Mr. Rivers, written a few years since, Mr. Madison denies that the language or spirit of the resolutions authorises any *separate* state to resort to any means of resistance, but that the action of the states *combined* was contemplated; and he refers to the provision of the constitution for calling a convention of all the states, on the application of two-thirds of the number, as the remedy intended.

"The reader, not particularly conversant with American politics, will find some advantage in these preliminary remarks, by their enabling him to perceive the exact position advanced by Mr. Upshur on the subject of nullification.

* This might have been inferred from the uncorrected proof sheets which were sent off hastily by the mail-packet,—but this is not the fact. Mr. Macgregor, on this point (see page 12), is of the same opinion as Mr. Spencer.

"Justice to him requires that it should be stated in his own words.

"He first admits, that the supreme court is the proper tribunal, in the last resort, to determine whether the federal government has transcended its constitutional obligation, or not, *to a certain extent;* that its decision is binding and absolutely final, so far as the court has jurisdiction over cases affecting the rights of the individual citizens, and over certain others, affecting the rights of the individual states; and that states, as well as individuals in these cases, have not 'an independent right to construe, control, and judge of the obligations of the federal government, but that they are bound by the decisions of the federal courts, so far as they have authorised and agreed to submit to them.' So far Mr. Upshur has but expressed the clear and unequivocal import of the constitution, and the common opinion of every man in America, who has ever publicly declared his opinion on the subject. It will be seen, then, that the dispute is rather about a question of fact than of principle. The principle is conceded, that the jurisdiction of the federal courts is final and conclusive in all cases where such jurisdiction exists. The dispute is, whether a given case comes within that jurisdiction. If it does not, then no one has yet contended that the decision of the supreme court would be more effectual in determining it, than that of the Emperor of China; it would still remain to be settled. If the parties to the controversy should happen to be a powerful state, on one side, and the federal union, on the other, it must be determined by physical strength—as all controversies must be, where there is no umpire, and the parties will not amicably adjust them. This is natural nullification—independent of all law, all constitutions, and all compacts; in other words, it is a revolution. If this be all that Mr. Upshur and his nullifying associates mean—that when the federal government exercises powers not delegated, no decision of the supreme court can supply the defect in the grant, and that resistance to oppression, even in a judicial form, is a right and a duty, few or none on this side the Atlantic will be found to controvert their views. And it is very immaterial whether this resistance proceeds from voluntary and temporary associations of individuals, or from an organised state government. The intelligent reader will perceive at once that this cannot be the question at issue, respecting which so much ink has been shed. The great and the real question is, *who* shall decide whether *the case presented* does or does not fall within the circle of powers, duties, and obligations of the federal government, as prescribed by the constitution? It is not as Mr. Upshur would have the reader to infer, whether a state may resist the decision of the supreme court in a case of acknowledged usurpation. But it is, whether the supreme court shall decide whether the power claimed in the given case be an usurpation or not. Now, the real object of the nullifiers is to establish the doctrine, that the states may sit in judgment upon the decisions of the supreme court, review them, like an appellate tribunal; and if any one state conceives that the federal judiciary has sanctioned an usurpation, it may of its own will, and as an incident to its sovereignty, apply the remedy of nullifying, as before explained, or may secede—withdraw from the union.

"Unwilling at the onset to state the question in this broad form, Mr. Upshur, after making the admission before quoted, says,—'But there are many cases involving the question of federal power which are not cognisable before the federal courts; and of course, as to these we must look out for some other umpire.' And in this case it is, as he contends, that each state has the right to construe its own contracts, and decide upon its own rights and powers. In this short extract lies the root of the whole matter; every thing is based upon the quiet and apparently simple assumption, that there are many cases involving the question of federal power, which are not cognisable before the federal courts. Now, this is utterly denied, and it is averred that in the whole history of our government, no such case has ever occurred, and from the nature of our institutions it cannot occur. In other words, it is affirmed that no case can be conceived, where federal power could be exercised of which the courts of the United States could not take *cognisance*, by means of a suit or legal proceeding presenting the question directly to them.

"If an officer of the United States forcibly collects an impost upon an important article, the laws and the forms of proceeding enable the citizen conceiving himself oppressed to present the question by an action at law. The courts act upon individuals; if they claim to be clothed with authority for their proceedings, the extent and constitutionality of that authority necessarily come up for judgment. If the officers and process of the United States be resisted, civil actions, as well as criminal prosecutions, instantly furnish the means of determining whether such resistance was justifiable or not. By the terms of the second section of the third article of the constitution, the judicial *power* extends to *all cases* in law and equity arising under the constitution, *the laws of the United States*, and treaties made under their authority. The question discussed by Mr. Upshur supposes a law of Congress, because, without the authority of the legislative department there can be no exercise of the federal power. And as if to remove every vestige of doubt, and to provide for cases, if any should occur, which did not arise under a law of Congress, the same section provides that the judicial power shall extend 'to controversies to which the United States shall be a party,' without distinction or discrimination. How can there be any cases, then, 'involving the question of federal power,' to which 'the judicial power' of the United States does not extend, or which, in the language of Mr. Upshur, 'are not cognisable before the federal courts?'

"If this, then, be the case, as Mr. Upshur supposes, 'in which the question, who are parties to the constitution, becomes all-important and controlling,' the question itself might be dismissed as of no practical consequence; for the case itself never can occur. But although introduced in this quiet and unpretending form, the question, nevertheless, is one which lies at the foundation of the whole argument advanced by the nullifiers. Their theory is, that the government is federative—a confederation of sovereign states, and not consolidated—and that the states, the parties to the league, retain the right to construe the compact—the constitution—each for itself, and to decide upon its own rights and powers. It is for this purpose that Mr. Upshur has examined our colonial history, contending that we were not 'one people' before the adoption of our own constitution. In the sense in which he uses this term, no one will dispute his correctness. The American colonies certainly were not 'a political corporation;' and great injustice would be done to Judge Story by the supposition that he maintained such an historical untruth. Mr. Upshur has also shown, what no one had ever denied, that by the articles of confederation the several states retained their sovereignty; and he might have added, that the very weakness of the league which connected them was so apparent—its utter unfitness, either in war or in peace, to unite the common strength of the Americans, to restrain the powerful states, and to compel the reluctant to contribute equally to the common defence, was the cause, and the sole cause, of its abandonment, and of the adoption of the new constitution. The question arises under this new form of government. The inhabitants of the thirteen colonies had waged a common war, and they, unitedly as well as severally, had been acknowledged to be independent by the treaty of 1783. They united in appointing ambassadors to negotiate this treaty, and, by its terms and operation, they were not only separated from Great Britain, but were bound together in a common mass. France, Spain, and Holland, had recognised them as one people, and had sent ministers to the body, not to the several states. The body had formed treaties with those nations; it had acted as a nation, had assumed its duties and responsibilities—nay, in the very first line of the Declaration of Independence, they had called themselves 'one people.' They were, therefore, to some extent 'a people;' they were in the incipient stages of forming 'a political corporation,' and were in a condition—physically, morally, and politically—to do so. Yet Mr. Upshur remarks, that 'in the states the sovereign power is in the people of the states respectively, and the sovereign power of the United States would, for the same reason, be in the people of the United States, if there were any such people known as a single nation, and the framers of the federal government.' The historical references already made show sufficiently that there *was* a people composing the thirteen colonies, who had made themselves somewhat extensively known as a single nation, having an army and a navy, a national ensign, issuing a national currency, represented abroad by its ministers, and receiving embassies from other nations. The first condition stated by Mr. Upshur would seem to have been complied with. As to the second condition, viz., that a people known as a single nation should have been 'the framers of the federal government'—perhaps the instrument which was the work of their hands—will be allowed to be good evidence, if not conclusive, upon the point. It commences with these words: 'We, the people of the United States, in order, &c., &c., do ordain and establish this constitution for the United States of America.' It made provision for its own existence by its last article, that the ratification by nine states should be sufficient for its establishment. It was accordingly submitted to the people of the several states, not to their ordinary legislatures, but to conventions elected specially to consider the new constitution, and to adopt or reject it. This was the most expedient form in which it could be submitted to the people directly. A ballot, or a *viva voce* vote at the election polls, directly upon the various parts of the constitution, was obviously objectionable, if not wholly impracticable; and the same object was obtained by calling on the electors to choose delegates who should directly and immediately express their will. Admitting, then, that up to the time of the formation of the constitution the inhabitants of the thirteen colonies did not form a separate and distinct political corporation, perfect in its organisation, and capable of maintaining itself, yet it must be apparent that they had so long associated together under a common government, had exercised unitedly so many of the functions of the national sovereignty, that they were in a condition to become integrated, and to perfect their identity; and the exact question is, what was the effect of the constitution upon them in this respect?

"There has certainly been a class of politicians who have contended that this effect was a complete consolidation, and that the federative principle was extinguished. Another class, and these are the nullifiers, maintain that the federative principle still prevails as effectually under the new constitution as it did under the articles of confederation; and that, consequently, the separate states have the same right as before to construe for themselves the new compact—in other words, to set aside the decisions of the federal judiciary. There is another class, comprising, it is believed, two-thirds of the American people, who hold both these views to be extremes, and to be fallacious, and who adopt a middle course regarding the federal government as both federative and consolidated—federative in its origin, federative in reference to domestic and internal concerns, and yet consolidated; that is, an independent integer, a popular government in relation to

foreign affairs, and in general to all that concerns the common interest of the people of all the states. The idea has been correctly expressed by M. de Tocqueville. 'The object was,' he says, 'so to divide the authority of the different states which composed the union, that each of them should continue to govern itself in all that concerned its internal prosperity, while the *entire nation*, represented by the union, should continue to form a compact body, and to provide for the exigencies of the people.' And the whole matter is condensed in one line: 'The United States form not only a republic, but a confederation;' and he shows that the authority of the nation is more *central* than it was in France or Spain, when the American constitution was adopted. The identity of the people of the several states, their *oneness*, as Mr. Upshur expresses it, is very clearly shown by the second section of the fourth article. 'The citizens of each state shall be entitled to all privileges and immunities of citizens in the several states.' Here is a provision that operates, not upon the states, but individually upon every citizen, clothing him with a new character, in addition to that he already possesses. It enables the citizens of Louisiana to inherit lands by descent in Massachusetts; it removes all alienage at once, and leaves no trace of a foreign feature. Without dwelling upon the first section of the same article, which gives full faith and credit in 'each state to the public acts, records, and judicial proceedings of every other state,' and which has been held by all our courts to give them the same effect in every part of the union that they have in the state where they originate, or upon the power given to Congress exclusively, of establishing the mode of making citizens of the United States; and, without adverting to various other provisions of a similar character, it must be sufficient to rest on this single section, which makes the citizen of one state a citizen of every state, to demonstrate that the union is not a mere confederacy, or league of sovereign states, but that it is an integer, a political body under a constitution which declares that treason may be committed against it by declaring war, or adhering to its enemies. It becomes quite immaterial how this result was accomplished, or who were the parties to the instrument by which it was effected. The question, and the only question, is, what is the political condition of the people under that instrument? Are they one people, or are they twenty-seven distinct people, alien to each other?

"Contenting myself with these general views of some of the leading and prominent features of the constitution, I do not deem it necessary to follow Mr. Upshur in his examination of the *structure* of the different departments. He admits, however, that the House of Representatives is *not* federative. The ordinary course of electing a president by the votes of the people of the different states, in choosing special delegates to express their will on that subject, is also certainly not federative; while the mode of proceeding in the event of a failure to elect in the first instance, is evidently federation; and thus, in the structure of the departments, the federative and the consolidating, or central principle, are both adopted, and are applied as the nature of the power to be conferred may require.

"We may now approach more directly the true question which the nullifiers present against the residue of their countrymen, and which Mr. Upshur has rather intimated than distinctly avowed. After enumerating at some length the cases to which the judicial authority of the United States extends, he refers to the tenth amendment of the constitution, by which it is provided, that 'the *powers* not delegated to the United States by the constitution, nor prohibited by it to the states, are reserved to the states respectively, or to the people.' And he contends that these *powers* are reserved as well against the judiciary as against the other departments of the federal government; that among these powers is that of each state, judging *alone* of its own compacts and agreements; that the constitution being such a compact, each state has a right to interpret it for itself, *unless*, and then comes a most important qualification, which presents the point of the whole controversy, 'unless it (each state) has clearly waived that right in favour of another power,' Now the position advanced and maintained by all parties in America, except the nullifiers, is, that by the very terms of this compact this right of each state to interpret it for itself, has been expressly waived in favour of the federal judiciary. No language which I can employ would so clearly state this position as that of M. de Tocqueville: 'The attributes of the federal government,' he says, 'were, therefore, carefully enumerated, and all that was not included among them, was declared to constitute a part of the privileges of the several governments of the states. Thus the government of the states remained the rule, and that of the confederation became the exception. But as it was foreseen that in practice questions might arise as to the exact limits of this exceptional authority, and that it would be dangerous to submit those questions to the decision of the ordinary courts of justice established in the states by the states themselves, a high federal court was created which was destined, among other functions to maintain the balance of power which had been established by the constitution between the two rival governments.' 'To suppose,' he remarks in another place, 'that a state can subsist, when its fundamental laws may be subjected to four-and-twenty different interpretations at the same time, is to advance a proposition alike contrary to reason and to experience. The object of the erection of a federal tribunal, was to prevent the courts of the states from deciding questions affecting the national interests in their own departments, and so to form a *uniform* body of jurisprudence for the interpretation of the laws of the union.' The supreme court of the United States was, therefore, invested with the right of determining all questions of juris-

diction. And to effect this purpose, can language be more clear and explicit than that of the second section of the third article? 'The judicial power shall extend to *all* cases in law and equity arising under this constitution, the laws of the United States, and treaties made, or which shall be made under their authority, to controversies to which the United States shall be a party,' &c. If it *extends* to them it must be for the purpose of deciding them, not for the purpose of referring them to some other power or tribunal. It has already been shewn it is supposed that this description necessarily comprises every case that can possibly arise, involving the exercise of the federal power. Every such case must be founded on a claim that it springs from the authority given by the constitution, and then the courts must decide whether it 'arises under the constitution.' If it does not it must be dismissed. If it does, the courts must entertain and decide it. And it is somewhat extraordinary that this very power is conceded by Mr. Upshur in a previous part of his remarks: 'So far, therefore, as the federal constitution has provided for the subject at all, the supreme court is beyond question, the *final* judge or arbiter; and this, too, whether the jurisdiction which it exercises be legitimate or usurped.' These are his words, and they afford a complete and perfect answer to the qualification he makes of the right of each state to interpret the constitution for itself, 'unless it has clearly waived that right in favour of another power.' If, then, the federal constitution has provided for the subject in the way he states, and if the states have assented to that provision by adopting the constitution, have they not 'waived the right of interpreting it in favour of another power?'

"But Mr. Upshur says, that it is not waived, and this, he says, is apparent from the fact 'that, if the judiciary be the sole judges of the extent of their own powers, their powers are universal. and the enumeration in the constitution is idle and useless.' Now, with deference be it said, this is very inconclusive. The liability of any power to abuse to gross perversion, does not, in sound minds, tend in the least to prove its non-existence. The same remark, which Mr. Upshur makes in reference to the judiciary, is still more applicable to the states. If *they* are 'the sole judges of their own powers, *their* powers are universal,' and the grant of authority to the federal government, or to the judiciary, is 'idle and useless.' The question, however, still remains, whether the power has been granted? The object of all political compacts and constitutions is to produce and preserve peace, and to prevent wars, by providing a mode of final settlement peaceably by an independent tribunal. Every umpire may err; may enlarge its jurisdiction, and take cognisance of what is not submitted to it. In the formation of a constitution, the question is open, whether it is better to incur this hazard, than the opposite one of having nothing finally settled? And this was the very question which the framers of our constitution considered, and debated and decided, and this decision having been ratified by the states, as well as by the people of the United States, it is too late to seek to evade it by questioning its wisdom.

"Mr. Upshur, however, persists in falling back on principles anterior to the constitution, instead of looking to that instrument alone; and he urges that the federal government is the creature of the states; that it is a mere agent, with limited powers, and then asks,—'Shall the agent be permitted to judge of the extent of his own powers, without reference to his constituents? To a certain extent he is compelled to do this, in the very act of exercising them; but this is always in subordination to the authority by whom his powers were conferred.' Besides, the fallacy, as it is believed to be, that the federal government is the creature of the states, as distinguished from the people of the states, there is a fundamental error in considering the judiciary as an *agent* to exercise certain political powers—as a mere attorney, in fact, to perform certain delegated functions, and as being subordinate to the states, by whom it is intended to be implied the judicial power was conferred. It is conceived that its functions are of a character entirely different. As its very name imports, it is to *adjudge*—not execute, nor legislate. It is the means by which disputes and controversies are to be terminated, without a resort to force. It is the contrivance of civilisation, to prevent a recurrence to the law of nature. It is the last and strongest link which unites the ends of the chain of civil government, and renders that complete, which, without it, would not deserve the name of government. So far from partaking of the nature of agents, or being subordinate to the authority which conferred their powers, the judiciary are by the constitution rendered wholly independent of their constituents, who cannot revoke or annul the authority once granted; and, instead of being subordinate, they are by the same instrument placed above those who created them, and administer the law to them and to all others. Even controversies between states are subjects of their jurisdiction. What becomes then of this idea of their being agents, and bound to make 'reference to their constituents' to determine the extent of their powers?

"It will be observed, that the argument of Mr. Upshur covers the whole ground. 'True,' he says, 'the states ought to be, and, I presume, will be, extremely careful not to interpose their sovereign power against the decisions of the supreme court in any case where that court clearly has jurisdiction.' But this involves the very point of determining whether it has jurisdiction or not; and whatever may be Mr Upshur's opinion of certain cases being *clearly* within their jurisdiction, a state which has passed a *stop-law*, as it is termed—an act to suspend the collection

of debts, or to prevent their recovery—will not be very scrupulous in its construction of one part of a constitution which interposes a check to its rashness, when it has already violated another part of the same instrument. In truth, this doctrine, that a judiciary is not 'to judge of the extent of its own powers without reference to its constituents,' at one blow prostrates that department of government in the states, as well as in the United States. For, if it be true in one case, it is equally so in the other. Mr. Upshur was himself a local judge in Virginia; but history does not record the instance of his having referred to the General Assembly of that state, which passed the laws instituting his court, and which appointed him to the office; for its directions as to the extent of his judicial jurisdiction, although many perplexing cases of that kind must have occurred before him.

"The argument, so often repeated in Mr. Upshur's remarks, that because the constitution was a compact between the states, one with the other, each must possess the right to construe it for itself, is deemed a very dangerous fallacy. According to our ideas, every government is the result of a compact, express or implied, by those who submit to it. In the states then the citizens who are the parties to this compact must respectively have the same right to construe it for themselves, and in a *clear* case of judicial usurpation must have the right to nullify the decision. Before admitting such consequences it will be well to test the soundness of the premises from which they flow. Now, as remarked in General Jackson's proclamation in 1832; it is precisely because it is a compact that the parties cannot depart from it. It is an agreement, a binding obligation, entered into for mutual benefit, and upon a mutual consideration between the respective parties, that they will respectively fulfil the obligations and perform the duties which it enjoins. Each party has an interest in its performance by the other, and therefore no party can withdraw from that performance without the consent of the others. To secure this performance, all the parties have agreed upon the creation of a distinct and independent tribunal to determine their controversies, not only with each other, but with the common or federal government, and have further agreed that such determination shall be final. That tribunal is not the agent or functionary of the federal government alone. Its members must be appointed with the advice and consent of a majority of the states, expressed by their representatives in the senate. They are the umpires chosen by the federal government and the states conjointly. The very first step which that tribunal must always take when a case is presented to it, is to inquire whether it be one of those that have been agreed on to be submitted to its determination. Now the pretence that one of the parties may under this agreement revise the decision of this tribunal, and decide for itself whether a given case was subject to its jurisdiction, is to nullify not only the decision but the agreement itself. But this it has no moral or political right to do. It would be a shameful violation of not only its faith, but an outrage upon all the other parties to the compact, which they would have the unquestionable right to resent and to punish. This then would immediately bring on a war. It is to avoid this very consequence that the tribunal created to decide these controversies is armed with power to enforce its decisions; and, fortunately, it operates not on states, but on individuals, on the citizens composing the people of the United States. If a state should, through its courts, imprison or otherwise punish an officer of the United States, for executing one of its laws, the persons committing the offence would be held responsible, and to enforce that responsibility the whole power, civil and military, of all the other states, would be put in requisition. Such are the guarantees of our constitution, and that they are effectual and will be called into action whenever occasion shall require, has already been proved in a case peculiarly calculated to test their value and strength.

"With these remarks Mr. Upshur's views on the doctrine of nullification are dismissed, although the subject is far from being exhausted. Many incidental matters have been purposely omitted with the view of engaging attention to the one single point involved. It is hoped that it will at least appear that the constitution of the United States is not the miserable rope of sand which the nullifying doctrine would render it, and that we do not hold our liberties our rights, and our property, by the feeble tenure of the fitful caprice of a state exasperated into fury by faction, or overawed by combinations of powerful interests.

"I have no disposition to follow Mr. Upshur in his remarks upon that clause of the constitution which allows representation to three-fifths of the slaves. It is enough to say that it was one of the results of a compromise without which no constitution could have been formed. Whatever doubts of its justice or its expediency may be entertained, every good citizen will observe and obey it in its integrity.

"He also remarks upon the omission in the constitution to provide for removals from office. He might have noticed a hundred other omissions of details which necessarily flow from express provisions, or which are supplied by the usages of the country from which we borrow our language and so many of our legal and political institutions.

"He regards as a 'striking imperfection' in our constitution the existence of the veto-power, and adds the right to forbid the 'people to pass whatever laws they please, is the right to deprive them of self-government.' Can this be the view of a statesman, or even of a lawyer? The veto

power, or the veto, does not forbid the people to pass what laws they please. How much more accurate and discriminating is the accomplished author of 'Democracy in America'! The veto is, as he represents it, an appeal to the people by a president, in defence of the independence which the constitution awards him. It is an appeal to the sober second thought of the representatives of the people, to re-consider the matter, and if two-thirds of both houses still believe the proposed bill to be just and constitutional, they may pass it notwithstanding the president's objections. It is a *suspension* veto, not an *absolute* one, as in England; and without it the president would long since have been stripped of every valuable function of his office, or rendered utterly dependent on the Congress. In fifty-five years that have elapsed since the power was granted, it has not been exercised more than ten or twelve times; and in every instance but one its exercise has been sanctioned by the people.

"The re-eligibility of the president from term to term is also complained of by Mr. Upshur, and he thinks proper to add, 'Presidents are now made, not by the free suffrages of the people, but by party management.' But he has not intimated that the ineligibility of a president would have the least effect in preventing party management. A president has the same means of choosing his successor—nay, greater means than of promoting his own re-election; and we have not found less party management during the second term to which our presidents are limited by the unwritten law of public opinion, than during their first term, when they were candidates for re-election. It is obvious that exigencies may arise, such as a foreign war, which would require indispensably the continuance in power of an existing administration, that it might carry out a plan of measures it had devised. The opinion that ordinarily the same person should not serve more than once in the presidential office is becoming prevalent: and a sound public sentiment will doubtless regulate the matter as well, if not better, than it could be done by a positive provision of the constitution.

"In conclusion, I ask leave to express a deep regret that Mr. Upshur could have found nothing in the constitution of his country worthy of his commendation, and that his ingenuity should have been employed in attempting to prove it utterly defective, as the foundation of a government of laws, incapable of restraining the oppressions of powerful states, and of affording the shelter and protection which it promised to every citizen. If these remarks shall have the effect of dispelling such a reflection upon the wisdom of that distinguished body of men who calmly and deliberately weighed every suggestion that sprang from their own minds, or was suggested to them by others; who investigated most carefully the very peculiar condition of the states, and understood their various local interests; who had felt the defects of the confederation in seven years of war and six of peace; and invoking the blessing and aid of Divine Providence, devoted themselves to their task with a fidelity, patience, and forbearance which have been the admiration of the world, and finally produced the first written constitution of government that ever emanated direct from the people themselves—a constitution venerated by the intelligence of all Europe, and enshrined in the hearts of all patriotic Americans; if that constitution shall have been in any degree cleared of the mists with which a partial, theoretic, and created imagination had invested it, I shall be thankful, and shall feel that neither my time nor the patience of the reader has been misspent.

"Albany, State of New York, June 14, 1845.

"(Signed) J. C. Spencer."

CHAPTER XLII.

COMMERCIAL POLICY AND LEGISLATION OF ENGLAND AND AMERICA.

1. ENGLAND.

In order to comprehend, distinctly, the commercial policy, and legislation, of the United States of America, it will be indispensable to review, cursorily, the former, and recent, commercial policy, and legislation of England; and, it will then appear evident, that all the erroneous principles, which have degraded the commercial laws of America, bear a closely imitative affinity to those fallacious legislative commercial enactments, that have been maintained, since the first planting of her trans-Atlantic colonies, by England.

It would have been superfluous to advert to the former, and recent, commercial policy of England, were it not, that in the United States, and in the states of continental Europe, the *example of England, however unsound, is always referred to, by the advocates of the fallacies of legislative protection to national industry, ingenuity, and enterprise.* We state boldly, that England owes not her prosperity to that specious legislative protection, which America and other nations, extol as sagacious wisdom; or, as grasping maritime, and commercial, monopoly, on the part of the rulers, and lawgivers, of Britain. We repeat, that which we have frequently endeavoured to prove, and which happily, although the progress of conviction has been slow, is now very generally believed in the United Kingdom, and which will be, at no remote period, as generally entertained, and acted upon, in the United States,—but which foreign statesmen, and foreign writers, have very seldom admitted.—We repeat, that England has attained her prosperity,—not by the aid,—but in defiance, of her illiberal commercial system;—that England has owed her wealth, and power, and even her liberty, to her geographical position; to her many commanding harbours; to her fisheries, which originated her naval architecture and her fleets; to the vast power of production, yielded by her mines of coal and iron—*interstratified* for the coal to smelt the iron;—to the coal fields, generally, of the north, central, and western counties, and of Wales; to the coal and iron of the Clyde; to the salt mines of Cheshire, and Gloucestershire; to the copper and tin mines of Cornwall and Wales;—to her geological formation, from her granite, and limestone, to the chalk and sandstone;—to the variety, elevations, and depressions of her soils, rising, from the rich, low, lands of Kent, Essex, Norfolk, and Lincolnshire,—from the fertile valleys and plains of the south, and of the central counties, up to the pastures, on the heights of the South Downs,—on the hills of Devonshire and Somersetshire,—and up to the peaks of Derby, and to the mountains of Wales and Cumberland:—to soils and pastures, varying from the straths, and dales, of Scotland, up to the brows of the Cheviot and Pentland hills, and, north, to Bredalbane, to the Grampians, and to the highlands:—to the materials for building, which her stone, lime, and slate, quarries, and her clays, and her woods, have yielded;—to her oak, and other forests, which enabled her to build her war fleets, her merchant ships, her coasting vessels, and her fishing boats, until wood, when wanted, could have been brought to her ports, and ship yards, from afar;—to the very inconstancy of a climate, not liable to great heat, nor to intense cold:—and, superadded to these great natural advantages,—to those political, moral, and inventive elements, without which all other blessings would have been of minor power:—that is to say,—to civil liberty, under the constitution of England, founded on the Magna Charta, and strengthened, and secured by the Petition of Rights, the Habeas Corpus Act, the Bill of Rights, and the Act of Settlement:—to the perseverance, and industry of her people;—to the enterprise of her manufacturers, and the skill of her artisans; to the Bridgewater canal, and the canals which it origi-

nated;—to the steam-engine, spinning-jenny, mule, and power-loom;—to the adventurous spirit of her princely merchants;—and, to the hardy intrepidity of her brave mariners:—To all these physical, and moral elements, does Great Britain owe her power, and prosperity,—her manufacturing and commercial wealth,—her ability, in the maintenance of her power and credit, to pay high taxation and high rents:—in despite of monopolies, protective duties, and dear food;—in despite of all these *banes to national prosperity—banes to national progress*, which all countries, and none more so than the United Kingdom, and the United States, would act wisely by cancelling from their legislation.

Nor must it be forgotten, that England also escaped, on her own soil, the perpetual wars, which devastated, and prevented the manufacturing industry of, the continental states of Europe; and although her taxation, and her public debt, have been carried to an incredible height, and her people compelled to pay far higher for maintaining existence, than those of any other country; yet the genius and character of her people, and the natural advantages of the British islands, have enabled her, in defiance of Napoleon's wars and decrees—in spite of high taxation and dear food, to enrich herself, so far, as to bear all her war burdens. Her people were enabled to do all this, and to pay those high prices for bread and butchers' meat, which served to yield high rents to the landlords of the United Kingdom;—not by restrictive legislation, but by home industry, and by maritime enterprise,—by a most profitable carrying-trade,—and, by throwing her manufactures, with great gain, into all the markets of the world: while the industry, of other European countries, was paralyzed by the insecurity, occasioned by desolating invasions.

In time of war, the harbours of England gave her military, and commercial, fleets, an incalculable advantage over those of continental Europe. Lying west of the continent, the prevailing winds, which prevented foreign ships from putting to sea, enabled those of the east coasts, of Britain, and Ireland, to leave their ports; those of the west coasts being at the same time safe, from their position, as well as from the protection of our ships of war, cruising in, and off, the entrance of the English and Irish Channels. Thus, while the nations of the continent were disturbed in all their industrious pursuits, Great Britain enjoyed, from her geographical situation and commanding harbours, peace at home, and the opportunity of supplying the rest of the world with her domestic fabrics and the produce of her colonies. In defiance of the Berlin and Milan decrees, our manufactures found their way into the heart of Germany, and Italy; while, even in France, we clothed the soldiers of Napoleon! Thus, although taxed, beyond all possible calculation of endurance, the natural advantages of England, and the enterprise of her people, enabled her to withstand, in magnificent splendour, the convulsions that shook the continent to its foundation.

During the whole period of the last war, and since the days of Charles II., the navigation laws of England, and the system of high duties, or the prohibition

of the fabrics of other countries, similar to those manufactured in the United Kingdom, were, it is true, in full force: the only *valve* of elusion, escape, and circumvention of these laws, *being the contraband trade.*

But let us fully understand the condition of Europe, and of America, during that period.

For a great portion of the time which elapsed between the passing of the navigation act* and the peace of Utrecht, the continent of Europe was involved in

* We have never attributed our maritime greatness to the much extolled Navigation Act. The geographical position of England rendered her always, to some extent, a maritime power. The Danish invasions, and their settlement in various parts of Britain, increased the spirit of naval adventure, and tolls and customs were levied in the port of London before the *Angles* discontinued selling their children to foreign countries, which slave trade did not cease until the latter part of the time of Canute the Great. In the reign of King John, 1213, his fleet is said to have captured 300, and sunk 100 French ships near Helvoetsluys, being the greater part of a French fleet, sent by Phillippe Augustus against the Flemings; and we find a commercial and navigation treaty between England and Norway, as early as 1230, and a similar treaty with Flanders as early as 1274.

In 1302, the same year that the mariner's compass is asserted to have been invented, Edward I. passed a law, *Charta Mercatoria,* for the protection of *foreign merchants in England;* and the Cinque Ports were then compelled to provide him with fifty-seven ships. Two years after, he was enabled *to lend her biggest ships of war to France.*

During the fourteenth century we find that treaties of commerce and navigation had been concluded between England, and Portugal, Spain, Venice, Holland, Genoa, the towns of Flanders, Cologne, Pisa, and with Scotland and Finland. Edward III. had a great galley built for him at Nice. In 1393 England *lends* ships of war to Denmark. In 1483 the king of England prohibits the importation of foreign manufactures.

In 1512, the king formed a permanent royal navy, He had one ship of 1000 tons, and hired two ships of war to Venice to fight against the Turks.

The first navigation act on record is that of the 5th, Richard II., 1381, which enacted in substance, "That for increasing the shipping of England, of late much diminishes, none of the king's subjects shall hereafter ship any kind of merchandise either outward or homeward, but only in ships of the king's subjects, on forfeiture of their ships and merchandise, in which also the greater part of the crew shall be the king's subjects."

Henry VII. prohibited the importation of certain commodities, unless imported in ships belonging to English owners, and manned by English seamen. By the 5 Eliz. c. 5, foreign ships were excluded from our fisheries and coasting trade. The Parliament, in 1650, prohibited all ships, of all foreign nations whatever, from trading with the plantations in America, without having previously obtained a licence; and on the 9th of October, 1651, the Parliament of the Commonwealth passed the famous *Act of Navigation,* intended 'to promote British navigation, and to weaken or destroy the naval power of the Dutch.' The act declared 'that no goods or commodities whatever, of the growth, production, or manufacture of Asia, Africa, or America, should be imported either into England or Ireland, or any of the plantations, except in ships belonging to English subjects, and of which the master and the greater number of the crew were also English; that no goods of the growth, production, or manufacture of any country in Europe, should be imported into Great Britain, except in British ships, or *in such ships as were the real property of the people of the country or place, in which the goods were produced, or from which they could only be, or, most usually were, exported.*

The Dutch had but little home produce to export. The act of the Commonwealth not having been allowed to remain on the statute-book, the provisions of the Navigation Act were embodied, with some little modifications, in the act of 12 Car. 2, c. 18. It was broadly proclaimed, and considered to be, the *Charta Maritima* of England!

In the 14th of Charles II. a supplemental statute was passed, for obviating evasions of the previous statute. The latter statute prohibited all importation of a long list of enumerated commodities, under any circumstances, or in any vsssels, whether British or foreign, under the penalty of seizure and confiscation of the ships and goods, from Holland, the Netherlands, Germany, Turkey, and Russia, were included in the 12 Car. 2, c. 18.

war, and manufacturing industry was consequently paralysed except in England. The fleets of England were generally victorious, and often enriched the country

Amongst the very few fallacies uttered by Adam Smith, is his admiration of the navigation laws. 'When,' says he 'the act of navigation was made, though England and Holland were not actually at war, the most violent animosity subsisted between the two nations. It had begun during the government of the long parliament, which first framed this act, and it broke out soon after in the Dutch wars during that of the Protector and of Charles II. It is not impossible, therefore, that some of the regulations of this famous act may have proceeded from national animosity. They are as wise, however, as if they had all been dictated by the most deliberate wisdom. National animosity at that particular time aimed at the very same object which the most deliberate wisdom would have recommended,—the diminution of the naval power of Holland, the only naval power which could endanger the security of England. The act of navigation *is not favourable to foreign commerce, or to the growth of that opulence which can arise from it.* The interest of a nation in its commercial relations to foreign nations is like that of a merchant with regard to the different people with whom he deals, to buy as cheap and to sell as dear as possible. But the act of navigation, by diminishing the number of sellers, must necessarily diminish that of buyers; and we are thus likely not only to buy foreign goods dearer, but to sell our own cheaper, than if there was a more perfect freedom of trade. As defence, however, is of much more importance than opulence, the act of navigation is, perhaps, the wisest of all the commercial regulations of England.'—*Wealth of Nations.*

Mr. Mac Culloch, on this opinion, makes the following judicious remarks. "It may, however, be very fairly doubted, whether, in point of fact, the navigation law had the effects, here ascribed to it; of weakening the naval power of the Dutch, and of increasing that of this kingdom. The Dutch were very powerful at sea, for a long period after the passing of this act; and it seems natural to conclude, that the decline of their maritime preponderance, was owing rather to the gradual increase of commerce and navigation in other countries, and to the disasters and burdens occasioned by the ruinous contests the Republic had to sustain with Cromwell, Charles II., and Louis XIV., than to the mere exclusion of their merchant vessels from the ports of England. It is not meant to say, that this exclusion was altogether without effect. The efforts of the Dutch, to procure a repeal of the English navigation law, show that, in their apprehension, it operated injuriously on their commerce. It is certain, however, that its influence, in this respect, has been greatly over-rated in this country. *Excessive taxation,* and not our navigation law, was the principal cause of the fall of profits, and of the decline of manufactures, commerce, and navigation in Holland. 'Les guerres,' says the well-informed author of the *Commerce de la Hollande,* 'terminées par les traités de Nimegue, de Ryswick, d'Utrecht, et enfin la dernière par le traité d'Aix-la-Chapelle, ont successivement obligé la République de faire usage d'une grand credit, et de faire des emprunts énormes pour en soutenir les fraix. Les dettes ont surchagé l'etat d'une somme immense d'intérêts, qui ne pouvoient être payés que par *une augmentation excessive d'impôts,* dont il a fallu faire porter la plus forte partie par les consommations dans un pays qui n'a qu'un territoire extrèmement borné, et par consequent par l'industrie. Il a donc fallu faire enchérir infiniment la main-d'œuvre. Cette cherté de la main-d'œuvre a non seulement restreint presque *toute sorte de fabrique et d'industrie à la consommation intérieure,* mais elle a encore porté un coup bien sensible, au commerce de frêt, partie accessoire et le plus précieuse du commerce d'economie : car cette cherté a rendu la construction plus chere, et augmenté le prix de tous les ouvrages qui tiennent à la navigation, même de tous les ouvrages des ports et des magasins. Il n'etoit pas possible que l'augmentation du prix de la main-d'œuvre ne donnât, malgré tous les efforts de l'économie Hollandoise, un avantage sensible aux autres nations qui voudroient se livrer au commerce d'économie et a celui de frêt.'—(Tome ii. p. 221.)

"This extract, which might, were it necessary, be corroborated by others to the same effect from all the best Dutch writers, show that it is not to our navigation law, nor to

with the spoils of the enemy; the Anglo-Americans carried on an active contraband trade in supplying the Spanish, and French, colonies, in America, and in the West Indies with British manufactures; although Spain and France prohibited any foreign trade or intercourse with their colonies. The periods of peace, which occurred between the treaty of Utrecht, in 1713, and the general peace of the world, 102 years afterwards, were of far too short duration for the nations of Europe to become great manufacturing states. The French, and Germans, and Flemings, were industrious; but the profligate extravagance of Louis XIV., the derangement of the public revenues under Louis XV. and his unfortunate successor,—the extortion of the farmers general, and the degraded state of the industrious, and productive, classes in France, were all ruinous to French manufactures, notwithstanding the genius and thrift of the artisans and manufacturers of Paris and other towns. To a certain extent, the silk manufacturers of Lyons, who always declaimed against legislative protection, formed a remarkable exception;* and this *prosperity* was favoured by the contraband trade in French silks, prohibited to be legally imported into England.

In Germany, including the Austrian dominions, the inhabitants were not sufficiently advanced in the arts, nor were the feudal, or military, systems of those

the restrictive regulations of other foreign powers, but to the abuse of the funding system, and the excess of taxation, that the decline of the commercial greatness and maritime power of Holland was really owing. Neither does it appear that the opinion maintained by Dr. Smith and others, that the navigation law had a powerful influence in augmenting the naval power of this country, rests on any better foundation. The taste of the nation for naval enterprise had been awakened, the navy had become exceedingly formidable, and Blake had achieved his victories, before the enactment of this famous law. So far, indeed, is it from being certain that the navigation act had, in this respect, the effect commonly ascribed to it, that there are good grounds for thinking it had a precisely opposite effect, and that it operated rather to diminish than to increase our mercantile navy. It is stated in Roger Coke's *Treatise on Trade*, published in 1671 (p. 36), that this act, by lessening the resort of strangers to our ports, had a most injurious effect on our commerce; and he further states that we had lost, within two years of the passing of the act of 1650, the greater part of the Baltic and Greenland trades. (p. 48.) Sir Josiah Child, whose treatise was published in 1691, corroborates Coke's statement; for while he decidedly approves of the navigation law, he admits that the English shipping employed in the Eastland, and Baltic trades, had decreased at least *two thirds* since its enactment, and that the foreign shipping employed in these trades had proportionally increased. (*Treatise on Trade*, p. 89, Glasg. edit.) Exclusive of these contemporary authorities, it may be worth while to mention, that Sir Matthew Decker, an extensive and extremely well-informed merchant, condemns the whole principle of the navigation act; and contends that, instead of increasing our shipping and seamen, it had diminished them both; and that, by rendering the freight of ships higher than it would otherwise have been, it had entailed a heavy burden on the public, and been one of the main causes that had prevented our carrying on the fishery so successfully as the Dutch. (*Essay on the Causes of the Decline of Foreign Trade*, p. 60, ed. 1756.)

* See Commercial Statistics. Part V. France.

countries favourable to manufacturing industry. Pasturage and agriculture were more immediately remunerative occupations: both the latter could be resorted to with little means, even by the soldier on *furlough*. Excepting some imperial and royal fabrics, producing some porcelain, glass, and other articles of luxury, all at an enormous cost;—excepting, also, the common woollens and linens, spun and woven, in most countries, by the peasantry, and common smiths' work, and the rough gear, and other articles made by millwrights, wheelwrights, and other ordinary artisans, there were but two manufactures, of any great importance, in all Germany, including the Austrian dominions. These manufactures were the linen fabrics, chiefly of Silesia, and the woollens, especially the fine cloths of Saxony. *Both attained perfection without any legislative protection: without the government prohibiting, or imposing high duties on, British or other linens or woollens:* without, as in England, Scotland, and Ireland, on linens, as in France on woollens, excluding, by prohibitions and duties: without premiums on their exportation, or bounties on their being made, and used, for home consumption.

England at one time imposed legislative impositions, or prohibitions, on both foreign linen and woollen manufactures. But, *cui bono?* Did either thrive in consequence? Certainly not. The wars of Frederick the Second, and the wars of Napoleon, which involved, in ruin, the peaceful homes, and industry, of Saxony and Silesia, rendered useless high duties on, or prohibitions of, the linens and woollens of those countries, in England.

The manufactures of Venice, and of Italy, were on the decline; and, as far as they entered into the general traffic of the world, were vanishing before the wars of the French revolution. Those of Flanders and Holland, also, had been paralysed by those, and previous, wars. The characteristic industry, and thrifty habits of the Dutch, and Flemings, did not abandon them; but the wars caused them to fail in producing fabrics, to compete with those of England.

Denmark, Sweden, and Russia, never had, before the peace of 1814, any manufactures of consequence. Portugal had none, except some jewellery, common trinkets, and the ordinary woven fabrics of the peasants, and the common articles, made by ordinary handicraftsmen. Long before the date of the unwise Methuen treaty, British woollens were worn, and used, in Portugal.

The imbecility of the Spanish monarchs, and administrators,—the bigotry of the ecclesiastics,—and the ignorance, and superstition, of the common people,—and the pride and haughty character of the aristocracy, rendered it impossible, at all times, for that country to manufacture in competition with England.

Anglo-America was not, nor, during the colonial sway, England would not allow her to become, a manufacturing country; and, although we have denounced that policy as arbitrary and unjust on the part of England, it would not have been profitable for America to fabricate articles, which would have been supplied

much cheaper by England, in exchange for the raw materials of the old colonies, and for the money realised by the trade carried on, illicitly, or otherwise, with the foreign West Indies.

With the exception of one article, therefore, there were none that, it could have been even pretended, any other country was able to manufacture cheaper than England: that article consisted of silk in its various forms. Yet in Lyons, the chief, and most profitable, seat of the silk manufactures, the manufacturers always denounced legislative interference, and protection. In order to create magnificent silk manufactures in Spitalfields and Derby, French silks were absolutely prohibited until 1828; and, since then, high, and in many cases prohibitory duties, have been imposed, and are still imposed, on French silk manufactures. Now what has been the result of high duties, or prohibitions, in England? It is evident that the manufacturers of cotton, of wool, of metals, and of earthenware, never—or scarcely ever—looked up to high duties, and prohibitions, as protections, under which they should rise and flourish. They naturally considered the home demand, as a remunerating market; but they looked, also, to the markets of the world for their fabrics, and in which, if they did not manufacture as cheaply, as other countries, they must sell at a loss, and not at a profit. Can any French, or German, or American statesman, or legislator, or politician, or elector, or manufacturer, or shipowner, be sufficiently credulous to believe, that English manufacturers, would have persisted, since the days of Charles the Second, in fabricating goods, extensively, for supplying foreign markets, at a loss, because a monopoly of the home market was secured to them by the legislature?

No! It is evident that whenever an article, of any importance, continues to be exported to a foreign market, it cannot be injured, by a similar article, manufactured abroad, entering into competition in the home market with the home-produced article: otherwise, the home-produced fabric could not be prepared for any market so cheaply as the foreign article,—and, consequently, would not sell in a foreign market, except at a loss: that is, at a price as low as a similar foreign article of equal quality.

It was attempted, in the United Kingdom, to rear and encourage linen manufactures, by prohibiting, or nearly excluding, by high duties, all foreign manufactures of flax, except linen yarns: the latter being required for the looms, the importation of them chiefly from Silesia. Bounties were also granted on the exportation of linens. The whole fallacious expedient proved a miserable failure. The forced manufacture, was never really profitable, but it was expensive. The Scotch linen-spinners, weavers, and bleachers, did not depend upon artificial, but upon the intrinsic cheapness of their fabrics, and upon economy: they considered the bounty on the exportation of linens a free gift, which they did not refuse to accept. The bounty upon linens, exported, was abolished, and the prices actually in-

creased. We could, without difficulty, prove, in all other cases of productive industry, as well as in regard to linen manufactures, that protection has been the bane of prosperity; and that competition, where the practical elements of production exist, is the true promoter of perfecting, and rendering profitable, and consequently prosperous, the works of labour and ingenuity.

Of all the fabrics of England, the silks of Spitalfields have been the most highly protected. Yet there are not so wretched a body of artisans, in the United Kingdom, as the silk weavers of that dirty, unhealthy, squalid district. The weather-beaten, daring, smuggler, has always despised the customs laws, and the coast guards, upon which depended the shrivelled, degraded, and feeble artisans, who have inhabited, and now inhabit, the miserable dwellings in the south-eastern London districts. If there had been no prohibitions, or high duties, the silk manufactures of Spitalfields, would have either never existed, to tempt men into wretched employment, or, they would have arisen, and prospered, on fair, practical grounds of moral, and natural, advantages, or principles; and, would have, consequently, entered into profitable competition with similar fabrics produced elsewhere. The weavers, and others, concerned as artisans, would have clean, and salubrious, places of abode,—they would have had a sufficiency of what we believe they have never had, either in the present generation, or in past generations,—that is, a sufficiency of wholesome food, and decent clothing. Instead of which, they were miserable when foreign silks were prohibited; they continue miserable, when there have been only modifications in the duties, so far as still to allow the smuggler ample profits, by eluding the duties, of from thirty to sixty per cent, on fabrics which are small in bulk compared with their great value. We have little hope of greatly ameliorating the wretchedness of the present generation of silk weavers in Spitalfields; but let us not entice, by the fallacious hypocrisy of high duties, another generation into the same, or similar abodes of wretchedness.

But whenever a diminution of duties upon foreign articles has been attempted, the manufacturers, of similar articles at home, have very generally, though not always, proclaimed, that ruin must be the consequence. We have never discovered that this effect has followed; and the only arts, or manufactures, which we have found not to prosper have been those, for which natural, and moral, elements were not favourable, and which, consequently, ought never to have been attempted. One drawback we have to observe,—that is, when the raw material has been highly taxed. When the duties were lately reduced on gloves, and manufactures of leather, on leather itself,—on rosin, by the distillers of turpentine,—all engaged in those fabrics assured the Board of Trade *that they would be ruined.* But they have all gone on, since then, prospering: so has experience, in England, proved it to have been, in all cases, where restrictions have been abolished,—and such will be the salutary effect of removing every duty, which has been imposed, under the assumption of *protecting* any branch of productive industry.

Were it otherwise, we should still consider it pernicious, and unjust, in a government, or a legislature, to tax any one class, or any one individual, at the expense of another.

We lay it down as a sound principle, that the *occupations of the people, commodities,* and *commerce, should not,* any one of the three, be taxed at the expense of the other two.

Since the year 1821 there have been great modifications in the British customs duties. The tariffs of 1842, and 1845, have constituted the greatest advances since Mr. Pitt's tariff in 1787, towards sound principles; but the existing tariff still includes the most pernicious rates of duties. Modifications of the navigation laws, have also been made.—*See Navigation and Customs Laws.*

As to the terms RECIPROCITY, and PROTECTION, the first, as well as the last term, has been fertile in fallacious arguments. The advocates of reciprocity contend, that we should not, in England, reduce our customs duties, if other countries do not diminish their import taxes. In plain language, that so long as other nations continue to do what *is wrong,* the British government, and parliament, should also maintain that which *is wrong*—that we should not do that, which, we know, to *be right,* because other nations do not, simultaneously, decide upon doing that which *is right.*

When the interchange of commodities, either raw or manufactured, between the inhabitants of a town or district, is subjected to no other restriction than, its just proportion, of the tax purely necessary to maintain its *security* and its *municipal order,* and to defray the expense of erecting and supporting *indispensable public buildings* and *institutions,* we find, in that case, practical *free trade* existing, within such town or district, based upon a common interest, which each individual will, from personal interest, struggle to maintain in its peaceful course.

A great nation is a great community, and all the nations of the earth, if the intercourse and trade between them were as free as between the individuals of a municipality, would then actually enjoy a peaceful and profitable system of common intercourse, based upon common interests, which it would be ruinous to any one of the nations concerned to disturb. The greater the commercial relations between the nations, the more disastrous would be the consequences of a war which would interrupt their reciprocity of interests. In proportion as this commercial and reciprocal interest has been of long standing, and of great extent, the greater would be the securities for the maintenance of peace, and the more disastrous would be the calamity, of continuing a war, between two or more countries so circumstanced.

All wars are, more or less, detrimental to the production of wealth, but a suspension of intercourse with a nation in which England finds but a trifling demand for her manufactures, would be of minor consequence, provided such war did not interrupt our intercourse with countries whose trade was of important

value. A suspension of intercourse, for example, between England and America, could, only with great loss to both, from the long duration, and enormous extent of their mutual intercourse, be possibly maintained.

A WAR of MATERIAL INTERESTS, or, more properly speaking, of MATERIAL INJURIES—that is, *a war of custom-houses* or *fiscal forts*, with their *garrisons of revenue officers* and *servants*, has long been declared and carried on between most European nations. This warfare of interests, or injuries, has not ceased with the wars of bloodshed; and, if we may ever expect security against a recurrence of the calamities attendant on, and consequent to the latter, it will be, when we destroy the elements of the former,—in short, by the *extension of free trade between all nations.*

In the history of Europe we cannot discover a sovereignty, great or insignificant, that has not maintained its war of material injuries against its neighbours, during the usually considered state of peace, as well as when engaged in actual armed hostility.

There is no theory, probably, more flattering to princes and statesmen, or to a whole nation, than to institute measures which hold out independence of all other nations, by producing, and manufacturing, at home, all that is considered necessary and luxurious. It was easy to win a prince, and people, to adopt the application of so very plausible a delusion. Louis XIV., authorised M. Colbert to revise and establish* those fabrics which that monarch, by his *dragonades*, and by revoking the edict of Nantes, nearly ruined; while he, at the same time, drove the most skilful artisans from France into England, Holland, and Germany. M. Colbert, one of the most honest and patriotic ministers, of whom France can boast, directed his steadfast attention to financial reform; but, unfortunately for his country, he became dazzled with the fallacious principle of forcing home manufactures by monopolies, by *premiums*, and by imposing duties on those of other countries. He encouraged, by large bounties, and by exclusive privileges, manufacturers to settle in France; he protected them by despotic laws, without considering that he was taxing, and oppressing, the many for the benefit of the few,—that he was destroying that competition which creates cheapness, and perfection, in manufactures, —that his bounties, and duties, were taxes on the whole community, and especially on the agriculturists, who have ever since been oppressed by duties, nearly prohibitory, on the article *iron:* most necessary, for ploughs, harrows, and all other implements of husbandry. The system of Colbert,

* M. Colbert did not, however, establish the system of prohibition. The duties he imposed on imports, never exceeded ten per cent ad valorem. "He gave way to national prejudice," says Voltaire, "against the freedom of trade in corn." With the exception of his erroneous though patriotic views respecting manufactures, we are bound to admit the general wisdom of Colbert's administration. He had to struggle all his life against rivals and prejudices. The king was shamefully ungrateful to him. The aristocracy detested him, and his unpopularity was so great, when he died in 1683, that he was buried at night to prevent a riot.

however, became exceedingly popular. Its promised grandeur, flattered national vanity; and neither the monarch, nor the people, nor Colbert himself, understood its fallacy. Political economy was then unknown.

If we are to be governed by the lessons of experience, we are led to the following conclusions, on the taxing of commodities; whether levied, by an excise on the produce of home labour, or, by a customs, on foreign or colonial articles.

In order to obtain the greatest revenue, from taxes so imposed, the maximum of taxation will be the point, which will yield the most revenue, without that maximum ascending higher than the point, where it commences to reduce the consumption of the taxed article, in a greater ratio than the increase of the tax: or if the article taxed, be imported from, or similar to one produced in, a foreign country, the tax must not, whether the object be revenue, or, the fallacy called, protection, be so high, as to leave any profit, exclusive of the risk, to the contraband trader.

The governments of nearly all countries have, probably as far back as their foundation, exacted tribute, or tolls, on the importation, or exportation, of commodities. The department of government, established to levy those taxes, was variolusly named. It was originally neither more nor less than a toll-house, erected at in and passes, or at landing-places, for collecting a tribute to be paid to the king, or prince. In progress of time, it grew up to be one of the most formidable departments of state,—by the sea-coast, by straits, by rivers, and by land. In Germany the name is still *Zoll*, or toll,—in France, *Douane*, in Italy, *Dogana*.

Commodities produced in one country, and imported into another country, to be used therein, can only enter extensively into consumption when the price is, as *low* as, or *lower* than, that which similar commodities can be produced at home.

The natural advantages, or disadvantages, of soil, climate, minerals, raw materials, geographical position, population, and the state of the arts and sciences, vary so greatly in one country from those of another, that some countries *can produce* some commodities, which others *cannot*, at equally low prices.

Commodities which a country does not produce at all, or only at high prices, can be consumed, by the non-producing, or dear-producing, country, with more advantage, and in greater quantity, if those articles are purchased at, and brought from, the places where they are to be found at the cheapest cost.

There is no country, with ordinary advantages, that does not produce some commodities so cheaply, as to find a market for what it produces, over its home consumption, in some other country; and, from which a different kind of article may be brought, with profit, in return.

This interchange constitutes international trade.

The more numerous, or more burdensome, are the restrictions, the more limited will this commerce be.

The fewer and lighter are the restrictions, the more extended will it prove.

All experience forms evidence of these facts.

If a nation were in a condition that its administration, and security, could be maintained without *exacting that* TAX *upon the value* of COMMODITIES, which constitutes, not the whole national income, but, as usually levied, what is termed the *indirect public revenue*, then no *duty* whatever should be levied either upon articles produced at home, or upon those imported from foreign countries.

A public revenue being indispensable to defray the necessary public ex-

penditure, PROPERTY, whether in LAND, or in COMMODITIES *produced at home, or imported from abroad, ought to be taxed,* or made *to yield* up annually a *just proportion* of its *rent,* or *profit,* equal to the amount of the *annual legitimate claims upon the nation.* This proportion of the *annual rent,* or *profit,* of PROPERTY would then form the *whole amount of equitable taxation; levied upon all that could equitably constitute the* WHOLE NATIONAL INCOME.

But unless the revenue required be small, and the property taxed be such as not to render the collection of the tax inquisitorial, direct taxes will not be willingly submitted to. Yet they are submitted to in every state in Europe, though scarcely at all in the United States of America. But in levying a revenue, independently of direct taxation, if commodities which enter into home consumption are to be taxed, the equitable scale of levying this tax would be, to impose exactly the same duty upon an article, produced at home, as upon a similar article, imported from abroad.

There can be no other equitable scale of taxing commodities, whether produced at home, or imported from abroad, for domestic consumption.

The producer never pays the tax upon the article he produces; he must add, to make any profit by it, the duty, or tax, as well as his profit, to the cost of production, and then the consumer pays the whole, including the tax.

Whoever produces the article consumed, or wherever it is produced, the consumer pays, not the cost of producing it, but the whole market value of the article, including every tax upon it. The producer is, however, limited in his sales by the article he produces being highly taxed, whether at home or abroad, and his profits are also diminished by taxes, either at home or abroad, upon the article which he produces, as well as by the taxes upon every article which he consumes.

If the market value, of the home-produced article, be higher than the cost of a similar article, produced and imported from abroad, that difference of value arises from a restriction upon the admission, for consumption, of the cheaper article: either by actual prohibition, or by high duties forming practical prohibition, or by duties so high, that the foreign article can only be imported, and used, at prices equal to the amount, both of its natural market value, and also of the tax added, either for revenue, or to protect the article produced at home.

The difference between the natural price of an article imported from abroad, and the higher price of a similar article produced at home, is a tax imposed upon the whole community, with the view, for there can be no other, of putting the amount of that difference into the pocket of the producer of the home-made article. It is also a far greater burden upon the nation, which is further taxed to the value of so much of the labour, production, trade, and navigation, which the *protective tax* restricts.

If taxation upon articles of consumption be indispensable to meet the claims

upon the public revenue: *then*, if a quarter of wheat imported from Prussia, Odessa, or elsewhere, pay a duty of eight shillings, or four shillings, when entered for consumption in the United Kingdom: in like manner, every quarter of wheat produced at home ought, on sound principle, to pay a duty of eight shillings or four shillings: or, if 112 lbs. of sugar imported from Jamaica pay a duty of fourteen shillings when entered for consumption, there should be no distinction made to the consumer, when he pays a tax on the sugar he uses, whether it has been produced in Bengal, Brazil, Cuba, Jamaica, Java, or elsewhere: or, if a gallon of distilled spirits *produced*, and *consumed*, at home be taxed ten shillings, in that case a gallon of distilled spirits whether *imported* from France, Holland, the West Indies, or elsewhere, ought to pay no more, when *consumed* in the United Kingdom, than a tax of ten shillings.

But although this mode of taxing commodities must be admitted equitable, there will always exist in the United Kingdom, as great a feeling against, as great a resistance to, taxing articles produced at home, as there would be to levy the revenue by direct taxation. *In fact, an excise, from the necessarily inquisitorial nature of its character, will always be odious among a free people.*

It, therefore, remains to be considered how far we can advance, in simplifying, or reforming a system of finance, in order, at the same time, to raise the necessary revenue; and, to impose taxes according to the most equitable distribution, and consistently with the least possible inquisitorial, or oppressive, mode of collection.

FIRST, AS TO TAXES UPON COMMODITIES.

The following statements will illustrate the revenue collected by the two great departments of these taxes, the *excise* and *customs*.

EXCISE.—There is no disputing that the permanent establishment of this, at all times to the people of England, odious means of taxation, owes its foundation to the long parliament, which "*assembled, and sat, with the resolute purpose of never dissolving until all illegal taxation was abolished.*"

Odious, however, as the excise has ever been to the people of England, numerous articles were subjected to it, from the time when it was established by the long parliament, and afterwards under William III., and from that time it was increased under every sovereign, down to the late war, when we find the list of excise paying articles to include, before the close of the year 1800,—

Auction duty and licences; beer, bricks and tiles, candles, duty and licences; coffee, cocoa-nuts, coaches, duty and licences; cyder, perry, and verjuice, coffee dealers, chocolate dealers; dealers in all other excisable articles; gold and silver dealers, glass, hides and skins, hops, leather, malt, manufacturers of all excisable articles, metheglin or mead, old malt, mum, cyder and perry duties continued; paper, parchment, printed calico, and all printed woven goods; salt, soap, shawls British, Irish, and foreign snuff, starch, sweets, or home-made wines, tea, tobacco vellum, wine, wire.

These forty-two heads of excise duties yielded, in 1802, a gross revenue:

In England, of	£15,517,290
,, Scotland	1,034,595
	16,551,885
Expenses of collection	2,833,226
Net revenue	£13,718,659

Ireland had then its separate revenue and income.

Great reductions have been made in the number of exciseable duties since 1820, viz.;

In 1821, the excise yielded a gross revenue of 27,399,902*l.*

But this included the revenue upon the following articles transferred, reduced, or repealed, viz.;

Date.	ARTICLES.	Date.	ARTICLES.
1825.....	Cocoa and cocoa-nuts.	1832.....	Candles, ditto.
,, ...	Pepper. } Transferred to the customs.	1833.....	Tiles, ditto.
,, ...	Foreign spirits. } Transferred to the customs.	1834.....	Starch, ditto.
,, ...	Wine. } Transferred to the customs.	,, ...	Stone bottles, ditto.
,, ...	Salt, repealed.	,, ...	Sweets, mead, and home-made wines, ditto.
,, ...	Coaches transferred to stamps and taxes.	,, ...	Tea, transferred to the customs.
1826.....	Wire, repealed.	1835.....	Glass, reduced.
1836.....	Cyder and perry, ditto.	1836.....	Paper ditto.
,, ...	Hides and skins, ditto.	,, ...	Soap, ditto.
1831.....	Printed goods, ditto.		

One of the great causes of grievance under the excise, is the necessary surveys or visits of the excise-officers, which, according to the report of the commission on excise management, subjected in 1835 to surveys or visits 587,917 establishments. The principal of which were:—

TRADES.	Number.	TRADES.	Number.
Brewers.....	42,715	Tea-dealers.....	104,974
Malsters.....	14,254	Brandy-dealers and retailers.....	84,338
Brickmakers.....	5,838	Beer-dealers and retailers.....	36,560
Tallowmakers—not for revenue, but as a check upon soap-boilers.....	2,925	Wine-dealers	26,034
Soapmakers.....	302	Glass-manufacturers	515
		Papermakers and stainers.....	745

Besides numerous others: as pyroligneous acid makers, rectifiers, glass pinchers, white-lead makers, snuff-mills, card-makers, University printers, corn-mills, and kilns (Ireland).

Since 1835, surveys on several of the above trades have been taken off. Those relieved from the excise surveys on tea, wine, beer, vinegar, starch, sweets, and home-made wine, and stone bottles, amounted to 262,191 persons. Licences to these were found to cost those in surveys, above 1*l.* each person, and the expense of surveys abstracted 72½ per cent from the amount of the licence-duty, the net produce was only 37½ per cent of the 401,004*l.* paid by the dealers.

The gross duty on vinegar was only 22,000*l.*; to obtain this trifling amount 72,970 persons were subjected to a survey of their premises.

The excise laws have been revised and very greatly simplified: and the present management of the department is intrusted to persons, who administer its duties with every leniency, consistent with the necessity of preventing fraud.

In 1832, the gross revenue levied by the excise amounted to 18,266,071*l.*, but this included tea, 3,509,820*l.* Tiles, starch, stone bottles, sweets, mead, and home-made wines, &c., abolished; and soap, paper, and glass, on which the duties were reduced to about one-half.

The produce of the excise has apparently decreased, but not, if the duties repealed, and those transferred to the customs and stamps are added to the account.

PRODUCE of Excise Duties in the Year 1844.

ARTICLES.	Great Britain.	Ireland.	United Kingdom.	ARTICLES.	Great Britain.	Ireland.	United Kingdom.
	£	£	£		£	£	£
Auctions	291,924	13,415	305,339	Spirits	4,226,951	1,014,505	5,241,456
Bricks	439,975	..	439,975	Sugar	6,867	93	6,960
Glass	641,424	6,250	647,674	Vinegar	88	151	239
Hops	244,327	..	244,327	Game certificates	..	11,575	11,575
Licences	940,212	95,476	1,035,688				
Malt	4,592,244	160,052	4,752,296		13,118,743	1,332,160	14,450,903
Paper	639,321	30,585	669,906	Repayments in Vinegar	2,140		
Post-horse duty	163,162	..	163,162				
" licences	4,524	56	4,580	Total	13,116,603	1,332,160	14,448,763
Soap	927,726	..	927,726				

In 1845 Sir Robert Peel abolished the auction duty, and the obnoxious duty on glass, amounting together to 953,013*l.*

Now, in order to render the excise as little oppressive—as free from inquisitorial interference with labour, manufactures, and trade, we consider that, whenever the revenue can be levied equitably, and less oppressively, from any other source, we should abolish all the remaining excise taxes: excepting the duties on distilled spirits, malt, and licences; and, the collection of the two first of these might be transferred to one *new and efficient revenue department,* to replace those of the existing customs, and excise, and which would collect the taxes on commodities. The third licences might be transferred to the stamps and taxes.

We would therefore abolish, 1. The duty on bricks, as bearing oppressively hard upon a laborious occupation, which affords, and would afford, much greater employment to the people; thereby giving employment to bricklayers, carpenters, glaziers, joiners, upholsterers, &c., &c., thereby diminishing poor-rates.

2. The hop duty is partially repealed; an excise duty upon wheat or apples would be as reasonable as upon hops. It imposes a tax upon particular productions which can only be cultivated in certain parts of England; and the poor-rates in Kent are much higher than in any other county.

3. Paper duties are also an obnoxious and unequal tax.

3. The post-horse duty is a tax upon intercourse, and highly objectionable.

4. The soap duties are absolutely a nuisance.

5. The game certificates are ridiculous as a revenue tax.

6. But with every exception that can be urged against the excise, we cannot dispense with its revenue, except by bold, equal, and just legislation in regard to other sources of taxation.

STATEMENT showing the Net Annual Produce of the Duties of Customs on all Articles Imported into the United Kingdom, in Two Years preceding, and in Two Years following the Establishment of the New Tariff (5 & 6 Vict. cap. 47).

DUTIES OF CUSTOMS.	Schedule	A. Articles in a raw state to be used in Manufactures.*			B. Articles partially Manufactured.			C. Articles wholly Manufactured.			D. Articles of Food.†			E. Articles not properly belonging to any of the foregoing heads.			TOTAL.		
		Articles.	Mean Annual Produce of Duties. In Two Years preceding the Establishment of the New Tariff.	Mean Annual Produce of Duties. In Two Years following the Establishment of the New Tariff.	Articles.	Mean Annual Produce of Duties. In Two Years preceding the Establishment of the New Tariff.	Mean Annual Produce of Duties. In Two Years following the Establishment of the New Tariff.	Articles.	Mean Annual Produce of Duties. In Two Years preceding the Establishment of the New Tariff.	Mean Annual Produce of Duties. In Two Years following the Establishment of the New Tariff.	Articles.	Mean Annual Produce of Duties. In Two Years preceding the Establishment of the New Tariff.	Mean Annual Produce of Duties. In Two Years following the Establishment of the New Tariff.	Articles.	Mean Annual Produce of Duties. In Two Years preceding the Establishment of the New Tariff.	Mean Annual Produce of Duties. In Two Years following the Establishment of the New Tariff.	Articles.	Mean Annual Produce of Duties. In Two Years preceding the Establishment of the New Tariff.	Mean Annual Produce of Duties. In Two Years following the Establishment of the New Tariff.
		No.	£	£	No.	£	£	No.	£	£	No.	£	£	No.	£	£	No.	£	£
Articles producing under the operation of the new tariff:																			
Less than 100*l.* each of customs duty, per annum	I.	144	9,867	2,517	54	887	656	113	3,393	2,007	46	990	1,158	91	3,950	1,702	448	19,037	8,040
From 100*l.* to 500*l.* each..	II.	45	36,605	11,279	19	6,536	5,043	31	10,208	7,620	15	4,148	3,988	27	14,415	6,531	137	71,972	34,461
From 500*l.* to 1000*l.* each.	III.	16	24,542	11,213	5	6,712	3,571	17	23,260	13,030	6	3,546	4,444	6	10,972	4,000	50	69,032	36,258
From 1000*l.* to 10,000*l.* each.....	IV.	28	322,881	78,373	11	40,835	32,814	27	85,767	92,673	28	71,803	78,419	15	49,432	35,213	109	570,718	317,492
From 10,000*l.* to 50,000*l.* each.....	V.	6	145,187	110,334	5	179,357	95,635	5	117,049	114,084	7	120,169	136,773	2	145,229	54,744	25	706,991	511,570
From 50,000*l.* to 100,000*l.* each.....	VI.	2	148,165	157,659	..	..	..	..	..	..	3	240,841	237,944	..	..	..	5	389,000	395,603
From 100,000*l.* and upwards, each.....	VII.	3	1,507,627	1,043,466	1	816,902	513,769	1	239,893	246,111	12	18,246,120	19,614,116	..	..	..	17	20,810,542	21,417,462
Articles exempted from duty or prohibited under the new tariff.....	VIII.	8	196	..	..	..	..	2	..	..	4	..	..	8	..	..	22	196	
Total.....		252	2,195,080	1,414,841	95	1,051,229	651,488	196	479,570	475,525	121	18,687,617	20,076,842	149	223,998	102,190	813	22,637,494	22,720,886

For a specification of the Receipt of respective Articles, see the following pages.

* A.—The limits of this class have been so far extended as to include some articles which, though not strictly in a raw state, have undergone only a slight degree of preparation.

† D.—Into this class have been thrown, not only those articles which contribute immediately to human subsistence, but also some which are used chiefly or entirely as the food of cattle; and others, such as spices, wine, and tobacco, which properly belong to the class of condiments or stimulants.

II.—REVISION OF THE CUSTOMS DUTIES.

With the exception of the duties and prohibitions imposed for protecting various interests, the duties increased since 1787, were augmented with the idea of adding the same proportion to the income then yielded, as to the duty increased. The fact of high duties either causing a diminution of consumption, or an increase of smuggling, seems to have been utterly unknown to the generations which had arisen in the Exchequer, and the House of Commons, during the reign of George the Third, and until the duties and prohibitions were grappled with after the year 1819, by Mr. Huskisson and others. The revisions made in the tariff of 1825, by Mr. Huskisson, 1831 and 1832 by Lord Althorp, and in 1833 and afterwards by Lord Sydenham, then Mr. Poulett Thomson (although those statesmen went as far as parliament would allow them, the ministers having been actually outvoted in an attempt to revise the timber duties), still left the customs duties and corn laws on a scale highly injurious to the nation. The reductions and abolitions of customs duties carried into effect by Sir Robert Peel in 1842 and 1845 formed the greatest reform made in the customs duties since 1787; but the defects even of the existing reformed tariff of customs duties are palpable. The scale of corn duties were not defended as revenue duties, but as a scale of protection to the British agriculturist. The scale could not be protective, without raising the price of bread to the consumer. If it did not intend this it meant nothing. If it did not intend to allow corn to be imported from foreign countries to be sold at *natural prices*—that is unrestricted competition prices—the scale was a fallacy. If it intended to be a scale of revenue duties, the duties should have been fixed, and not variable duties, veering with the weather, and with the season. But we are bound in justice to the minister, to say his difficulties were great, and that his moderate reduction of corn duties, aroused the great body of landlords into opposition against him.

The sugar duties are highly fallacious, both in regard to supply and revenue. There can be no equitable pretence for taxing sugar, or any other commodity, except for revenue. In eight months there has been a decrease of about one 1,000,000*l.* of revenue, occasioned by the recent alteration of the sugar duties. A duty of 18*s.* 8*d.*, or 2*d.* per lb. on all sugars, without reference to production or origin, would have yielded an increase in the year of about 1,000,000*l.*: difference of revenue about 2,000,000*l.*

Nor can the rates of timber duties be equitably defended. There has been a loss of 600,000*l.* occasioned by reducing the colonial timber duties to 1*s.* per load. If this duty had been reduced only to 5*s.* there would have been no loss of revenue; although the duty on foreign timber was reduced from 55*s.* to 25*s.* per load.

A STATEMENT of the Amount of Customs Duty received on the undermentioned Articles during the following Years.

No.	ARTICLES.	1835	1840	1841	1842	1843	1844	1845
		£	£	£	£	£	£	
1	Coffee	652,604	922,468	888,563	769,585	697,988	682,218	
	Cocoa	9,062	17,530	16,900	13,363	11,177	11,612	
2	Molasses	280,238	201,380	193,546	255,513	214,750	290,868	
	Sugar (b)	5,397,632	4,465,006	5,123,986	4,884,832	5,097,177	5,216,569	
	Total of sugar and molasses	5,677,870	4,666,386	5,317,532	5,140,345	5,311,927	5,507,437	
3	Tea	*3,837,460	3,473,964	3,978,518	4,089,531	4,408,024	4,524,613	
4	Spirits; rum, brandy, and Geneva	3,036,882	2,433,707	2,410,184	2,231,934	2,183,972	2,211,243	
5	Wine	1,752,616	1,872,799	1,860,128	1,409,146	1,766,116	1,991,096	
6	Tobacco	3,354,459	3,615,086	3,580,164	3,595,437	3,729,714	3,977,037	
7	Fruits; viz., currants, figs, raisins, oranges, &c.	414,725	410,969	512,157	465,388	569,577	509,241	
8	Spices of all sorts	157,748	96,796	97,801	101,146	102,067	105,829	
	Total of the above articles	18,893,426	17,509,705	18,601,947	17 815,875	18,780,562	19,520,326	
9	Timber of all sorts (b)	1,382,679	1,691,329	1,488,531	989,215	713,436	916,606	
	Total of ditto, including timber	20,276,105	19,201,034	20,090,478	18,805,090	19,493,998	20,436,932	
10	Wool, cotton (a)	400,980	650,622	529,792	568,456	743,902	682,923	
11	—— sheep and lambs' (a)	137,425	133,257	130,250	95,213	98,797	37,856	
	Total of cotton and sheep's wool.	538,405	783,879	660,042	663,669	842,699	720,779	
	Total of the above articles	20,814,510	19,984,913	20,750,520	19,468,759	20,336,697	21,157,711	
12	Silk, raw, waste, and thrown (a)	58,604	63,603	59,820	57,979	34,609	40,475	
13	Flax and hemp (a)	6,003	8,735	8,798	7,740	9,375	11,000	
	Total of silk, flax, and hemp	64,607	72,338	68,688	65,719	43,984	51,475	
	Total of all the above articles	20,879,117	20,057,251	20,819,208	19,534,478	20,380,681	21,209,186	
14	Quicksilver (a)	936	1,422	1,328	1,134	1,108	1,080	
15	Barilla and bark (a)	40,486	26,783	21,570	14,866	12,147	9,171	
16	Saltpetre (b)	5,491	8,367	9,665	9,084	†10,125	9,321	
17	Metals (b)	33,058	29,927	35,746	35,224	78,072	98,767	
18	Hides and skins (a)	49,292	44,340	72,741	29,144	9,527	10,441	
19	Tar and turpentine, common (a)	75,143	96,295	87,964	21,805	3,832	3,333	
20	Oil; train, sperm, palm, olive and cocoa-nut (a)	26,967	80,378	84,684	54,271	66,810	68,602	
21	Tallow	159,597	166,510	206,464	171,105	194,981	174,602	
22	Opium	6,249	2,426	2,038	2,513	1,730	1,718	
23	Dyes and dying stuffs (a)	54,021	63,387	58,100	27,241	10,717	9,100	
24	Animals	..	..	..	4,376	1,552	5,804	
25	Bacon, beef, pork, and hams	..	..	4,379	12,174	4,761	3,803	
26	Eggs	20,916	34,450	33,324	32,652	25,684	24,606	
27	Butter	143,277	257,943	262,967	188,025	151,903	186,667	
28	Cheese	71,031	118,925	136,054	99,444	91,656	117,272	
29	Fish of all sorts	..	..	988	1,068	1,759	1,988	
30	Corn; grain, meal, and flour	236,701	1,165,710	575,407	1,376,868	763,411	1,107,817	
31	Seeds; viz., clover, rape, flax, and linseed (b)	86,406	167,396	107,111	169,997	39,500	51,310	
32	Rice	40,015	51,627	35,793	10,696	14,861	22,840	
33	Silk manufactures	198,407	241,277	244,076	217,199	241,290	286,535	
34	Gloves	24,251	28,430	26,199	27,465	28,567	28,557	
35	Other articles (deducting repayments, &c.) (c)	683,061	753,957	736,168	555,434	501,985	404,737	
	Totals	22,878,809	23,466,417	23,606,124	22,596,263	22,636,659	23,849,560	
	Deduct corn	236,701	1,165,710	575,407	1,376,868	763,411	1,107,817	
	Totals exclusive of corn	22,642,108	22,300,407	23,030,717	21,219,395	21,873,248	22,741,743	
	Deduct provisions and seeds, Nos. 24 to 32, except corn	361,645	630,341	580,816	518,432	331,676	700,325	
	Totals exclusive of corn and provisions.	22,280,463	21,670,066	22,449,901	20,700,963	21,541,572	22,041,418	

* Exclusive of tea sold by the East India Company prior to the 22nd of April, 1834, the duty on which was paid to the Excise.

† Including copper at reduced duties.

Since the reductions in 1842 the duties on all the articles marked (a) have been abolished, as well as the greater number, about 500, of those classed 35 as "Other articles" (c). On those marked (b) the duties have been reduced. The duties on animals, bacon, beef, pork, and hams, and most of the articles marked (c) will be completely abolished; the duties on corn, grain, flour, meal, rice, reduced to low nominal duties; and the duties on butter, cheese, tallow, rice, silk manufactures, &c., will be greatly reduced by Sir Robert Peel's great free trade measure for 1846.

If we examine the foregoing table we find that, with the exception of timber, metals, tallow, articles of food, which may all be considered as raw materials, and silk and gloves, which are manufactures, the revenue derived from all, with the exception of the first eight articles, is scarcely worth the expense of collection.

The total revenues of customs, deducting articles of food, amounted in 1844, to 22,041,418*l.* Deducting the revenue from articles upon which the duties have been abolished (about 1,400,000*l.*), there remains 20,641,418*l.* Of this amount the eight articles first enumerated in the table yielded 19,520,326*l.*, leaving a balance only for all other duties (except food), not abolished, of only 1,121,092*l.*, and of this balance timber alone, at the reduced duties, yielded 916,606*l.* Nett balance of duties which we would propose to repeal (exclusive of timber) 204,486*l.*

If we therefore proceeded to tax commodities only upon the sound principle that, if an article should be taxed, the duty should be levied without any reference to its origin, let us examine the result as to the extent of oppression, and the inquisitorial mode of imposing and collecting the taxes.

Taking the revenue from customs and excise, for 1844, deducting the duties abolished, and corn, which it has been contended ought not to be considered an article taxed for revenue:

Customs	£21,341,743
Excise, deducting sums which we would propose transferring to stamps and taxes	12,460,062
Total	33,801,805

Now, upon the principle of taxing no article with reference to its origin—if we abolish all the articles included in the excise, with the exception of malt and distilled spirits; and all duties of customs, except the first eight in the table, we attain this object, and we render the excise infinitely less inquisitorial, and oppressive than it has ever been, since its establishment by the Long Parliament.

These abolitions accomplished, the next consideration is the amount of revenue to be received, taking the year 1844 as the basis of calculation, viz.:

The first eight articles under the customs	£19,520,326
Malt and distilled spirit	10,003,752
	29,524,078
Loss of revenue, supposing no increase of consumption .	4,277,727
Total	33,801,805

	£
The year 1844, however, yielded from malt and distilled spirits less than the average revenue, which has amounted and may be safely calculated upon to yield hereafter, say . .	10,000,000
If we allowed the consumption of the eight articles of customs first enumerated to increase, even in a much less proportion than the increase of population since 1835, and look at the revenue derived from those articles at that period, and especially if we equalise the duties on sugar without reference to its origin, we consider it perfectly safe to estimate the revenues from the first-named commodities at . . .	21,500,000
Total taxes on commodities . .	31,500,000

The collection of these taxes might be placed with great saving, which would at least add half a million to the revenue, under one revenue department efficiently and intelligently organised.

REVISION OF THE DIRECT TAXATION.

The next class of taxes are the direct taxes, with which we may include the income tax, viz.,

Assessed taxes	£4,385,067
Income tax	4,989,800
Total direct taxes	9,374,867

The most convenient adjustment of the present assessed taxes, would be to abolish them altogether, and substitute a direct tax upon the profits of all realised property. A revenue of from 10,000,000 to 12,000,000 might be raised by this simple and just method of direct taxation ; and we are confident, from what we have observed in France, Austria, Prussia, and some other states, that its collection would in a short period be found less grievous to the inhabitants of Great Britain, than the existing vexatious and inquisitorial assessed taxes. But we are not blind to the parliamentary obstacles opposed to such an equitable tax, in substitution of the existing assessed and income taxes, and to provide for other taxes, which we propose to abolish.

One obstacle to our plan is the Land Tax Redemption Act of 1789—certainly the greatest financial blunder ever committed by a British statesman. The rottenness of one measure, of expediency, will ever be found to give birth to some other, unsound, expedient, to palliate for the time, what is only curable by a bold and sound remedy. Temporary expediencies, without any certain provision for future exigencies, occasioned the financial difficulties that called forth the Bank Restriction Act. The embarrassments in which this act involved the then Chancellor of the Exchequer, made him seize upon the most available expedient: *that* was to offer up for sale the fixed revenues of Great Britain. The history of this measure, as far as it has been carried into effect, may be usefully instructive, in showing how little advantage has been gained to the treasury, not only in proportion to the amount of revenue lost, but as regards the obstacle which

the Land Tax Redemption Act has formed to a sound adjustment of the taxation of Great Britain. Had the land tax been completely, instead of partially redeemed, this difficulty in the way of financial legislation would have been greatly diminished; but as it is, it has formed a plea for not imposing any further tax upon land. But to this we are honestly bound to demur.

Another difficulty opposed to an equitable adjustment of the assessed taxes is, the circumstance of there being no such taxes levied in Ireland. The justice, again, of this *exemption* in *one*, and of *liability* in the *other two*, of the *three united kingdoms*, would be a task requiring powers of more than ordinary ability to defend. The justice of the exemption we deny. Taking the assessed taxes of Great Britain as we now find them, and considering them not only to be inquisitorial, and grievous, in the collection, but exceedingly injurious in their operation, being detrimental to industry, and to the employment of artisans, and the labouring classes, we consider the following revision as the most equitable, which may be adopted with the least objection in practice, and with the greatest safety to the exchequer.

The nett amount of land, and other assessed taxes, for 1843, was	£4,385,067
The nett amount of unredeemed land tax	1,139,148
Nett amount of assessed taxes, exclusive of land taxes .	£3,245,919

All the assessed taxes we propose to abolish, except the unredeemed land tax, and for the following reasons:

First.—THE WINDOW TAX, which yielded for the year 1843 . £1,545,281

Reasons for Abolition.—Being inquisitorial and vexatious in the assessment and collection; injurious to the health of the population; being objectionable as regards architecture, cleanliness, and restricting the employment in glass manufactures, of joiners who make window-frames, of glaziers and painters; and being a tax unequal in its assessment, as large houses do not require the same number of windows, in proportion to rents, as small and middle-sized houses. In the latter respect, the window-tax is particularly injurious.

Second.—SERVANTS, yielding revenue in 1843 . . . . £200,251

Reasons.—Being a tax which limits the giving employment to servants, and by their not being employed, the occupation of others is limited, as cloth manufacturers, tailors, hatters, shoemakers, &c., for their clothing, &c. Every limitation of employment, whether of servants or others, limits industry, and increases the poor-rates.

Third.—CARRIAGES, in 1843 . . . . . £428,903

Reasons.—This tax is grievous, as it limits to a most injurious extent the employment of artisans and workmen, the great proportion of the value of carriages of whatever description, and their appurtenances, being the labour and skill of coach-builders, coach-spring makers, coach-smiths, curriers,

cloth-manufacturers, coach-painters and glaziers, harness-makers, and saddlers, &c. The employment of carriages creates also employment for coachmen, servants, and horses, &c., &c.

Fourth.—Horses for riding, &c., and other horses and mules . £376,001

Reasons.—By the assessed taxes restricting the employment of horses for riding, and other horses and mules, &c., it is easy to prove that this tax does, to an immense amount, limit employment; *exercise* for health and recreation is also greatly restricted by its expense. It is especially grievous as a tax on horses by the day. Countless thousands, who cannot afford to keep horses, on account of the expense of feeding and taking care of them, would hire horses frequently by the hour or day, were it not for the high duty on each time a horse is let. It is also injurious to curriers, saddlers, harness-makers, horse-cloth makers, blacksmiths, stable-keepers, sellers of fodder and oats, grooms, &c.

Horse-dealers £10,860

Reasons.—Tax unjust. Why not tax other dealers?

Dogs £151,857

Reasons.—Chiefly that of abolishing the assessed taxes, and as the substitution to be proposed will justify the abolition of this tax. It is also inquisitorial, and an often evaded tax.

Hair Powder . . . . . £ 4,212
Armorial Bearings 67,137

Reasons.—The same as those for abolishing the dog-tax.

Game Duties £127,130

Reasons.—The same as those for abolishing the taxes on dogs.

Now the amount of the direct taxes, exclusive of the income-tax, proposed to be abolished, is about 3,225,000*l.*

We believe if all the grievances and inconveniences of the assessed taxes which we propose to abolish, and the convenience in collection of the taxes we propose to substitute, and the far less inquisitorial nature of rating the rents, or profits, of realised property, were but clearly understood by Members of Parliament and their constituents, that this great financial reform, which may appear, to little men, a bold measure, would be carried in the House of Commons without a division. In order to extend the direct tax upon property, we should, in equity, extend it to Ireland; and we could show that the people of Ireland would neither be treated, unjustly by such taxation upon the rents, and profits, of realised property, but that it would even be made beneficial to the improvement of that country, and to the condition of the inhabitants.

STAMP DUTIES.—This tax yields the treasury,

From Great Britain, about	£6,750,000
From Ireland, about	453,487
Total	7,203,487

The delay and restriction imposed by stamps upon trade and commerce, would justify the abolition of this tax altogether, but its amount is too important, in the existing financial condition of the United Kingdom, to permit such a measure of convenience, as well as relief, to the population. In some respects, it cannot be highly objectionable; deeds and other acts and documents of great importance, owing much of their security against fraud and forgery to the stamp, may reasonably be made to bear an expense for this security.

But knowing that the stamp-duty acts oppressively in many respects, we cannot pass it over without proposing some alterations.

The stamp-duty upon fire insurances is, annually, about double the amount charged for insuring property; this high duty, not only greatly prevents the insuring of property, but property, not insured, is frequently exposed to danger, by the firemen with their engines not exerting themselves to extinguish uninsured property, as they are directed by the companies who pay them, to take care, in the first place, to preserve the property insured.

On marine insurances, the stamp-duty is so heavy and pernicious, that a great part of the insurances which would otherwise be effected in England, are made at Antwerp, Rotterdam, Amsterdam, and Hamburg.

The stamps, therefore, on fire and marine insurances, now yielding about a million and a quarter, should be abolished.

Licensing stage-carriages and hackney-coaches appears a duty which ought to be abolished; it produces something above half a million for Great Britain.

Ireland is exempt from this duty on hackney-coaches and stage-carriages. The licence-duty on them in England is, however, not severely felt, nor very restrictive upon occupation; while it forms, to some extent, a guarantee for the faithful performance of the obligations of the proprietors of carriages and their servants.

The probate and legacy-duty yields about two millions sterling annually, for Great Britain; and for Ireland, only 66,032*l.*

It is a duty that may be evaded, by giving, during life, that which is bequeathed by the giver, only after his death, to the person who is to receive the legacy. The mistrust of the possessor, however, or the power that it gives him, while in life, does not often allow him to surrender his property until he is in a state unable any longer to meddle with it. So that while men continue to possess wealth, the treasury will receive a considerable revenue from the stamp-duty

on probates, and legacies. But we cannot defend the principle of making personal estate liable to, and exempting real estate from, this duty. This requires an equitable adjustment.

The duties on hawkers' and pedlars' licences, are grievous impositions upon itinerant dealers; nor do we believe that those licences are of any advantage in preventing fraud.

The stamp-duty on gold and silver plate is less objectionable than many others. It is, however, considered inquisitorial, and may not be a security as to the purity of the metals, for the stamp may very easily be forged. It yields about 100,000*l.*, of which about 2000*l.* only is paid in Ireland.

Taking, therefore, into consideration the exigencies of the treasury, we cannot well propose any diminution or abolition of the stamp duties, except upon,

Fire and marine insurances, which would leave an annual revenue from stamps of at least 1,200,000*l.*

All the stamp-duties, however, require an equitable adjustment.

THE POST-OFFICE.

We have, long before the time of the late reform in the post-office charges, been of opinion that, as the government should never possess a monopoly of trade, the post-office charges should be regulated, not with a view to revenue, but to the purposes of covering all the expenses, required to convey letters, and intelligence with security, and with rapidity.

The tax imposed upon the public, by the late post-office reform, is so very moderate, that while it still yields a considerable revenue, which we believe confidently will increase, no one can desire any alteration in the rate of postage.

Many of the recent arrangements of the government for conveying the mails have been so extremely beneficial, that great credit is due to the late and present administration. There are, however, many additional places, to which we would recommend morning mails to be despatched. This would be beneficial, and would be no expense to the post-office. The line of steam-packets established by the government contract with Mr. Cunard, for carrying the mails twice a month across the Atlantic, between Liverpool, Halifax, and Boston, has not only already more than repaid the outlay made by the government, but leaves every prospect of an increasing surplus of revenue. This fiscal consideration would be effectually secured, if such powerful steam-boats as those of the Liverpool, Halifax, and Boston line were to be despatched from Liverpool once a week during the eight spring, summer, and autumnal months, and once a fortnight during the months of November, December, January, and February.

The post-office would not only gain in revenue from this arrangement, but this frequent intercourse would form a great and rapid line of communication

between the whole of Europe and all North America, including all the countries from the Gulf of Mexico to Lake Superior. It would, in practical effect, be connecting Europe and America in common interests, by convenient, rapid communication, forming, in truth, a great broadway of intelligence and civilisation, and, with freedom of trade, the best means of increasing the commerce and prosperity reciprocally of, and maintaining peace and good faith between, the countries most interested. Under the old packet system, between Falmouth and Halifax, by the gun-brigs, exclusive of the deplorable loss by foundering of nearly all those dangerous vessels, with all their crews and passengers, the expense to government was about 40,000*l.* annually more than the receipts of postage. By the recent line of steam-ships, a balance will, we believe, at the end of one year after the first packet steam-ship sailed from Liverpool, appear to the credit side of the Atlantic mails.

Many other arrangements for carrying the mails by steam have been made by the treasury and admiralty. Traversing the world from England to the Gulf of Mexico, and then overland, to meet other steam-ships on the west of the Isthmus of Panama, to communicate over the Pacific to New Zealand and New Holland, —meeting other lines communicating with India, the Red Sea; and by crossing over the Isthmus of Suez, meeting the British mail steam-packets for England at Alexandria, we believe to be far from an impracticable delusion. The practicable, and not unprofitable, establishment of all this is not far distant; especially when we all know, how very lately the practicability of running steam-ships across the Atlantic was questioned, doubted, and denied. The recent contracts for multiplying the steam communication with India, and by a branch line from Ceylon to China, will be found of immense advantage. The steam communication recently extended to the Levant, is also important.

There is another great consideration, one of economy, too, in the end, in regard to large, strongly built, and powerful steam-ships—that is the readiness with which mail steam-ships of great strength and power may be turned into steam-ships of war; and that they may be *de facto* considered as such on the North American, West Indian, and Mediterranean lines. Now, if this mail steam-marine were to belong to foreign countries, British capital no doubt would, we believe, be that chiefly invested in them; yet in the event of war, they would not only, not be available to England, but they would in all the likelihood of probabilities, be turned against us. This, in the change which steam power must create innaval tactics, is a most serious consideration for the British government, and for the British public.

We would, therefore, recommend that any surplus revenue from the post-office should be applied to increasing the number of mail steam-ships.

PROPERTY AND INCOME TAXES.

These never have been, nor are they likely to be, taxes agreeable to the people:—especially the tax upon incomes not derived from realised property, that is, the tax on trades and professions. But when we have, from ordinary sources, a deficient revenue, we are bound to resort to extraordinary means, and we shall always do so, in order to maintain the national honour, credit, and dignity.

If a house tax, alone, would meet the deficient expenditure, after the abolition of the unsound, and inquisitorial, taxes we have enumerated under the heads of excise, customs, taxes, and stamps, we would prefer, infinitely, to discountenance rather than to have any recourse to, an income and property tax. But it is clear that the demand upon the treasury, to meet the expenditure, will not, for some years, permit the abandonment of the property tax. The next consideration is, can we render it more equitable, and less inquisitorial? We are convinced that this can be effected.

THE Income Tax collected in the Year ending the 5th of April, 1843.

	Income.	Tax.
	£	£
ENGLAND AND WALES.		
Schedule A, lands, tenements, &c., in respect of the property thereof.....	73,728,429	2,150,412
Schedule B, lands, &c., in respect of the occupancy thereof.....	20,486,606	298,763
Schedule C, annuities, dividends, &c.....	27,873,691	812,983
Schedule D, profits or gains.....	50,296,645	1,466,985
Schedule E, public officers, &c.....	8,936,831	260,657
Total.....	181,322,202	4,989,800
SCOTLAND.		
Schedule A.....	9,284,383	
Produce of tax in Scotland on all the schedules.....	....	394,324

9,284,383*l.* at 7d. in the pound, should produce 270,794*l.*, leaving for the remaining four schedules 123,530*l.* = 394,324*l.*, which sum, collected at the same rate as those four schedules produced in England, indicates an income of 4,680,959*l.*, showing the total income of Scotland to be 13,965,342*l.*, and of Great Britain 195,287,544*l.*, exclusive of incomes under 150*l.*

	£
In 1801, the assessments for England, including incomes above 150*l.* amounted to.....	74,676,894
„ The income from assessments under 150*l.* per annum, and not under 60*l.* amounted to.....	18,105,240
Difference being incomes above 150*l.* per annum.....	56,571,654

Now, if 56,571,654*l.* : 18,105,240*l.* : : 195,287,544*l.* : 62,499,831*l.*, and if the income is under 150*l.*, and above 60*l.*, from all the schedules be, in 1845, in the same proportion to those above 150*l.* as in 1801 (and there is no reason that they should not), then the total income of Great Britain, in 1845, should amount to 257,787,375*l.* We consider that of this amount 200,000,000*l.* may be estimated as the rents and profits of all realised property, viz., *the rents and profits of all lands, tenements, houses, constructions, funds, stocks, and shares:* including *factories, warehouses, docks, shipyards, railways, canals, public funds, Bank of England stock,*

East India and South Sea stock, and the stock and shares of all companies whose stocks and shares are bought and sold in the market.

PRO FORMA FINANCIAL SCHEME.

Having analysed the present system of taxation, we would propose the following simplification of the taxes upon the more sound principles which we consider practicable.

PRO FORMA VIEW of equalising the ANNUAL REVENUE and EXPENDITURE, presuming that the Excise and Assessed Taxes, and the Stamps on Marine and Fire Assurances, and also the Duties of Customs (except on eight articles) should be abolished, and adding Distilled Spirits and Malt, now under the Excise, to the Customs, and Excise Licences to the Stamps : abolishing all other of the Assessed Taxes, and the whole Excise Establishment.

			£
First. Assuming the total annual expenditure not to exceed . . .			50,000,000
Revenue, necessary to meet this expenditure, to be raised as follows :—			
I. From *uniform* duties on (1) Tea ; (2) Sugar and Molasses; (3) Coffee and Cocoa ; (4) Tobacco ; (5) Distilled Spirits ; (6) Wines ; (7) Dried Fruits ; (8) Spices .		£21,500,000	31,500,000
II. Home Distilled Spirits . . .	£5,000,000	10,000,000	
Malt, whether made at home, or imported from abroad .	5,000,000		
III. Stamps, leaving out Marine and Fire Insurances, and including Licences now under the Excise			7,500,000
IV. Unredeemed Land Tax			1,200,000
Deficit to be provided for during the first year .			9,800,000
			£50,000,000

This deficit to be levied, not by doubling, or rather more than doubling, the present income tax, but by the less inquisitorial and more direct and equitable plan of an annual assessment, in the pound, upon the annual value of all realised property. And surely 11,000,000*l.*, including the unredeemed land tax, out of 50,000,000*l.* of total taxation, forms but a small proportion of the total sum to be levied directly. But if we may form an estimate, founded on the experience of the past, the ordinary sources of revenue would annually increase ; and the *amount of direct taxation* would be *proportionably diminished,* at least so long as peace shall continue. Finally, the direct taxation necessary would, we believe, not embrace more than the unredeemed land tax and a house tax, equal to the present window and other assessed taxes proposed to be abolished.

We could also show that the customs, including the security and collection of the duties on malt and spirits, now under the excise, might be conducted at less expense than at present; and that, at all events, an amount of expense equal to that of the whole present excise establishment might be saved to the country.

We could also equitably modify the stamp duties, so as to produce a much greater revenue. The interest on exchequer-bills might also be saved, as in

Prussia, by the exchequer-bill office issuing paper, not bearing interest, but being at all times a legal tender, as much so as Bank of England notes are now.

In our *pro formâ view* of fiscal reform, we have stated the deficit to be provided for during the first year at 9,800,000*l.*, or nearly five per cent on the annual rents and profits of all realised property. As we object to the present assessed taxes, and especially to the window tax, which ought to have been repealed simultaneously with the excise upon glass, we do not see how we can diminish the amount of our proposed property tax: except,

1. By substituting an additional tax on houses, in lieu of the *window tax*. But this substitution, though very far less objectionable than the window tax, would, if we are to have a property tax at all, be, however, a tax on houses greater than on other property.

2. By continuing other, though objectionable, duties. Timber is a raw material which, next to the essential food of man, ought to be admitted free from duty. But if the wisdom of Parliament will continue the timber duties, why not adjust these duties upon pure fiscal principles? The duties on foreign and colonial timber have yielded a revenue of 1,691,329*l.* In 1844, by reducing the duties on colonial timber to 1s. per load, which scarcely pays the expense of collection, the revenue from timber of all kinds, including deals, amounted to less than 1,000,000*l.* If we should persevere in continuing the timber duties, we should modify them to about the following proportions, viz.: a duty of 5s. per load on white pine timber from the colonies, and of 15s. upon the more valuable fir timber of the north of Europe; and upon deals, &c., in proportion. We take these two duties fiscally, but not on any other principle. By these low scales, with a proportionate higher duty on deals as a semi-manufactured article, we might levy one million annually of revenue from timber. Exclusive of revenue from corn, the duty on other articles yielding any revenue, and that are not to be abolished, are from copper ore, about 65,000*l.*, from tallow about 175,000*l.* Neither of the duties for revenue from these should be continued. The revenues from duties on corn, butter, and cheese, should all be abolished.

Therefore, we might save and realise, an additional revenue, as follows, viz.:

		£
1. *Save.*	Interest on exchequer-bills due	500,000
2. *Realise.*	From timber	1,000,000
	From equalisation of sugar duties, a further sum of .	1,000,000
		£2,500,000

This modification of our fixed scheme would reduce the property tax from 9,800,000*l.* to somewhat under 7,000,000*l.*, or to scarcely three-and-a-half per cent on all realised property without distinction.

The following table exhibits how our exports have increased to those countries upon the products and manufactures of which we have removed prohibitions, equalised differential duties, and reduced other duties This appears especially with reference to our exports to France, the government of which has made no

relaxation in favour of British produce or manufactures; while the British government have equalised the duties on French and other foreign wines, and reduced the duties on French silks, bronzes, clocks, watches, and all works of Parisian industry.

An Account of the declared Value of British and Irish Produce and Manufactures exported from the United Kingdom, specifying the various Countries to which the same were exported, in each Year from 1830 to 1844.

COUNTRIES.	1830	1831	1832	1833	1834	1835	1836
	£	£	£	£	£	£	£
Russia	1,489,538	1,191,565	1,587,250	1,531,002	1,382,300	1,752,775	1,742,433
Sweden	40,488	57,127	64,932	59,549	63,094	105,156	113,308
Norway	63,926	58,580	34,528	55,038	61,988	72,278	78,469
Denmark	118,813	92,294	93,396	99,951	94,594	107,979	91,302
Prussia	177,923	192,816	258,556	144,179	136,423	188,273	160,722
Germany	4,463,605	3,642,952	5,068,997	4,355,548	4,547,166	4,602,966	4,463,729
Holland } Belgium }	2,022,418	2,082,536	2,789,398	{ 2,181,893	2,470,267	2,648,402	2,509,022
				886,429	750,059	818,487	839,276
France	475,884	602,688	674,791	848,333	1,116,885	1,453,636	1,591,381
Portugal, proper	1,106,695	975,991	540,792	967,091	1,600,123	1,554,326	1,085,934
—— Azores	23,629	41,638	77,220	54,430	63,275	49,717	53,574
—— Madeira	38,444	38,960	28,038	33,411	38,455	40,082	52,168
Spain and the Balearic Islands	607,068	597,848	442,926	442,837	325,907	405,065	437,076
—— Canaries	42,620	33,282	21,053	30,507	30,686	24,308	40,370
Gibraltar	292,760	367,285	461,470	385,460	460,719	602,580	756,411
Italy and the Italian Islands	3,251,379	2,490,376	2,361,772	2,316,260	3,282,777	2,426,171	2,921,466
Malta	189,135	134,519	96,994	135,438	242,696	136,925	143,015
Ionian Islands	56,963	50,883	55,725	38,915	94,498	107,804	109,123
Turkey and Continental Greece	1,139,616	888,654	915,319	1,019,604	1,207,941	1,331,669	1,775,034
Morea and Greek Islands	9,694	10,446	10,149	25,914	37,179	28,834	12,003
Syria and Palestine	..	..	..	..	..	..	33,650
Egypt, (ports on the Mediterranean)	110,227	122,832	113,109	145,647	158,877	269,225	216,930
Tripoli, Barbary, and Morocco	1,138	426	751	2,350	14,823	29,040	29,322
Western coast of Africa	252,123	234,769	290,061	329,210	326,483	292,540	467,186
Cape of Good Hope	330,036	257,245	292,405	346,197	304,382	326,921	482,815
African ports on the Red Sea							
Ascension Island							
Cape Verd Islands	1,710	215	..	146	530	575	413
St. Helena	38,915	39,431	21,236	30,041	31,615	31,187	11,041
Isle of Bourbon	10,041	..	..	..	7,091		
Mauritius	161,029	148,475	163,191	83,424	149,319	196,559	260,855
Arabia	..	..	..	..	250	6,049	16,358
East India Company's territories and Ceylon } China }	3,895,530	3,377,412	3,514,779	3,495,301	{ 2,578,562	3,192,692	4,285,829
					842,852	1,074,708	1,326,388
Sumatra, Java, and other Islands of the Indian seas	162,102	285,296	156,606	471,712	410,273	353,892	234,852
Philippine Islands	71,220	39,513	102,284	185,298	76,518	129,743	51,778
New South Wales, Van Diemen's Land, and Swan River	314,677	398,471	466,238	558,372	716,014	696,345	835,637
New Zealand, and South Sea Islands	1,396	4,752	1,576	936	..	2,687	
Ports of Siam	10,467	..	..	..	19,742		
British North American colonies	1,857,133	2,089,327	2,075,725	2,092,550	1,671,069	2,158,158	2,732,291
—— West Indies	2,838,448	2,581,949	2,439,808	2,597,580	2,680,024	3,187,540	3,786,453
Hayti	321,793	376,103	543,104	381,528	357,297	365,798	251,663
Cuba and other foreign West Indies	618,029	663,531	633,700	577,228	913,005	787,043	987,122
United States of America	6,132,346	9,053,583	5,468,272	7,579,699	6,844,989	10,568,455	12,425,605
Mexico	978,441	728,858	109,821	421,487	459,610	402,820	254,822
Texas							
Guatemala	..	..	..	3,700	30,366	15,214	764
Columbia	216,751	248,250	283,568	121,826	199,996	132,242	185,172
Brazil	2,452,103	1,238,371	2,144,903	2,575,680	2,460,679	2,630,767	3,030,532
States of the Rio de la Plata	632,172	339,870	660,152	515,362	831,564	658,525	697,334
Chili	540,626	651,617	708,193	816,817	896,221	606,176	861,903
Peru	368,461	409,003	275,610	387,524	299,235	441,324	606,332
Falkland Islands							
Isles of Guernsey, Jersey, Alderney, and Man	344,036	324,634	317,496	335,934	360,665	351,612	318,609
Total	38,271,597	37,164,372	36,450,594	39,667,347	41,649,191	4,372,270	53,368,572

(continued)

AN ACCOUNT of the Declared Value of British and Irish Produce and Manufactures Exported from the United Kingdom, &c.—*continued.*

COUNTRIES.	1837	1838	1839	1840	1841	1842	1843	1844
	£	£	£	£	£	£	£	£
Russia	2,046,592	1,663,243	1,776,426	1,602,742	1,607,175	1,885,953	1,895,519	2,128,926
Sweden	101,121	162,647	121,850	119,425	197,813	199,313	131,302	108,475
Norway	72,413	77,485	81,584	78,016	117,938	134,704	151,377	152,824
Denmark	103,448	181,404	143,732	201,462	191,481	194,304	260,176	286,679
Prussia	131,536	155,223	206,866	219,345	363,821	376,651	483,004	505,384
Germany	4,898,016	4,988,900	5,215,155	5,408,499	5,654,033	6,202,700	6,168,038	6,151,528
Holland	3,040,029	3,549,429	3,563,792	3,416,190	3,610,877	3,573,362	3,564,720	3,131,970
Belgium	804,917	1,068,010	881,831	880,286	1,066,040	1,099,490	984,650	1,471,251
France	1,643,204	2,314,141	2,298,307	2,378,149	2,902,002	3,193,939	2,534,898	2,656,259
Portugal, Proper	1,079,815	1,165,395	1,135,926	1,110,244	1,036,212	947,855	1,092,134	1,153,847
—— Azores	56,405	38,385	47,663	44,743	38,280	39,862	43,802	56,839
—— Madeira	46,044	34,947	33,493	33,157	24,608	25,047	36,969	31,736
Spain and the Balearic Islands	286,636	243,839	262,231	404,252	413,849	322,614	376,013	509,207
—— Canaries	41,904	47,693	47,710	45,872	49,738	54,554	41,734	46,321
Gibraltar	906,155	894,696	1,170,702	1,111,176	1,053,367	937,719	1,176,737	1,019,567
Italy and the Italian Islands	2,406,066	3,076,231	2,079,010	2,660,338	2,578,697	2,494,197	2,960,965	2,569,240
Malta	103,680	226,040	125,338	166,545	223,734	289,301	224,546	206,009
Ionian Islands	124,465	96,190	64,010	89,204	119,523	83,090	127,598	123,928
Turkey and Continental Greece	1,163,426	1,767,110	1,178,712	1,138,559	1,220,261	1 472,288	30,052	28,201
Morea and Greek Islands	15,431	20,887	23,122	25,827	34,684	17,538	602,131	577,828
Syria and Palestine	..	188,440	251,509	223,030	427,093	375,551	1,699,725	2,291,404
Egypt (Ports on the Mediterranean)	220,080	242,505	123,859	79,063	238,486	241,003	246,565	402,101
Tripoli, Barbary, and Morocco	54,007	74,013	74,073	63,904	44,126	41,952	83,494	17,740
Western Coast of Africa	312,938	413,354	468,370	492,128	410,798	459,685	590,609	458,414
Cape of Good Hope	488,814	623,323	464,130	417,091	384,574	369,076	502,577	424,151
Eastern Africa	..	11,765	196	..	..	262	40	2,277
Ascension Island	..	1,075	333	..	541	1,145	4,976	2,204
Cape Verd Islands	751	1,392	189	4,547	2,885	1,480	1,577	1,987
St. Helena	9,645	13,990	12,668	9,884	7,921	17,530	25,839	21,006
Isle of Bourbon	3,795							
Mauritius	349,488	407,342	211,731	325,812	340,140	224,922	258,014	285,650
Arabia	787	167	3,680	2,115	2,952	5,082	8,924	11,009
East India Company's Territories and Ceylon	3,612,975	3,876,196	4,748,607	6,023,192	5,595,000	5,169,888	6,474,519	7,695,666
China	678,375	1,204,356	851,969	524,198	862,570	969,381	1,456,180	2,305,617
Sumatra, Java, and other Islands of the Indian Seas	313,791	505,362	292,731	349,521	285,514	306,132	218,615	376,918
Philippine Islands	33,808	31,780	43,443	325,463	84,419	47,019	152,096	92,517
New South Wales, Van Diemen's Land, and Swan River	921,568	1,336,662	1,679,390	2,004,385	1,269,351	916,164	1,211,815	744,482
New Zealand and South Sea Islands	..	1,095	23,459	47,240	67,300	42,893	95,247	47,512
Ports of Siam								
British North American Colonies	2,141,035	1,992,457	3,047,671	2,847,913	2,947,061	2,333,525	1,751,211	3,083,477
—— West Indies	3,456,745	3,393,441	3,986,598	3,574,970	2,504,004	2,591,425	2,882,441	2,451,477
Hayti	171,050	290,139	392,763	251,979	169,142	141,896	99,209	174,457
Cuba and other Foreign West Indies	891,713	1,025,392	891,826	863,520	895,441	711,938	873,797	999,474
United States of America	4,695,225	7,585,760	8,839,204	5,283,020	7,098,642	3,528,807	5,013,514	7,938,079
Mexico	520,200	439,776	660,170	465,330	434,901	374,969	597,937	494,095
Texas	..	..	..	..	6,767	6,574	5,430	3,906
Guatemala	78	..	627	2,373	21,265	..	5,103	
Columbia	170,451	174,338	267,112	359,743	158,972	231,711	378,521	264,688
Brazil	1,824,082	2,606,604	2,650,713	2,625,853	2,556,554	1,756,805	2,140,133	2,413,538
States of the Rio de la Plata	696,104	680,345	710,524	614,047	989,362	969,791	700,416	784,564
Chili	625,545	413,647	1,103,073	1,334,873	438,089	950,466	938,959	807,633
Peru	476,374	412,195	635,058	799,991	536,046	684,313	659,961	658,380
Falkland Islands	..	..	..	..	145	384	533	93
Isles of Guernsey, Jersey, Alderney, and Man	330,017	343,854	340,444	357,214	350,407	364,350	385,367	389,760
Total	42,070,744	50,060,970	53,233,580	51,406,430	51,634,623	47,381,023	52,279,709	58,584,292

CONCLUSION.

The foregoing proposed reforms in the financial legislation of the United Kingdom are bold. Yet, we consider them not only equitable but practicable. The tendency of public opinion is, yearly, increasing in their favour; and, considering the financial reforms made during the last few years, it will be impossible to impede the progress of equitably reforming our financial and commercial legislation.

In accordance, therefore, with the principles which we have laid down, that country which possesses average advantages from nature, and whose population possesses the greatest industry, ingenuity, and intelligence, will, if unfettered from *legislative restriction upon labour, industry, agriculture, manufactures, navigation, and trade,* become, in proportion to its extent, resources, and advantages, the most flourishing country in the world; or, at least as prosperous as any other country, with equal natural, and moral advantages, and legislating upon equally liberal principles.

We believe that the United Kingdom possesses all the requisite advantages to become that, more happy country, which nothing but false legislation prevents; viz., *far more independent, prosperous, and far more rich and powerful; and, with the whole population far less poor, far better employed, more fairly paid for their labour, better sheltered, clad, and fed, and more independent than that, at the present time, of any other country in the world.*

The agriculture, the manufactures, the shipping, the foreign and colonial trade, and the power of the United Kingdom might, in their present stage, be viewed as only in their infancy, instead of being considered as having, before now, attained manhood, if those sound principles of fiscal, and commercial legislation, which we have attempted to elucidate, but which are not new, were boldly taken up, in order to be carried by the Imperial Parliament.

II. COMMERCIAL LEGISLATURE OF AMERICA.

If England has made great advances, towards an equitable, and liberal system of commercial legislation, the Free and United States of America have actually retrograded from a system fiscally, and commercially, unsound in its origin, into the most wretched, and unenlightened schemes of customs duties: framed on the fallacious basis of protecting manufactures.

The numerous customs tariffs of the United States, would be discreditable to the most ignorant, and barbarous government; and, when we consider the intelligence of the citizens, and the condition of the country, when Congress first passed laws to impose duties on the importation of foreign commodities, we can only account for the blunders committed, by an hereditary attachment to the bad example of the mother country.

If any country was ever placed, by favourable circumstances, to legislate wisely, on sound commercial, and fiscal principles, that country was, and is, the United States of America.

In comparing the constitution, agreed to by this great republic, with that of the governments of other nations, we must remember, that when the Anglo-American colonies declared their independence, their moral and physical condition was very different from that of all republics, that had previously existed. The people were generally intelligent, and thoughtful; their habits frugal and

industrious; and, unlike the Europeans of South America, their ideas were free from religious intolerance, and from the thraldom, of ecclesiastical tyranny.

The abilities of the men, who directed their councils, were more solid than brilliant; practical rather than experimental. They adopted the constitution and laws of the then most free government in the world, as the groundwork of theirs; making a royal hereditary chief magistrate, a titled privileged nobility, and a national church establishment, the chief exceptions.

The vast regions of their territory comprehended soils yielding every production under heaven. They were watered by numerous navigable rivers, and streams; they abounded in useful woods and minerals. The sea-coast was indented with harbours; and the shores, rivers, and seas afforded plentiful fisheries. All these secured to them every natural advantage.

Their language and education enabled the people to enjoy all the benefits of English knowledge and literature, without the labour or expense of translation, or paying for copyrights. They had also the earliest advantage of discoveries in the arts and sciences, without the cost of purchasing the rights of patents.

With the good fortune, also, of being governed, at that solemn period of their history, by honest men, they had the experience of all ages and countries to aid their judgment.

Possessing, therefore, such extraordinary advantages, the Anglo-Americans were placed in a condition to avoid the blunders committed by nations, the governments and laws of which, growing up from their birth in the feudal ages, during centuries of bigotry, intolerance, tyranny, and ignorance, down to periods of liberality and intelligence, were consequently incompatible with equal justice, personal liberty, and sound principles.

But with all these lights and advantages to guide them, and having a free course before them, erroneous views of commercial legislation arose out of the very principles of independence, which they declared. Men of moderate ambition and frugal habits, like Washington and many others, entertained, with no doubt pure intentions, the idea, that in order to be perfectly independent, they must produce at home, every thing required for food, raiment, shelter, convenience, and luxury. This fallacious principle has hitherto prevailed, but we believe cannot be very long continued.

"As early as August 14th, 1774, a convention was held in Virginia, and resolutions were passed, signed by George Washington, Thomas Jefferson, and other statesmen, as follows:

"'*We do hereby resolve and declare that we will not, either directly or indirectly, import from Great Britain any goods, wares, or merchandises, nor any of her manufactures. We will turn our attention from the cultivation of tobacco to the cultivation of such articles as may form a basis for domestic manufactures, which we will endeavour to encourage throughout this colony to the utmost of our abilities.*'"

This declaration, it must be remembered, was directed against England in order to diminish her manufactures and trade, and consequently her means of

coercing the colonies, far more, than for protection to home manufactures. For there was no prohibition of goods from Saxony, France, or other countries, which could send manufactures to America.

It is also a remarkable fact, that when a virtuous and, in other respects, a great man, like Washington, delivers a fallacious, and, at the same time, a specious opinion, such a blunder will be a thousand times more pernicious, than if pronounced by a profligate in power.

General Washington, in his message, in 1789, recommended to Congress the encouragement of manufactures, in the following words:—

"Congress have repeatedly, and not without success, directed their attention to the encouragement of manufactures. The object is of too much consequence not to insure a continuance of their efforts, in every way that shall appear eligible. Ought our country to remain dependent on foreign supply, precarious because liable to be interrupted? If the necessary article should, in this mode, cost more in time of peace, will not the security and independence thence arising form an ample compensation?"

We do not, however, find Washington recommending high protecting duties, or prohibition. We would argue the contrary from the following maxims, in his parting address, on retiring from public life.

"*Observe good faith,*" says he, "*and justice towards all nations; cultivate peace and harmony with all. Religion and morality enjoin this conduct; and can it be that good policy does not equally enjoin it? It will be worthy of a free, enlightened, and (at no distant period) a great nation, to give to mankind the magnanimous and novel example of a people always guided by an exalted justice and benevolence.*

"In the execution of such a plan, nothing is more essential than that *permanent, inveterate antipathies against particular nations, and passionate attachments for others,* should be excluded, and, that in the place of them, *just and amicable feelings towards all should be cultivated.*

"The great rule of conduct for us in regard to foreign nations, is *extending our commercial relations,* and to have with them as *little political connexion* as possible. So far as we have already formed engagements, let them be fulfilled with perfect good faith. Here let us stop.

"It is our true policy *to steer clear of permanent alliances, with any portion of the foreign world;* so far, I mean, as we are now at liberty to do it; for let me not be understood as capable of patronising infidelity to existing engagements. I hold the maxim no less applicable to public than to private affairs, that honesty is the best policy. I repeat it, therefore, let those engagements be observed in their genuine sense. But, in my opinion, it is unnecessary, and would be unwise to extend them.

"Harmony, and a liberal intercourse with all nations, are recommended by policy, humanity, and interest. But even our commercial policy should hold an equal and impartial hand; *neither seeking nor granting exclusive favours, or preferences; consulting the natural course of things; diffusing and diversifying, by gentle means, the streams of commerce, but forcing nothing;* establishing with the powers so disposed, in order to give trade a stable course, to define the rights of merchants, and to enable the government to support them, conventional rules of intercourse—the best that present circumstances and mutual opinion will permit; but temporary, and liable to be, from time to time, abandoned, or varied, as experience and circumstances shall dictate; *constantly keeping in view, that it is folly in one nation to look for disinterested favours from another; that it must pay with a portion of its independence for whatever it may accept under that character; that by such acceptance, it may place itself in the condition of having given equivalents for nominal favours, and yet of being reproached with ingratitude for not giving more. There can be no greater error than to expect or*

calculate upon real favours from nation to nation. It is an illusion which experience must cure, which a just pride ought to discard."

President Jackson, in his message as late as the 4th of December, 1838, on alluding to the prosperous trade of the country, and to the relations of America with foreign courts—observes

"This desirable state of things may be mainly ascribed to our *undeviating practice of the rule which has long guided our national policy,—'to require no exclusive privileges and to grant none.'*

"Nor have we less reason to felicitate ourselves on the position of our political than of our commercial concerns. They remain in a state of prosperity and peace—the effect of a wise attention to the parting advice of the revered father of his country (Washington) on this subject, condensed into a maxim for the use of posterity by one of his most distinguished successors—'*to cultivate free commerce and honest friendship with all nations, and to make entangling alliances with none.*'"

The first act for raising a revenue by impost and protecting manufactures was passed July 4, 1789, and advocated by James Madison and others, headed—

"Whereas it is necessary for the support of the government, for the discharge of the debts of the United States, and *the encouragement and protection of manufactures*, that duties be laid on goods, wares, and merchandise imported."

Mr. Jefferson, who is generally called the father of democracy in America, says, in his message, December, 1802 :—

"To cultivate peace and maintain commerce and navigation in all their lawful enterprises, and *to protect the manufactures adapted to our circumstances, are the landmarks by which to guide ourselves in all our proceedings.*"

And, in a letter dated January 9, 1816, says:—

"*We have experienced,* what we did not before believe, *that there exists both profligacy and power enough to exclude us from the field of interchange with other nations; that to be independent for the comforts of life, we must fabricate them for ourselves! We must now place the manufacturer by the side of agriculturist.* The grand inquiry now is, shall we make our own comforts or go without them at the will of a foreign power? He, therefore, who is against domestic manufactures, must be for reducing us either to a dependence on that nation, or be clothed in skins, and live like wild beasts in dens and caverns. I am proud to say I am not one of these. *Experience has taught me that manufactures are now as necessary to our independence as to our comfort; and if those who quote me as of a different opinion, will keep pace with me in purchasing nothing foreign,* when an equivalent of domestic fabric can be obtained, without regard to difference of price, it will not be our fault if we do not have a supply at home equal to our demand, and wrest that weapon of distress from the hand which has so long wantonly wielded it."

The specious and fallacious opinions of Messrs. Jefferson and Madison, and those afterwards of Mr. Alexander Hamilton prevailed. Yet Franklin and many others delivered sound maxims on commercial legislation.*

* Those who advocate restrictions on foreign trade, and those who are opposed to such restrictions, may, or at least ought to, derive instruction from the sound and clear opinions of Benjamin Franklin, the most practical statesman and financier ever born in the United States.

"If," he observes, "the importation of foreign luxuries could ruin a people, we should, probably, have been ruined long ago; for the British nation claimed a right and practised it, of importing among us, not only the superfluities of their own production, but those of every nation under heaven; we bought and consumed them, and yet we flourished and grew rich. At present our independent governments may do what we could not then do, discourage by heavy duties, or prevent by heavy prohibitions, such importations, and thereby grow richer; if indeed, which

The sound maxims of Franklin and others were unrespected: but we have little hesitation in saying, that the fallacious commercial system of the United States, would not have been maintained, were it not for the example, as well as the conduct, of England towards America, after the acknowledgment, by the former, of the independence of the latter.

If the governments of England and America had been wise, when, and after, the crown of England had acknowledged the independence of the United States, they might have established, between both countries, as valuable, and important a commercial system, based altogether upon liberal principles and mutual interests, instead of upon jealous prejudices—as could have been maintained, if the regions now forming the United States, and the people constituting the citizens, had continued, as provinces, and as subjects of the sovereign of England.

Under a liberal commercial system, Great Britain might have enjoyed every possible trading advantage with the United States, which could have been desirable, or at least just, to possess, if they had continued under British domination. All these peaceable, and profitable, advantages might, assuredly, have been

may admit of dispute, the desire of adorning ourselves with fine clothes, possessing fine furniture, with elegant houses, &c., is not, by strongly inciting to labour and industry, the occasion of producing a greater value than is consumed in the gratification of that desire.

"The agriculture and fisheries of the United States are the great sources of our increasing wealth. He that puts a seed into the earth is recompensed, perhaps, by receiving forty out of it, and he who draws a fish out of our water, draws up a piece of silver.

"Let us (and there is no doubt but we shall) be attentive to these, and then the power of rivals, with all their restraining and prohibiting acts, cannot much hurt us. We are sons of the earth and seas, and like Antæus in the fable, if in wrestling with a Hercules we now and then receive a fall, the touch of our parents will communicate to us fresh strength and vigour to renew the contest.

"Several of the princes of Europe, having of late, from an opinion of advantage to arise by producing all commodities and manufactures within their own dominions, so as to diminish or render useless their importations, have endeavoured to entice workmen from other countries by high salaries, privileges, &c. Many persons pretending to be skilled in various great manufactures, imagining that America must be in want of them, and that the Congress would probably be disposed to imitate the princes above-mentioned, have proposed to go over on condition of having their passages paid, lands given, salaries appointed, exclusive privileges for terms of years, &c.

"Such persons, on reading the articles of confederation, will find that the Congress have no power committed to them, or money put into their hands, for such purposes; and that if any such encouragement is given, it must be by the government of some separate state. This, however, has rarely been done in America; and when it has been done, it has rarely succeeded so as to establish a manufacture, which the country was not yet so ripe for as to encourage private persons to set up; labour being generally too dear, and hands difficult to be kept together, every one desiring to be a master, and the cheapness of land inclining many to leave trade for agriculture. Some indeed have met with success, and are carried on to advantage; but they are generally such as required only a few hands, or wherein great part of the work is performed by machines. Goods that are bulky, and of so small a value as not well to bear the expense of freight, may often be made cheaper in the country than they can be imported; and the manufacture of such goods will be profitable wherever there is a sufficient demand.

"The farmers in America, indeed, produce a good deal of wool and flax, and none is exported —it is all worked up; but it is in the way of domestic manufacture, for the use of the family. The buying up quantities of wool and flax with the design to employ spinners, weavers, &c., and form great establishments, producing quantities of linen and woollen goods for sale, has been several times attempted in different provinces; but those projects have generally failed, goods of equal value being imported cheaper. And when the governments have been solicited to support such schemes by encouragements, in money, or by imposing duties on importation of such goods, it has been generally refused on this principle,—that if the country is ripe for the manufacture, it may

secured, without the unavoidable expense of governing, restricting, or overawing them.

The trade, and navigation, of the United States might have, in like manner, derived every commercial, and maritime, advantage that could have been, upon the most liberal understanding, obtained from the mother country, without being subjected to the, possible, incapacity of a colonial office ; to the maladministration of colonial governors, to the interference of a British parliament, or to the obstinate exercise of the sovereign prerogative. We lament that there ever should have been causes to warrant separation; and we grieve that, when that separation was effected, the family relations between both countries were not established upon more just principles, and more kindly feelings. Unfortunately, wisdom did not pervade the councils of either England or America, upon the subject of international trade—during so favourable an opporunity, as the peace of 1783, for establishing the foundation of a commercial system, between England and America, which must have attained an unexampled magnitude :—a trade, and navigation, which would have formed durable bonds of friendship, and of peace,—which the reciprocal interests of the people of the one, and of the other, country, would render too powerful for any government to violate.

In justice to Mr. Pitt, we must absolve him from any share of illiberality in regard to such a commercial intercourse with the United States.

be carried on by private persons to advantage ; and if not it is folly to think of forcing nature. Great establishments of manufacture require great numbers of poor to do the work for small wages ; those poor are to be found in Europe, but will not be found in America till the lands are all taken up and cultivated, and the excess of people who cannot get land want employment.

"MAXIMS.—1. All food, or subsistence for mankind, arises from the earth or waters.

"2. Necessaries of life that are not food, and all other conveniences, have their value estimated in the proportion of food consumed while we are employed in procuring them.

"3. Fair commerce is where equal values are exchanged for equal, the expense of transport included. Thus if it cost A in England as much labour and charge to raise a bushel of wheat as it costs B in France to produce four gallons of wine, then are four gallons of wine the fair exchange for a bushel of wheat ; A and B meeting at half distance with their commodities to make the exhange. The advantage of this fair commerce is, that each party increases the number of his enjoyments, having, instead of wheat alone, or wine alone, the use of both wheat and wine.

"OF AN OPEN TRADE.—Perhaps in general it would be better if government meddled no further with trade than to protect it, and let it take its course. Most of the statute or acts, edicts, or arrests, and placards of parliaments, princes, and states, for regulating, directing, and restraining of trade, have, we think, been either political blunders or jobs obtained by artful men for private advantage under the pretence of public good. When Colbert assembled some of the wise old merchants of France, and desired their advice and opinion how he could best serve and promote commerce, their answer, after consultation, was in three words only—'*Laissez nous faire ;*'—'Let us alone.' It is said by a very solid writer of the same nation, that he is well advanced in the science of politics who knows the full force of that maxim, '*Pas trop gouverner,*'—'not to govern too much ;' which perhaps, would be of more use when applied to trade than in any other public concern. It were therefore to be wished that commerce were as free between all the nations of the world as it is between the several counties of England ; so would all, by mutual communications, obtain more enjoyments. Those counties do not ruin each other by trade, neither would the nations. No nation was ever ruined by trade, even seemingly the most disadvantageous.

"Wherever desirable superfluities are imported, industry is excited,and thereby plenty is produced. Were only necessaries permitted to be purchased, men would work no more than was necessary for that purpose."—*Franklin's Essays.*

In March, 1783, he brought into Parliament a bill for the temporary regulation of this intercourse.

By this bill vessels belonging to citizens of the United States were to be admitted into the ports of the West India islands, with goods, or merchandise, of American growth or produce; and they were to be permitted to export to the United States any merchandise or goods whatever; subject only to the same duties and charges as if they had been the property of British natural born subjects, and had been exported and imported in British vessels.

Violent opposition was made to this bill by the British shipping interest, headed by Lord Sheffield; and the Pitt administration being soon after dissolved, the bill itself was laid aside; and the power of regulating the commercial intercourse between the two countries was, by the succeeding administration, lodged with the king and council. By orders in council soon after issued, "American vessels were entirely excluded from the British West Indies; and some of the staple productions of the United States, particularly fish, beef, pork, butter, lard, &c., were not permitted to be carried there, even in British bottoms."

But we must admit, that if there were an absence of wisdom, in respect to commercial policy, in the general, as well as in each state government, there was manifested in the policy of England a far more lamentable spirit. When Mr. Adams, the United States minister at the court of St. James's, proposed, in 1785, to place the navigation and trade between all the dominions of the crown of England and all the territories of the United States of America, upon a basis of perfect, and liberal, reciprocity, this generous proposal was not only positively rejected, but he was given to understand that no other would be entertained.*

* The British government refused to accede to this or any other commercial treaty. Mr. Adams, in his letter to the American Secretary of Foreign Affairs (Mr. Jay), dated London, the 21st of October, 1785, referring to this subject, says—"This being the state of things, you may depend upon it the commerce of America will have no relief, at present, nor, in my opinion, ever, until the United States shall have generally passed navigation acts. If this measure is not adopted, we shall be derided; and the more we suffer, the more will our calamities be laughed at. My most earnest exhortations to the states, then, are, and ought to be, to lose no time in passing such acts."

Some of the states passed acts of the character recommended by Mr. Adams; but the others not concurring, they were unavailing, and were repealed.

This was one of the principal causes of the adoption of the present constitution. The acts passed by the first Congress that met under the new form of government, imposing the discriminating tonnage, and other duties, did not escape the particular notice of British statesmen. Their injurious effects, upon the navigating interest of Great Britain, were at once perceived by them. They saw that American commerce was no longer at the mercy of thirteen distinct legislative bodies, nor subject to the control of the king and council. As early as the 30th of September, 1789, therefore, the acts imposing those duties were referred to the lords of the committee of the board of trade.

The same committee was afterwards instructed to consider and report, "what were the *proposals of a commercial nature* it would be proper to be made by their government to the United States."

In January, 1791, this committee made a report, not only upon the subject of the American duties, but also upon the general subject of the commercial relations between the two countries. This report was drawn up by Lord Liverpool; and on the subject of a commercial treaty, espe-

Instead of acting wisely, and scorning an offer which would have been so beneficial to the empire, it was, by strong sovereign will, decreed, that the full measure of stringency, provided for in the Navigation Act, should be extended to the ships, the trade, and the citizens of the United States.

In consequence of this wretched policy, on the part of the then sovereign and ministers of England, the government and Congress of the United States, on the adoption of the constitution, passed also a Navigation act, which, as regards British trade and shipping, contained the same provisions as the navigation law of England.

In 1789 a tariff of duties on foreign goods was imposed, upon the principle of creating, maintaining, and protecting domestic manufactures.

As a revenue tariff, this tariff was based on an utter disregard of fixed principles. It may be said to have been continued until 1816—meantime, what was the conduct of the government?

Foreign countries always complained of the British navigation laws; but during the war the circumstances detailed, in the first part of this article, rendered any countervailing legislation, on the part of European nations, of little injury to British trade or shipping. This circumstance did not, however, apply to the maritime and commercial relations between the British empire and the United States of America. These considerations, led finally to the adoption of the reciprocity system, which was first argued, and advocated, as well as the system of countervailing and protective duties, by the celebrated Alexander Hamilton.

In the American navigation laws, countervailing duties were imposed, upon all foreign vessels trading to the United States, of half a dollar per ton duty beyond what should at any time be paid by American ships (the duty was soon after doubled); and, further, that goods imported in foreign vessels should pay a duty of ten per cent over and above, what was payable on the same description of goods when imported in American vessels.

These countervailing duties were directed against the navigation of Great Britain, and grounded on the same principles as the British navigation laws. Various

cially in reference to *navigation*, it states—"After full consideration of all that has been offered on the subject of navigation, the committee think that there is but one proposition, which it would be advisable for the ministers of Great Britain to make, on this head, to the government of the United States, in a negotiation for a commercial treaty between the two countries, viz.: that British ships, trading to the ports of the United States, should be there treated, with respect to the duties on tonnage and imports, *in like manner*, as the ships of the United States shall be treated in the ports of Great Britain."

The committee add, however—"If Congress should propose (as they certainly will) that this principle of *equality* should be extended to the ports of our colonies and islands, and that the ships of the United States should be *there* treated as British ships, it should be answered that this demand cannot be admitted, *even as a subject of negotiation*."

As to the advantages this circuitous trade would secure to British shipping, the same committee say—"Many vessels now go from the ports of Great Britain, carrying British manufactures to the United States; there load with lumber and provisions for the British islands, and return with the produce of these islands to Great Britain. The whole of this branch of trade," they add, "may also be considered as a new acquisition, and was attained by your majesty's order in council beforementioned, which has operated to the increase of British navigation compared with that of the United States."

measures to counteract the American system were devised by the British government, and they failed upon the principle of our continuing to maintain in full force the navigation laws. To all intelligent men it became evident that we had engaged in an unequal struggle, and that the real effect of our policy was to give a bounty on the importation of the manufactured goods of other countries into the United States, to the gradual exclusion, both of our manufactures, and ships, from the ports of America. By a commercial treaty agreed upon between Great Britain and the United States in 1815, it was stipulated that in future *equal charges* should be imposed on the ships of either country in the ports of the other, and that *equal duties* should be laid upon all articles, the produce of the one country, imported into the other, whether such importation were effected in the ships of the one or the other, and further that no higher duties should be levied upon the produce of, or manufactures, of the one, or the other, than upon the produce or manufactures of the most favoured nation.

This is usually considered the first English reciprocity treaty: but such is not the fact. Our early treaties with Spain and Denmark were reciprocity treaties: in the trade with which countries England, however, had always contrived to obtain the chief advantages.

The Americans continue to complain that, as far as the British colonial trade is open to them, although the letter of the treaty is extended to them, that the full principle of reciprocity is not faithfully observed: inasmuch as a British ship can carry a full cargo, or part of a cargo, from a British to a colonial port,—discharge the whole, or part thereof, there; then proceed, reladen, to any port in the United States, and from thence carry a cargo, from the United States, to any other part of the world: or, a British ship may sail with a cargo in the first instance from a British possession to the United States, — then with another cargo to a port in the United States,—there re-lade, and then proceed to any part of the world; while an American ship can only import a cargo direct from the United States to a British port; and although an American ship may re-lade in England and sail to any foreign port, it cannot sail from England to any British possessions:—the East Indian territories excepted.

We admit this legal inequality; and we are convinced that it would be for the interest of both nations to place the trade of every port in the United States, and every port of the British empire, for the ships of both countries, upon the footing of an unrestricted coasting trade. There is no one could deny the immense increase of the carrying trade, which, under a liberal tariff, would follow. The shipping of both countries, instead of being injured, would benefit by such a truly great measure. If the countries, constituting the United States, had continued to this day British possessions, this would have been the present state of the trade and navigation between those countries and every other part of the British empire. To deny this, would be the same as saying it would be wise, commercial, policy to place the navigation between the different ports of the United

Kingdom, and of those of British America and of the West and East Indies, upon the same footing as the laws of trade and navigation with foreign ports. Why should not England and America now enjoy the most unrestricted mutual commercial advantages, when England has neither the expense nor perplexity of governing the American states, as colonies, and when the Americans have not the argument to urge of British subjection, interference, or menace?

Neither in England nor America has the consideration of this question received that grave, earnest attention, which the incalculable importance of international trade and navigation demands.*

* The late Mr. Condy Raguel, President of the Chamber of Commerce of Philadelphia, who thoroughly understood sound commercial and fiscal principles, quaintly introduces an article on the impolicy of countervailing duties, as follows:—

"In the twenty second chapter of the First Book of Kings, we read that Ahab, the King of Israel, invited Jehoshaphat, the King of Judah, to go with him to battle to Ramoth-Gilead, and that the latter consented to go, but at the same time expressed a wish that the former would consult his prophets as to the probable issue of the expedition. We further read, that in compliance with this request, Ahab consulted four hundred prophets, who assured him of victory; but that Jehoshaphat having doubts of the truth of their prediction, and suspecting, perhaps, that they were more of court sycophants and politicians than prophets, was not entirely satisfied with their reply. The following question will show the sequel:

"And Jehoshaphat said, 'Is there not here a prophet of the Lord besides, that we might inquire of him?'

"And the King of Israel said unto Jehoshaphat, 'There is yet one man, Micaiah, the son of Imlah, by whom we may inquire of the Lord; but I hate him; for he doth not prophesy good concerning me, but evil.'

"A dislike to hear the truth when opposed to one's interests or prejudices, has always existed in the world, and may be considered to be the cause of a large portion of the mischievous errors which so universally prevail. The fault of Ahab, recorded in the chapter referred to, is the fault of nine men out of ten at the present day, who, instead of applying to the sources where truth is most likely to be found, with the honest intention of being guided by its dictates, endeavour to *find false prophets who will prophesy unto them 'smooth things,' in order to confirm them in their preconceived errors, and minister to their ambition and avarice.* Most especially is this true amongst the people of the United States, in reference to those two most important branches of knowledge, the science of government, and the science of political economy; and hence have arisen in the one case, parties which have no fixed principles of action, and in the other, a school of theorists, who propose to make a nation rich by the adoption of measures which can only produce an opposite effect."

Mr. S. G. Arnold, in an article on the absurdity of prohibitions and protections, observes—

"This doctrine of saving money is one of those popular fallacies which are but too prevalent on the subject of *national wealth.* It should be remembered that commerce is an exchange of equivalents; an exchange which is equally beneficial to both parties. Now it makes no sort of difference whether this exchange is effected by means of money or of goods, as in either it is made *value for value.* If a man wants a hat more than he wants five dollars, he is none the poorer for parting with his money. The loss or gain, therefore, which would attend the home production of silk, must depend on something else beside the mere passage of money across the Atlantic.

"The hatter who should undertake to *save money* by making his own boots, would be regarded as a very poor economist; as every body knows that he could procure more boots by giving his undivided attention to his own business, and exchanging products with the bootmaker, than he could by dividing his time between boots and hats. So, as it regards the culture of silk—the *saving* to the country will depend on the fact whether more silk can be obtained by raising cotton, or wheat, or tobacco, than by cultivating mulberries and propagating silkworms. If it costs more to produce the silk than to procure it by exchange, it is clearly *no saving to the country.*"

The liberal commercial policy, which was proposed by Mr. Pitt, on the part of England, and of Mr. Adams on the part of the United States, having been defeated by an adverse party in Great Britain, the adoption of a counterpart of the British navigation law was adopted and enforced by the United States, and persevered in to this day. Some relaxations have been made, however, towards those countries which treat American vessels upon more favourable terms than they are treated in British ports. An unsound tariff, on protective principles, was adopted by America; and revenue cruisers were built to enforce the United States customs laws—all in imitation of England. Steam revenue-cutters have since then been established to guard the coast against smugglers.

"Another fallacy, quite as common as the last, is, that protection is necessary to encourage *domestic industry*. Thus we often hear it asked, when articles of luxury are brought into the country for the rich, 'Why such men do not encourage *home manufacture*, and give encouragement to *domestic industry?*' At first view, this position may appear quite natural. But let us examine it a little more closely. These articles have been procured abroad in exchange for American products, and are therefore just as much the result of American industry as if they had been produced at home. Who will say that the labourer, who, at the end of the week, exchanges his wages for a coat, has not procured it by his own industry just as much as if he had fabricated it with his own hand?

"Further: let us suppose that a wealthy farmer of New York chooses to clothe his family in the richest kind of silk. He could do it in two ways. He might, 1st, employ a dozen men to plant mulberries, and carry on the manufacture on his own farm; or, 2nd, he might set these men to ploughing his fields and producing a crop of wheat. The wheat thus raised, he would exchange with a southern planter for cotton, and this cotton he would exchange with the French merchant for silk. Who will say that the foreign silk is not just as much the product of *American industry* as though it had been made directly by the labourers of the New York farmer?

"But it is said, again, that although under a protective policy, we may be obliged at first to ask a higher price for our productions; yet having once introduced them, they will, in the end, become cheaper by competition than before, and that we shall finally reap a benefit from protection. To this we answer, 1st, that if the soil, climate, &c., present natural obstacles to the production of any article, no competition can ever make it profitable; and, 2nd, that all things being as favourable as in other countries, except labour and capital, still, as no competition can ever reduce prices below the cost of production, and as these circumstances must continue to influence the cost of production while they remain, the protective policy can have no favourable effect in lowering prices.

"In a country like ours, where every thing is progressive, an article which may not be profitably produced now, may be profitably produced at some future time, when capital shall have become more abundant, and labour less productive. To attempt to anticipate that time by means of the forcing system of protection can never prove advantageous to a country, as it must inevitably be attended with public loss, and by injuring the accumulating capital of the nation have a direct tendency to put off that time to a more distant day.

"Besides, it must not be forgotten that our situation, located, as we are, some thousands of miles from the most producing nations, is itself a natural protection, and that this protection is still further increased by the duties which are required for the support of government. These give us an advantage without the special interposition of the state, which is quite sufficient to stimulate our enterprising citizens to the pursuit of wealth in every mode of industry which offers the least prospect of success.

"In short, we are fully satisfied that the only sure guide to wealth and prosperity is FREEDOM, *entire and unrestricted* FREEDOM. It is, we think, a great mistake for

governments to compel men into this or that mode of production. We believe it to be no part of their duty; and it seldom fails of leading, in the end, to disaster and ruin. Under a system of free trade, men are guided by the instinct of their own interests, and the cotton-planter, the wheat-grower, the manufacturer, the blacksmith, hatter, shoemaker, tanner, &c., all fix themselves in such situations as they believe will be most profitable to themselves; and unless they greatly mistake their own interests, their choice will be best calculated to produce the greatest amount of products to the country.

"The best protection, then, is the protection of all men in their persons and property—the protection of society by means of general education—and the protection of our flag wherever it shall be unfurled to the four winds of heaven. It is such protection which gives nerve to enterprise, spirit to industry, and wing to commerce; and which is destined to carry forward our country in that mighty and glorious progress which she has commenced with such Herculean and lofty strides."

The preambles of the two first revenue bills declared that they were imposed for protection and for revenue; but the rates of duty did not really amount to a great restriction.*

The preambles, in fact, embrace no more than an erroneous deduction based upon the following passage, delivered by Washington on the 8th of January, 1790, in his second an nual message, viz.—

"A free people ought not only to be armed, but disciplined; to which end, a uniform and well-digested plan is requisite, and their safety and interest require that they should promote such manufactories as tend to render them independent of others for essential, particularly for military supplies. The advancement of agriculture, commerce, and manufactures, by all proper means, will not, I trust, need recommendation; but I cannot forbear intimating to you the expediency of giving effectual encouragement as well to the introduction of new and useful inventions from abroad, as to the exertions of skill and genius in producing them at home."

On January 15th, 1790, the House of Representatives adopted the following resolution:—

"*Ordered*, that it be referred to the secretary of the Treasury to prepare and report to this house, a proper plan or plans, conformable to the recommendation ofthe President of the United States, in his speech to both houses of Congress, for the encouragement and promotion of such manufactories as will tend to render the United States independent."

The secretary of the Treasury at that time was the celebrated Mr. Hamilton. A fallacy, if once entertained by a strong mind, enlightened upon most subjects, and by a character of unimpeached integrity, cannot fail to be pernicious. Such unfortunately was the effect of the unsound views taken with undoubted patriotism and honesty of purpose, by Mr. Hamilton. His views, although not at first adopted, were ultimately sanctioned.

On the 5th of December, 1791, his celebrated report on manufactures was presented to the House of Representatives.

* The preamble of this act declared: Whereas it is necessary, for the support of government, for the discharge of the debts of the United States, and the encouragement and promotion of manufactures, that duties be laid on goods, wares, and merchandises imported—

SECTION I. *Be it enacted*, &c.

Notwithstanding the declaration of the preamble, that one of the objects of the bill was the promotion of manufactures, the bill gives earnest of no such intention. The recital became a compliment of peculiar emptiness when it was discovered that the highest *ad valorem* duties were fifteen per cent; and these were imposed, not on rival manufactures, but on such foreign luxuries as a sumptuary law, which was strongly allied with the prejudices of the revolutionary statesmen, might be supposed to operate. Ten per cent was the average duty on foreign manufactured goods; and such a duty, it is manifest, savours far more of revenue than of protection.

On the 23d of January, 1792, the house came to the following order:—

"*Ordered*, That the report of the secretary of the treasury, on the subject of manufactures, be committed to a committee of the whole house, on Monday next."

Protection, however, excepting so far as might be concealed under the revenue principle, did not receive the sanction of Congress.

On the 10th of August, 1790, before the presentation of Mr. Hamilton's report, the second revenue bill received the sanction of the president. The preamble declares:—

"Whereas, by an act entitled 'An act for laying a duty on goods, wares, and merchandises, imported into the United States,' divers duties were laid on goods, wares, and merchandise so imported, for the *discharge of the debts of the United States, and the encouragement and protection of manufactures*: And whereas the *support of government* and the *discharge of the said debts render it necessary to increase the said duties*."

But this act, was in its scale of duties purely a revenue bill: and the increase of duties on foreign teas and coffees, on spirits and wines, and on those enumerated in the following clause, show that the principle of protection to manufactures was not introduced, except in the preamble:

"On cabinet wares, buttons, saddles, gloves of leather, hats of beaver, felt, wool, or a mixture of any of them; millinery, ready made; castings of iron, and slit and rolled iron; leather, tanned or tawed, and all manufactures of which leather is the article of chief value, except such as are herein otherwise rated; canes, walking-sticks, and whips; clothing, ready made; brushes; anchors; all wares of tin, pewter, or copper, all or any of them; medicinal drugs, except those commonly used in dyeing; carpets, and carpeting; all velvets, velverets, satins, and other wrought silks; cambrics, muslins, muslinets, lawns, laces, gauzes, chintzes, and coloured calicoes and nankeens, *seven and a half per cent*, ad valorem."

In the following tariffs, which include all that followed previous to the year 1816, not only was the preamble free from allusion to the protective system, but the rates, although in some cases too high, were framed on the exclusive revenue requisitions:—

TARIFFS.	Dates.	TARIFFS.	Dates.
3rd revenue act was dated.....	March 2, 1791.	15th revenue act was dated.....	April 21, 1806.
4th " " "	March 3, 1791.	16th " " "	March 3, 1807.
5th " " "	May 2, 1792.	17th " " "	January 19, 1808.
6th " " "	June 5, 1794.	18th " " "	January 10, 1809
7th " " "	June 7, 1794.	19th " " "	January 17, 1810.
8th " " "	January 29, 1795.	20th " " "	January 7, 1811.
9th " " "	March 3, 1797.	21st " " "	January 31, 1812.
10th " " "	July 8, 1797.	22nd " " "	July 1, 1812.
11th " " "	May 7, 1800.	23rd " " "	February 27, 1813.
12th " " "	May 13, 1800.	24th " " "	February 28, 1813.
13th " " "	March 26, 1804.	25th " " "	July 29, 1813.
14th " " "	March 27, 1804.		

In consequence, of the war having nearly annihilated the revenue from customs, and of the debt incurred, which exceeded 100,000,000 dollars, on which there was 6,000,000 dollars annual interest. Mr. Dallas, secretary to the treasury, submitted a report to Congress, suggesting "That, in the year 1817, and annually in every subsequent year, there be appropriated the sum of 2,000,000 dollars, in addition to the sum of 8,000,000 dollars now annually appropriated, for the payment of the interest and principal of the public debt; that the payment of this additional sum be made out of the proceeds of the revenue derived from the customs, the sale of public lands, and the internal duties, or either of them, available after the payment of the sums for which they are now respectively pledged or appropriated; and that the said additional sum of 2,000,000 dollars annually be payable to the commissioners of the sinking fund, to be applied by them in the same manner as the moneys which they are now entitled by law to receive; that is to say—1st. To the payment of the interest on the public funded debt. 2nd. To the reimbursement of the principal, from time to time, as the same, or any portion of it, shall become reimbursable, according to the terms of the contracts by which it has been created. 3rd. After having answered these purposes, if there shall remain a surplus at their disposal, to the purchase of such parts of the public funded debt as shall appear to them to be most to the advantage of the United States,

in the manner prescribed by law, and at a rate not exceeding the par value." The assumed object was to raise the maximum of revenue, which a tax on imports would yield.

In his opening message, Mr. Madison strongly urged the duty of providing amply for the debt, collateral to which, in order to carry all other parties, he dwelt upon those arguments which "the necessities of the manufactures afforded."

On March 20th, 1816, the committee reported to the house a bill, which, with some amendments, was sanctioned by Mr. Madison, and included the celebrated protective tariff of 1816.

SECTION I. *Be it enacted, by the Senate and House of Representatives, in Congress assembled* That from and after the 30th day of June, one thousand eight hundred and sixteen, the duties heretofore laid by law on goods, wares, and merchandise, imported into the United States, shall cease and determine; and there shall be levied, and collected, and paid, the several duties hereinafter mentioned; that is to say:—

A duty of twenty-five per centum, ad valorem, on hempen cloth, or sail cloth, (except Russian and German linens, Russia and Holland duck;) stockings, of wool or cotton; printing-types; all articles manufactured from brass, copper, iron, steel, pewter, lead, or tin, or of which these metals, or either of them, is the material of chief value; brass wire, cutlery, pins, needles, buttons, button-moulds, and buckles of all kinds; gilt, plated, and japanned wares, of all kinds; cannon, muskets, fire-arms, and side-arms; Prussian blue, Chinaware, earthenware, stoneware, porcelain, and glass manufactures, other than window glass, and black glass quart bottles.

A duty of twenty-five per centum, ad valorem, on woollen manufactures of all descriptions, or of which wool is the material of chief value, excepting blankets, woollen rugs, and worsted, or stuff goods, shall be levied, collected, and paid, from and after the 30th day of June next, until the 30th day of June, one thousand eight hundred and nineteen, and after that day, twenty per centum on said articles; and on cotton manufactures, of all descriptions, or of which cotton is the material of chief value, and on cotton twist, yarn, or thread, as follows, viz.: for three years next ensuing the 30th day of June next, a duty of twenty-five per centum, ad valorem; and, after the expiration of the three years aforesaid, a duty of twenty per centum, ad valorem.

A duty of thirty per centum, ad valorem, on carriages of all descriptions, and parts thereof; leather, and all manufactures of leather, or of which leather is the material of chief value; saddles, bridles, harness; paper of every description, pasteboard, paper-hangings, blank-books, parchment, vellum; brushes, canes, walking-sticks, whips, and clothing ready made. And in all cases where an ad valorem duty shall be charged, it shall be calculated on the nett cost of the article at the place whence imported (exclusive of packages, commissions, and all charges), with the usual addition established by law, of twenty per cent on all merchandise imported from places beyond the Cape of Good Hope, and of ten per cent on all articles imported from all other places.

The following duties, severally and specifically:—On tarred cables and cordage, three cents per lb.; on untarred cordage, yarns, twine, packthread, and seines, four cents per lb.; on wax and spermaceti candles, six cents per lb.; on Chinese cassia, six cents per lb.; on cinnamon, twenty-five cents per lb.; on cloves, twenty-five cents per lb.; on cheese, nine cents per lb.; on chocolate three cents per lb.; on cocoa, two cents per lb.; on coal, five cents per heaped bushel; on copperas, one dollar per cwt.; on copper rods, bolts, spikes, or nails, and composition rods, bolts, spikes, or nails, four cents per lb.; on coffee, five cents per lb.; on cotton, three cents per lb., on gunpowder, eight cents per lb.; on hemp, one dollar and fifty cents per cwt.; on iron or steel wire, not exceeding No. 18, five cents per lb., and over No. 18, nine cents per lb.; on iron in bars and bolts, excepting iron manufactured by rolling, forty-five cents per cwt.; on iron in sheets, rods, and hoops, two dollars and fifty cents per cwt.; and in bars or bolts, when manufactured by rolling, and on anchors, one dollar and fifty cents per cwt.; on indigo, fifteen cents per lb.; on lead in pigs, bars, or sheets, one cent per lb.; on shot manufactured of lead, two cents per lb.; on red and white lead, dry, or ground in oil, three cents per lb.; on steel, one dollar per cwt.; on cigars, two dollars and fifty cents per thousand; on spirits from grain, of first proof, forty-two cents per gallon; of second proof, forty-five cents per gallon; of third proof, forty-eight cents per gallon; of fourth proof, fifty-two cents per gallon; of fifth proof, sixty cents per gallon; above fifth proof, seventy-five cents per gallon; on spirits from other materials than grain, of first and second proof, thirty-eight cents per gallon; of third proof, forty-two cents per gallon; of fourth proof, forty-eight cents per gallon; of fifth proof, fifty-seven cents per gallon; above fifth proof, seventy cents per gallon; on shoes and slippers of silk, thirty cents per pair; on shoes and slippers of leather, twenty-five cents per pair; on shoes and slippers for children, fifteen cents per pair; on spikes, two cents per lb.; on soap, three cents per lb.; on brown sugar, three cents per lb.; on white, clayed, or powdered sugar, four cents per lb.; on lump sugar, ten cents per lb.; on loaf sugar, and sugar candy, twelve cents per lb.; on snuff, twelve cents per lb.; on tallow,

one cent per lb.; on tea from China, in ships or vessels of the United States, as follows, viz: bohea, twelve cents per lb.; souchong, and other black, twenty-five cents per lb.; imperial, gunpowder, and gomee, fifty cents per lb; hyson and young hyson forty cents per lb.; hyson skin, and other green, twenty-eight cents per lb.; on teas from any other place, or in any other than ships or vessels of the United States, as follows, viz.: bohea, fourteen cents per lb.; souchong, and other black, thirty-four cents per lb.; imperial, gunpowder, and gomee, sixty-eight cents per lb.; hyson, and young hyson, fifty-six cents per lb.; hyson skin, and other green, thirty-eight cents per lb.

Such was the first tariff, which was avowedly in principle protective; a tariff which underwent modification afterwards, but which continued unsound in all its principles. With reference to the modifications of the tariff, Mr. Pitkin, a disciple of the protective system, observes:—

"We would here observe that a *permanent duty* of thirty per cent *ad valorem* was imposed on various other articles; and among these were hats, cabinet wares, and all manufactures of wood, carriages of all descriptions, leather and all manufactures of leather, and paper of every description. And to encourage the manufacture of domestic sugar, a specific duty of three cents per lb., was laid on all imported brown sugar.

"Without adverting to the details of the various acts, afterwards passed, altering that of 1816, we would observe, that the duty on bar iron was raised in 1818, and that in 1824, the duties on woollens and cottons was revised; and that by the act of that year, a duty of twenty-five per cent was laid on all woollen goods, the value of which should not exceed 33⅓ cents per square yard; and after June 30th, 1825, a duty of 33⅓ per cent ad valorem was imposed upon those costing more than 33⅓ cents per square yard, with the exception of blankets and stuff goods.

"Much more time, skill and experience are requisite in the various branches of the manufacture of wool, than in that of almost any other article, in order to meet, with success, more experienced foreign manufacturers.

"In addition to the want of skill and experience, the American manufacturer of wool had to struggle with the countervailing laws and regulations of the British government, made with the express view of injuring this branch of American industry; or, in the language of Brougham, 'to stifle it in its cradle." One of the countervailing measures of that government, was a reduction of the duty on imported wool. Prior to the American act of 1824, the duty on wool imported into England was sixpence sterling per lb.; but soon after the passage of this act, this duty was reduced to one penny per lb.; and for the purpose, as the debates in parliament show, of enabling the British manufacturer to send his woollens to the United States at a cheaper rate. And, not long after, with the same view, the duty on all wool, the price of which was less than one shilling sterling, was reduced to a half-penny.

"The American manufacturer of wool," says Mr. Pitkin, "finding it difficult, if not impossible, to struggle against all these difficulties, again applied to Congress for aid; and the celebrated Tariff act of 1828, was the result of this application—*an act, which has been declared not only highly oppressive to the great mass of the community, and injurious to commerce, but in direct violation of the constitution itself.*

"By this Act, the minimum system was extended generally to woollens. All manufactures of wool, with some exceptions, the value of which did not exceed fifty cents the square yard, paid a duty on that sum, of forty-five per cent ad valorem; these, the value of which exceeded fifty cents, but did not exceed 1 dollar the square yard, paid a duty of forty-five per cent ad valorem on the latter sum; those between 1 dollar and 2 dollars 50 cents, the same duty on the latter sum; those betwen 2 dollars 50 cents and 4 dollars, the same duty on the last sum, and those exceeding 4 dollars, fifty per cent ad valorem.

"Unmanufactured wool was also subjected to a duty of four cents per lb. and forty per cent ad valorem. Additional duties were also laid upon iron, hemp, flax, and molasses; and the minimum price of cottons was raised to thirty-five cents the square yard. The policy of this act was questioned by many of the merchants of this country, and its constitutionality by most of the people of the southern states. Unfortunately,

it was a compound made up by its enemies as well as its friends, and was not satisfactory to either.

"The time was now approaching, when the national debt, being nearly extinguished, the sinking fund, amounting to 10,000,000 dollars annually, would be no longer wanted. A new modification of the revenue system, would soon be necessary, to meet this new state of the financial affairs of this country. In this modification of the duties, the advocates of the protecting system, contemplated a reduction of the duties principally on those articles, which had not been, or could not be, produced in this country; while its opposers, on the other hand, insisted on an abandonment of the system itself, by making the duties on all imports about equal. With a view of obtaining information and enlightening the public mind on this great and interesting subject, two Conventions were held, in the summer and fall of 1831; one in the city of Philadelphia, called the anti-tariff or free-trade convention—the other at the city of New York, called the tariff convention. Both were composed of gentlemen distinguished for talents and experience; and their addresses to the people of the United States, and memorials to Congress, or as they may be called, essays expressive of their different views of the questions of political economy then agitated, were drawn up with no ordinary care and ability, and must always take a high rank among the state papers of that period. Under the influence of these conventions, Congress, after much debate, proceeded to modify the preceding tariffs, by an act of the 14th of July, 1832, to take effect after the 1st of March, 1833. It was called the Compromise Act; and the Tariff on a decreasing Scale."—*Pitkin's Statistics of the United States.*

This modified tariff will clearly appear to be based upon false principles: those of maintaining and creating home manufactures by a tax of at least from twenty-one and a half to twenty-nine per cent, exclusive of other charges, on the value of all the cotton, woollen, and linen manufactures worn by, and on most articles of iron and other metals used by, all the citizens of the United States.

To prove this beyond any shadow of dispute, the manufactured, and all other articles, not likely to compete with those of the United States, were either admitted duty free, or at very moderate duties.

The duties levied under the tariff, in existence previous to the 14th of July, 1832, were avowedly directed against the admission of foreign manufactures in order to protect those of the United States. The duties were:

	Per cent.
Cottons, white, valued per square yard under thirty cents, duty ad valorem	42½
Cottons, coloured, valued per square yard thirty-five cents	42½
Woollen manufactures, value less than eight cents per lb.	free
Woollen manufactures, value exceeding eight cents per lb.	54
Woollen cloths milled, all kinds, and flannels	50
Nails, value five cents per lb.	78
Bar iron, rolled	95
Ditto, hammered	35

The above duties were, by Mr. Clay's bill, to be reduced gradually every two years, until the whole are diminished to twenty per cent, ad valorem in 1842.

The following articles were to be reduced from high duties to the following:—

"Articles manufactured, as exceptions to the foregoing, and others on which the high or protective duties were levied in the old tariff, viz.: slops or made up clothing and hosiery, bags of wool and cotton, kendals of cotton and wool, blank books, waste cards, glass manufactures, pianofortes, artificial flowers, copper and brass manufactures, ironmongery, cutlery, tin and pewter wares, except tools, fire and side arms, carvings of all descriptions, mathematical instruments, fishing nets, brushes of all kinds, saddlery, shoes and boots, and nearly every article into which cotton, wool, hair, iron, copper, enter into the manufacture, to be admitted twenty-nine per cent maximum, twenty-three per cent medium, and twenty-one and a half per cent minimum, *ad valorem* duties.

"The following articles to be admitted at the enormous duties annexed:

"Paper for writing, printing, &c., fifteen to twenty-five cents per lb., or 7*d.* to 1*s.* per lb.

"Books printed in the English language, bound, thirty cents, or 1*s.* 2*d.* per lb., unbound, twenty-six cents, or 1*s.* ½*d.* per lb.

"Felt hats, eighteen cents the lb.

"Cordage, four to five cents the lb.

"All silk manufactures are admitted *duty free*, except silks from beyond the Cape, at ten per cent.

"Ditto raw, twelve and a half per cent.

"Ditto, sewing (or silk thread) twenty-six per cent.

"Sugar and distilled spirits are admitted at very moderate duties, which among the many other low rates and duty-free articles, prove how little fiscal considerations have entered into the principles of this tariff.

"Wines are also admitted, especially those of France and Germany, at little more than nominal duties; but discriminatory duties are imposed on those of Spain and Portugal.

"The following among many other articles are exempt from duty:—

"Acetates, acids nearly of all kinds, almonds, aloes, adhesive, and other plasters, ambergris, alabaster and marble figures, argol, barilla, bamboos, bark of all kinds; balls, dice, &c., of ivory; black pepper, bees'-wax; brass in plates, bars, and pigs; brimstone and sulphur, brazil-paste, bones, teeth, and manufactures of ivory, burgundy-pitch, bronze casts and busts, calomel, camomile flowers, camphor, cantharides, capers, cassia, castanas, catsup, chalk, chemical preparations and oils nearly of all kinds, cinnamon, cloves, cochineal, cocoa, and coffee, coculus indicus, copper for sheathing ships, coral, corks, corrosive sublimate, coryander seed, crude saltpetre, currants, cutlasses, daggers, dates, dirks, dolls of wax, if undressed, drillings of pure flax, epaulettes of gold and silver, figs, filberts, filtering stones, fish-sauces, fisheries of United States, flax and hemp unmanufactured, frankincense, ginger, grapes, gamboge, gum-arabic and other gums, hair and wool, hair pencils, hats of palm leaf, hemlock, hemp and flax seeds, henbane, hones, honey, hops, horns of all kinds and tips, horn plates for lanterns, ink, ipecacuhana, India rubber, models of inventions and machines, isinglass, ivory-black; ivory manufactured, except combs; juniper berries, lac-dye, lead ores, linseed cake, mace, madder and its root, macaroni and vermicelli, marble, Manilla hemp, preparations of mercury, mill-stones, models of all kinds, musk, nutmegs; nuts and berries used in dyeing, and of all kinds; oakum; oil of juniper, and all oils except fish-oils and perfumed oils; olives, opium, paintings and drawings, phosphorous, pimento, pipes of clay for smoking, prunes, putty, quicksilver, quills prepared, quadrants, raisins in jars and boxes and all others, rattans unmanufactured, reeds manufactured, rhubarb, rotten-stone, saffron, saltpetre, sago; skins and hides raw, and not made up or tanned; sextants, smalts, shellac, slate-pencils, sponges, spy-glasses, skins of all kinds for musical instruments, sumac, succory, tamarinds; tartar, viz., crude; tea, all kinds, imported in United States vessels from beyond the Cape of Good Hope; telescopes, tinfoil, tin in plates and sheets, tortoise-shell, tar from coal only, turmeric; vegetables, such as are used principally in dyeing and in composing dyes and drugs; vitriol blue, fancy wood of all kinds, woad or pastel, water colours, weld, and all articles used principally for dyeing, coming formerly under the duty of twelve and a half per cent.

"All other dyeing drugs and materials for composing dyes; all other medicinal drugs and all articles not enumerated in this act, nor the existing laws, and which are now liable to an ad valorem duty of fifteen per cent, all to be free, with a few exceptions at duties, from one to fifteen per cent the highest."*

This tariff was not based upon sound fiscal principles.† It was a *blundering*

* Moderate calculations have rated the tax imposed by these tariffs on the whole community in order to encourage the manufacturers, at 48,000 dollars per annum. Goods of all kinds cost, in order to afford a home market for home manufactures, about 100 per cent above the fair price.

† The duties in this bill, though much diminished, were highly protective; *thirty per cent* on most woollen manufactures; on cotton manufactures twenty per cent. Mr. Pitkin defends the New England states as follows —

"We cannot but observe, however, that in the conflict of opinion which has arisen on this question, New England has been placed in a peculiar, and we may add, unfortunate situation.

compromise between *monopoly and free trade.* For the time, however, it removed all the perplexing and formidable difficulties of nullifying the Union. But, when its maximum duties were to come into operation, a new policy was adopted in 1842, carried by the spirit of party, much more than by the influence of the manufacturers. The result was the monstrous tariff of that year, printed in a previous part of this work.

A new tariff was prepared in 1844, upon a greatly diminished scale, by the Committee of Ways and Means, of which Mr. Mackay was chairman. The report which accompanied it was drawn up with great clearness and ability. It dwells forcibly on the evils to all classes of frequent changes in the tariff, as well as to the revenue, and reverts to the tariff of 1828, which even the advocates of the manufacturing interests styled the " Bill of Abominations."

The Committee "consider the lowest possible duty necessarily protective, to its extent, though it may be imposed with the single view to revenue, and may be a revenue duty, in the strictest sense of those terms. Commencing at this point, they think that the duty upon any given article should be considered, and is properly called, a revenue duty, so long as an increase of the rate will increase the amount of revenue derived from the importation of the article. This conclusion is based upon the simple fact, that, up to this point, the way to increase the revenue from the given article is to raise the rate of duty; and, although the degree of protection afforded by the duty is increased with the increase of the rate, yet that is an incident, and an unavoidable incident, and cannot change the nature and character of the duty, as a duty to raise, to increase revenue. Pass that point, and raise the rate of duty so high that its prohibitory action diminishes the amount of revenue collected under it, and its character is changed. The protection afforded by it is increased, while the revenue it yields is diminished; thus giving protection as its chief fruit; and revenue as the incident. Continue to raise the rate until the prohibitory action of the duty becomes perfect, all importations of the article cease, and no revenue is realised from the duty. Then, certainly, it cannot be considered or called a revenue duty, and its exclusive object must be protection. It must be, therefore, a protective duty, in the strict sense of the term; and, in the opinion of the committee, it is clearly entitled to that appellation from the point where its prohibitory became paramount to its revenue powers, and its increased rate ceases to increase the amount of revenue collected under it. This conclusion is founded upon the equally simple fact, that, at this elevation, the way to increase the revenue is to diminish the rate of

She has been accused of being the author and supporter of the system; and on that account, towards her have been directed some of the keenest shafts of reproach and calumny. Whatever of good or evil there may be in the system, New England was not its author.

"In 1816, it is well known that she voted with the south, and against New York, New Jersey, Pennsylvania, and the western states, on the great question of the extent of protection to be afforded to the manufacture of cotton.

"The committee who reported the tariff bill of that year, recommended a duty of thirty per cent on all imported cotton goods; and on the question of reducing it to twenty-five, nearly two-thirds of the New England members in the house voted for its reduction, while out of forty-three members from New York, New Jersey, and Pennsylvania who voted on the question, nine only were in favour of it. The question of reduction was therefore, carried by the New England votes, joined with those of the south.

"On the tariff of 1824, the votes of New England states were fifteen for, and twenty-three against, it, while those of the states of New York, Pennsylvania, New Jersey, Kentucky, and Ohio, stood seventy-eight for, and nine against; and on the tariff of 1828, the votes of the former were sixteen for, and twenty-three against, and those of the latter stood eighty for, and only six against it. Some of the New England votes on the tariff of 1828, were probably governed by the details of the bill."

duty. The power 'to lay and collect duties' has been carried beyond its object of obtaining revenue 'to pay the debts, and provide for the common defence and general welfare of the United States;' and a reduction of the rate of the duty only will restore the exercise of the power to that object. The understanding of this committee, therefore, is, that, while every duty is necessarily protective to its extent, yet every duty is to be considered, and is properly denominated, a revenue duty, the rate of which yields the largest amount of revenue from the importation of the article upon which it is imposed, or the rate of which is below that point, so that an increase of the rate would produce an increase of the revenue; and that every duty is to be considered, and is properly denominated, a protective duty, the rate of which is so high as to diminish the amount of revenue derived from the importations of the article upon which it is imposed, and the rate of which requires to be reduced to increase the revenue. And when a given amount of revenue is desired to be raised upon any given article of importation, the committee regard the lowest rate of duty which will effect the result as the true and legitimate revenue duty.

"This will show what description of a law the committee would denominate a revenue, and what a protective tariff; and to what extent they would give the one character or the other to any given law. The protection afforded under a revenue tariff, thus defined, they would denominate incidental; and, if the revenue be required, they cannot see that the consequent protection can be a subject of grievance or complaint on the part of any interest. The protection afforded by a protective tariff, according to the same definition, is direct and positive; operates to diminish or destroy the revenue; and constitutes, as the committee believe, an exercise of the power to lay and collect duties entirely indefensible in principle and policy, and often furnishing broad ground for just complaint. The terms 'perfect protection' the committee understand to be synonymous with perfect prohibition; and, therefore, entirely destructive of all revenue, because prohibitory of all importations.

"The terms 'free trade,' in their broad sense, the committee understand to be equally inconsistent with the idea of a revenue from imports, because they suppose that trade, which is perfectly free, cannot be burdened with any duties not imposed to furnish facilities to itself. In this sense, they are assured the phrase is understood in some portions of the country, when used in connexion with legislation of this description; and the advocates of a system of free trade are supposed to be also advocates of a change of one system of revenue from duties on imports, to internal taxation, direct and indirect. The committee believe that, if any hold these views, much the largest class of those who call themselves friends of free trade do not attach to the terms any such extent, and only intend to be understood, by the free trade they advocate, so much freedom of trade as may be enjoyed under a system of duties arranged with sole reference to a supply of the public treasury, and the rates established as low as the economical wants of that treasury will allow."*

* Mr. Mac Duffie's speech in the senate is remarkably clear and conclusive on the tariff questions: those of his opponents, especially that of Mr. Evans, most fallacious yet specious. They consider that, as manufactures have arisen in the United States, it must be owing "to protection." The story over again of the pyramids of Egypt existing; consequently the fertility of the valley of the Nile.

Mr. Mac Duffie insists that the tariff law of 1842 should be called an act to *prevent*, instead of an act to *provide* revenue. He says: "It is entitled an act to *provide* revenue—falsehood and deception stamped on the very front of it. A bill to *provide revenue!* which lays an average duty of a hundred per cent on several descriptions of imports that would come into the United States, to the amount of about 40,000,000 dollars annually, under a revenue duty of twenty per cent, but which are now totally excluded by these enormous duties. I will not go into details, but state generally, that the duties on window-glass range from ninety-four to a hundred and seventy-eight per cent, making an average of more than a hundred and fifty per cent on all descriptions; that the duties on many varieties of manufactured iron, embracing most of the tools and implements necessarily used on every farm and plantation in the country, are from seventy-five to a hundred and fifty per cent, and more ad valorem; that the duty on raw iron, an article in universal use, is 112½ per cent; that the duty on all those cotton manufactures which come under the *minimum* principle of valuation (and which would be imported annually to the amount of 10,000,000 or 15,000,000

"Mr. Benton, in the senate in 1844, takes a middle ground, and sets out with a contrast of the two systems of duties—that of duties imposed wholly for revenue, and that of duties imposed for the mixed objects of protection and revenue. In this con-

dollars, under a revenue duty of twenty per cent), range from sixty to a hundred and fifty per cent on their true value; that the duty on salt—an article of universal use, consumed in almost equal quantities by the rich and the poor, and extensively consumed by every farmer, not only for family purposes, but ten times more extensively for his live stock—is eight cents per bushel (the article costing only five or six cents in Liverpool), equal to 133⅓ per cent on the original cost."

He says—"A large proportion of the prints and calicoes consumed in the United States, and of which every female of the middle and poorer classes is a consumer, cost, in Manchester, from six to twelve cents a yard; but they are charged with duties of from seventy-five to a hundred and fifty per cent by the ingenious contrivance of an artificial and false valuation."

We now come to a very interesting part of Mr. Mac Duffie's argument, that relating to "discrimination." After denouncing the tariff law of 1842 as an imposition of unrighteous burdens, not for purposes of revenue, but for taking money out of the pockets of one class of the community and putting into those of another, he says—"An idea has got abroad—and I am sorry to say that many of the friends of free trade have been deceived and betrayed by it, as many patriot-soldiers have been by the holding out of false colours—an idea has obtained currency that, although you cannot impose duties for any other purpose but that of revenue, yet you may rightfully impose revenue duties, 'with a *wise* discrimination for the protection of domestic manufactures.' This is part of the new system of tactics to which the manufacturers have found it necessary to resort. They say one thing, and mean another. What do they mean by 'a *wise* discrimination?' Obviously a discrimination that will exclude imports and *diminish* revenue. 'A *wise* discrimination!' Pray, what is your whole system of revenue—levied, as it is, exclusively from duties on imports—but an enormous discrimination in favour of the manufacturers and their confederates, and against all other classes?"

Mr. Mac Duffie next takes up the allegation that protection means the protection of domestic against foreign industry; and he argues at much length, and gives numerous illustrations, to prove that protection induces a conflict between one branch of domestic industry and another, and that there can be no competition between foreign industry and domestic industry, where there is only an exchange of labour for labour. He regards the protective policy of the last twenty years as destructive of half the commerce of this country, comparing what it is with what it would be but for this policy; and yet what is left has to sustain the government, yielding all its revenue as it has done from the beginning; but it is now rapidly verging to extinction, for Europe will not, and cannot, purchase the exports of this country, if its productions will not be received in exchange. While thus steadily advancing the suicidal policy of destroying commerce, 9,000,000 dollars is asked to support a navy, the only use for which is the protection of commerce. "Against whom," exclaims Mr. Mac Duffie, "is a navy required to defend our Atlantic commerce? Against pirates? Against foreign power? Against Great Britain?—for she is the raw-head and bloody-bones always invoked to silence opposition against wasteful expenditure. As a producer of the great staple on which it (commerce) is mainly founded, I declare, with all solemnity, that I regard the Congress of the United States, as it has been constituted for the last twenty years, as more to be dreaded than all the powers of Europe combined, and all the pirates that ever infested the ocean."

He combats a doctrine, promulgated some years ago, and still held up in favour of protection, that it is necessary to relieve this country from the payment of a tribute to foreign nations. It was first broached by Mr. J. Q. Adams, when president, in one of his messages to Congress. Now what is the fact? The tribute is paid to home manufacturers, not to foreigners, for the latter offer to supply their goods at from twenty to forty per cent cheaper than the home manufacturer, and in exchange too, for the productions of American labour.

"When," observes Mr. Mac Duffie, "you have prohibited the importation of manufactures from Europe, you will have totally destroyed the demand for six-sevenths of our cotton, rendering it utterly valueless."

Mr. Mac Duffie's object was to restore the Compromise Act, and his bill was as follows:—

SEC. 1. *Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That so much of the existing law imposing duties upon foreign imports as provides that duties ad valorem on certain commodities shall be assessed upon an assumed *minimum* value, be, and the same is hereby, repealed; and that said duties be hereafter assessed on the true value of such commodities.

SEC. 2. *And be it further enacted,* That in all cases in which the existing duty upon any imported commodity exceeds thirty per centum on the value thereof, such duty shall hereafter be reduced to thirty per centum ad valorem.

trast, he divides the half century during which the government has existed, into two periods of twenty-five years each; the tariff laws of the first period, having revenue for the object, protection being the incident; and those of the second period, having protection for the object, revenue being the incident. A striking difference he points out in these two systems; first, in the amount of duty imposed, and next, in the mode of assessing or computing it. Before the late war, the rate of duty, whether ad valorem or specific, was always moderate, never prohibitory, and uniformly laid on with a view to the production of revenue. Since the war, duties have often been exorbitant or prohibitory, and rendered still more exorbitant by the mode of computing them on the assumption of fictitious values.

"During the first of these periods, harmony and happiness prevailed among the industrial classes; the career of labour, in all its branches, was progressively prosperous; the word *tariff* was never heard of; the incidental protection afforded by the absolute wants of the government, was quietly and silently encouraging the growth of manufactures as fast and as steadily as could be justified by the wants of the community; and the great mass of the people was in the happy condition of Molière's country gentleman, who had talked prose all his lifetime without knowing it. To those good old times, Mr. Benton wished to return; to the object and structure of those good old laws, and to the enjoyment of their happy consequences. He disapproves of the *horizontal principle* of the Compromise Act, and is not, therefore in favour of recreating that law; he avows himself in favour of discriminating between articles of luxury and necessity, making luxuries pay highest; he is for discriminating between articles made at home, and those not made at home, putting the highest duties on the foreign rivals of our own products; but he insists on some limitation, in effect, that no duty, whether *ad valorem* or specific, shall exceed 30 or to 33⅓ per cent. This discrimination and incidental protection he had always advocated. It was admitted by good free trade authorities, as was proved by the South Carolina legislative report of 1828, by the Philadelphia free trade address of 1831, and by the Virginia democratic address of 1839. In a word he was for returning to the system which had worked so well anterior to the late war, when the specific duties rarely exceeded a fourth, or at most a third of the value, and when the *ad valorem* duties ranged only from five to fifteen per cent. The specific duty of 33⅓ per cent to which he is willing to go for protection, is, in effect, he argues fifty per cent; for the expences of importation being 7½ per cent, and the importing merchants' profits and charges 12½ per cent, these sums, besides the 33⅓ per cent duty, have to be added to the first cost abroad, before the imported article can come into our market in competition with the home-made article, and on this issue, he and his friends are willing to go to trial before the country.

SEC. 3. *And be it further enacted*, That from and after the 31st day of December next, all duties upon foreign imports shall be reduced to twenty-five per centum; and, from and after the 31st of December, 1844, to twenty per centum ad valorem.

It was defeated by the following resolutions, introduced by Mr. Evans:—

Resolved, That the bill entitled "A bill to revive the act of the 2d of March, 1833, usually called the Compromise Act, and to modify the existing duties upon foreign imports in conformity with its provisions," is a bill for raising revenue within the meaning of the 7th section of the 1st article of the Constitution, and cannot therefore originate in the Senate: therefore

Resolved, That it be indefinitely postponed.

In support of his assertions, with regard to the comparative revenue of the two periods, Mr. Benton submitted the following tables:—

TABLE I.—Low Revenue Duties, from 1791 to 1808.

YEARS.	Population.	Income.	YEARS.	Population.	Income.
	number.	dollars.		number.	dollars.
1791	4,000,000	4,309,473	1800	5,300,000	9,080,932
1792	....	3,443,070	1801	....	10,750,778
1793	....	4,225,306	1802	....	12,438,235
1794	....	4,801,065	1803	....	10,479,417
1795	....	5,589,461	1804	....	11,098,505
1796	....	6,567,987	1805	....	12,936,487
1797	....	7,549,640	1806	....	16,667,698
1798	....	7,106,061	1807	....	15,845,522
1799	....	6,610,449	1808	7,000,000	16,363,550

TABLE II.—High Protective Duties, from 1817 to 1843.

YEARS.	Population.	Income.	YEARS.	Population.	Income.
	number.	dollars.		number.	dollars.
1817	9,000,000	26,283,348	1831	....	24,224,441
1818	....	17,176,385	1832	....	28,405,237
1819	....	20,283,608	1833	....	21,488,753
1820	9,638,000	15,005,612	1834	....	14,797,782
1821	....	13,004,447	1835	....	13,458,111
1822	....	17,559,761	1836	....	21,552,272
1823	....	19,088,433	1837	....	26,325,839
1824	....	17,878,325	1838	....	13,315,129
1825	....	20,098,713	1839	....	15,373,238
1826	....	23,341,331	1840	17,000,000	20,560,439
1827	....	19,712,283	1841	....	10,159,339
1828	....	23,205,523	1842	....	15,789,173
1829	....	22,681,965	1843	18,500,000	17,500,000
1830	12,866,000	21,922,391			

TABLE III.—Showing what ought to have been received from Customs, under the Protective System, to have been equal to the Receipt under the Revenue System.

YEARS.	Population.	Actual Receipts.	Should have been	YEARS.	Population.	Actual Receipts.	Should have been
	number.	dollars.	dollars.		number.	dollars.	dollars.
1817	9,000,000	26,283,348	22,500,000	1831	....	24,224,441	
1818	....	17,176,385		1832	....	28,405,237	
1819	....	20,283,608		1833	....	21,488,753	
1820	9,638,000	15,005,612	24,000,000	1834	....	14,797,782	
1821	....	13,004,447	25,000,000	1835	15,000,000	13,458,111	37,500,000
1822	....	17,559,761		1836	....	21,552,272	
1823	....	19,088,433		1837	....	26,325,839	
1824	....	17,878,325		1838	....	13,315,129	
1825	11,000,000	20,098,713	27,000,000	1839	....	15,373,238	
1826	....	23,341,331		1840	17,000,000	20,660,439	42,500,000
1827	....	19,712,283		1841	....	10,159,339	43,000,000
1828	....	23,205,523		1842	....	15,789,173	
1829	....	22,681,965		1843	18,500,000	17,500,000	46,250,000
1830	12,866,000	21,932,391	31,500,000				

The third table shows that the same ratio of revenue for population which existed in Mr. Jefferson's time, would, in the present day, yield an income for the treasury of 46,250,000 dollars. Mr. Benton says—'These tables speak a language which cannot be misunderstood, and they place in the strongest contrast the working of the two systems during the two periods; the beauty and advantages of one, and the deformities of the other, standing out in the boldest relief. In the first period, amplitude of amount, steadiness of the product and regularity of the increase, strike every beholder. In the second period, all this is reversed; confusion and madness seem to reign in our treasury. Sometimes millions too much—then not half enough. Sometimes surpluses to be distributed—then deficits to be supplied. Giving away one day—begging or borrowing

the next. Always a feast or a famine—never the right thing. Our poor treasury became a balloon—sometimes soaring above the clouds—then dragging in the mud—now bursting with distension—now collapsing from depletion.'

"Again, after quoting Mr. Jefferson's last annual message to Congress, showing the prosperous condition of the treasury at that time, Mr. Benton says—'Such was the working of the low duty system—ample and steady revenue—no loans, no taxes, no paper money—33,500,000 dollars of public debt paid in eight years—a surplus of 14,000,000 dollars left in the treasury—the result, not of lands exchanged for paper, but the regular result of steady revenue, strict economy, and hard money. How different from the state of things under the high duties of the present day! Instead of paying above 30,000,000 dollars of public debt in eight years, we have created near 30,000,000 dollars in four years; instead of a surplus in the treasury, there is a deficit; loans and taxes are the order of the day; and, to crown all, we have an illegal and fraudulent issue of federal paper money currency, issued by executive power, and sustained by bank alliances. Such is the difference between the working of the two systems after twenty-five years trial of each!'

"With regard to the second proposition, that of the superiority of low duties over high duties, in relation to their effect upon agriculture and commerce, Mr. Benton takes the ground that these two interests go together, the state of the one being an index to the other. The exports make the imports, and agriculture is at the bottom of the whole. He contrasts the exports of the two periods—that before the late war, and that succeeding the war—with a view of showing that, in consequence of the high duty system, with a population of 18,000,000, in 1842, we exported less than we did in 1807, with a population of 7,000,000, under the low duty system. In support of this, he adduces the following tables:—

TABLE of Foreign and Domestic Exports from the United States, from 1791 to 1807.

YEARS.	Exports.	Population.	YEARS.	Exports.	Population.
	dollars.	number.		dollars.	number.
1791	19,012,041	4,000,000	1800	70,971,780	5,340,090
1792	20,753,096		1801	94,115,925	
1793	26,109,572		1802	72,483,160	
1794	33,026,233		1803	55,800,033	
1795	47,080,472		1804	77,699,074	
1796	67,064,097		1805	95,566,021	
1797	56,850,206		1806	101,536,963	
1798	61,527,097		1807	108,343,150	7,000,000
1799	78,665,522		1808	embargo.	

TABLE of Foreign and Domestic Exports from the United States, from 1817 to 1843.

YEARS.	Exports.	Population.	YEARS.	Exports.	Population.
	dollars.	number.		dollars.	number.
1817	87,671,569	9,000,000	1831	81,310,583	
1818	93,281,133		1832	87,176,943	
1819	70,142,521		1833	90,140,433	
1820	69,691,669	3,638,000	1834	104,336,973	
1821	64,974,382		1835	121,693,577	
1822	72,160,281		1836	128,663,040	
1823	74,699,030		1837	117,419,373	
1824	75,886,657		1838	108,486,616	
1825	99,535,388		1839	121,028,416	
1826	77,595,322		1840	133,685,946	17,000,000
1827	82,324,829		1841	121,851,803	
1828	72,264,680		1842	104,691,534	
1829	72,358,671		1843	....	18,500,000
1830	73,840,508	12,866,000			

"As there is, in making out tables of this kind, an apparent intricacy, so far as regards re-exportations, it is proper to give Mr. Benton's explanation, that, in comparing the two periods, it makes no difference whether the re-exports are included or not. He says, 'I fully understand the nature of our neutral position during the wars of the French

Revolution, and the effect which that neutrality had in promoting imports for re-exportation. We re-exported much from 1791 to 1807, and have re-exported exactly as much from 1817 to 1844! Mexico, South America, and the West Indies, have opened new markets for our re-exportations; and it is a fact, proved by the custom-house returns to be the same; 520,000,000 dollars are, as near as I can ascertain from the most careful research, the amount of re-exportations for each period; so that, in a comparison of the foreign trade in each period, they may either be both omitted or both included, as the speaker pleases. Finding them included in the tables, I choose to use them in that way. The table of revenue has already settled the question in favour of the large amount of foreign goods which remained in the country for consumption. Duties were only paid on the amount so remaining; and a revenue of 16,000,000 dollars, or 17,000,000 dollars from customs, with the low duties then paid, show that the importations for home consumption were greater then than now.'

"Assuming the average exports of the present day to be 100,000,000 dollars, Mr. Benton says, take from this sum the article of cotton, now forming two-thirds of our exports, and contrast the balance with that of the exports of 1807, when cotton formed an inconsiderable item, *and an immense falling off will be apparent in our exports of agricultural products.* Had our exports not been checked by the high duty system, affecting imports, and had they been allowed to increase, in the ratio of the increase of population, to that increase would have been superadded the item of cotton; so that, when all this is considered, Mr. Benton says, 'the decline of agriculture, and of the foreign commerce founded upon it, becomes appalling. Leaving out cotton, and the agricultural exports are less now than they were in 1808. They then amounted to 48,000,000 dollars; they only amount to about 100,000,000 dollars now, of which cotton is near two-thirds.'

"In relation to imports, Mr. Benton says, 'After this exposition of our exports under the protective system, it is hardly necessary to trouble the Senate with any detailed view of our imports during the same period. They are obliged to partake of the same character, and such is the fact. They have risen as high as 190,000,000 dollars; they have fallen as low as 64,000,000 dollars; and they have plunged and floundered backwards and forwards at all amounts between these two wide extremes. They are now at about 100,000,000 dollars, which is less than they were at thirty years ago."

"Mr. Benton next proceeds to his third proposition—that manufacturers were flourishing and prosperous before the late war; and would, under the old system of duties have so continued. To show their standing at the close of his first period of twenty-five years, he refers to the census of 1810; in which, however, he states, many imperfections occur, which induced Congress to pass a joint resolution on the 19th of March, 1812, directing the secretary of the treasury, Mr. Gallatin, to have the returns digested and perfected. For this purpose Mr. Gallatin employed Mr. Tench Coxe, of Philadelphia, an eminent advocate of manufactures and a writer of twenty-seven years' standing. He took two years to verify his statements, and after great labour and care presented them. From his report Mr. Benton read several passages, in which it appears that the manufactures of the United States in 1813, with a population of 8,000,000 amounted to 200,000,000 dollars, advancing at the rate of twenty per cent per annum. Here, says Mr. Benton, 'are two striking facts, that manufactures had been advancing at the rate of twenty per cent, and that they amounted to 200,000,000 dollars in a population of 8,000,000. Population was only advancing at the rate of three per cent per annum; foreign commerce was only increasing at a moderate rate; agriculture was steadily but moderately advancing; but manufactures were going ahead of all other interests, advancing twenty per cent per annum, before protection was invented, and before politicians had taken it into their heads to become their patrons. Mr. Coxe, too, in his report, compares the condition of manufactures at that time, with their condition in England at the nearest approximate period of time in which its population was at the same standard; and the result is, that England proper, in 1787, having a population of 8,500,000, had manufactures, after taking 500 years to bring them to the perfection they then had attained, amounting to 266,000,000 dollars. Here was a striking fact, that manufactures of the United States, under low duties, affording but incidental protection,

within thirty years after the country had achieved its independence, had nearly overtaken England, which required 500 years to reach the same goal. Mr. Coxe's work further proves, that cotton factories were well established and able to stand alone, in 1810, in Rhode Island, Connecticut and Massachusetts; so it was with regard to all other branches of manufactures, with respect to which the statistical details gleaned by Mr. Coxe are most abundant. From his report Mr. Benton quotes very copiously in support of his general proposition. Two passages, in italics, Mr. Benton thinks deserve marked attention. They are as follows:—

"*The facility of retaining and steadily extending this valuable branch (the manufacturing) of the national industry, is manifested by its very early and spontaneous commencement in every county and township, and by its nearly spontaneous and costless growth, with such aids only as have not occasioned any material expense or sacrifice to agriculture or commerce, since they were chiefly incidental to necessary revenue, or resulted from our distance from the foreign consumers of our productions and manufactures of our supplies.*'—Page 50. '*Such are the principal facts which occur to recollection at this time, evincing the benefits to owners and cultivators of the soil, from the manufactures which have arisen unforced in the United States. Their principal protection by duties is incidental. Those duties were imposed to raise the necessary revenue, but greatly favoured the manufactures.*"—Page 29, Introduction.

"'Such,' exclaims Mr. Benton, 'were the causes of the growth of manufactures among us. They grew up of themselves, *without the knowledge of politicians, and without any aid from federal legislation*, except the incidental assistance from the imposition of revenue duties. Their growth was natural—without injury to commerce or agriculture—without injury to revenue; and, what is not to be forgotten, not only without a word of discontent or dissatisfaction in any part of the union, but with the absolute approbation of all.' Mr. Benton then dwells upon the fact, that Mr. Coxe, *looking to the future, says not one word about a tariff*; the word *tariff*, is not once mentioned in his book. He speaks only of a *safe, cheap, benevolent, and infallible* method of *promoting manufactures*, by the diffusion of skill, multiplication of machinery, adoption of new improvements, the application of steam-power, the education of the operatives, and the cultivation of good feelings in every part of the union; 'but not a word,' adds Mr. Benton, 'about protective duties and minimums—not a word about the tariff.'

"Mr. Benton next adverts to the present condition of manufactures, taking the census of 1840 for reference. He adduces the statistics of products, contrasted with the capital invested in each branch of manufactures, with a view of showing that they are in various instances from 100 to 300 per cent—enormously beyond the yield of products from capital invested in agriculture or other pursuits. He adverts to the large semi-annual dividends, acknowledged by manufacturers under the protective system, and supposes these are not half the reality, if the reserved surpluses were brought to light. He argues that manufacturers are in no need of such enormous protection as the act of 1842 gives them; and that, to persist longer in requiring more than thirty or thirty-three and a third per cent for a maximum, must be suicidal to themselves, as they will rouse the indignation of the mass of the people, who are already aware that they have been 'most magnificently humbugged and bamboozled.' Under the good old system, which he recommends a return to, the manufacturers would thrive as they did in 1810, harmony would prevail, and, above all things, *stability* would be secured to them."

The tariff bill, prepared by the Committee of Ways and Means, was rejected, and the commercial tariff of England was as usual urged as a defence of the tariff of 1842, by the Committee on Manufactures.* We believe, however, that

* "The committee (on Manufactures, 1844) see nothing in the policy of the other nations which would justify us in adopting the delusive theory of free trade. The new tariff of Great Britain, which has been hailed as the harbinger of a commercial millennium, is highly restrictive in its character. It contains many reductions from her old system, but most of them are of but little practical consequence to us. Some articles which were formerly prohibited she now admits,

sound fiscal and commercial views will prevail in the United States, and that a liberal commercial system will be established. The recent report (Dec. 1845) of Mr. Walker, the Secretary of the Treasury (see *Finances of the United States*), appears in support of this belief. The greatest minds in the republic have advocated sound commercial principles: Mr. Calhoun, Mr. Mac Duffie, Mr. Woodbury, Mr. Mackay, Mr. Benton, and many others in and out of Congress; the late Mr. Raguet, and several able writers; and it is remarkable, that many of the latter writers are in the New England states. The freedom of commercial

but on a duty so nearly prohibitory that they cannot be imported, except in extreme cases. Another large class of articles, on which she has made liberal reductions, consists of raw materials used in her manufactures; and such reductions render her policy more protective. On manufactured articles her duties are generally low, for the plain reason that she fears no competition on such fabrics. But when she comes to any article where other nations are in advance of her, she is careful to impose a duty sufficient to protect her own interests. Take silk for example; fearing the competition of France, Italy, &c., she imposes an average duty of about thirty per cent on imported silk, which is much higher, under the circumstances, than we impose on the same article. Our duty on silks will average about thirty-three per cent, being nominally three per cent higher than that of Great Britain. But when we take the situation of the two nations into view, her duty will be found to be much higher in effect—much more protective than ours. Labour and capital, the two great elements which go into all manufactures, are nearly as cheap in Great Britain as on the continent; and in skill she may be considered as their equal. Under these circumstances, a duty of thirty per cent is a high duty. But with us the case is certainly different. Our capital costs one-third more, and our labour nearly three times as much, as they would in France or Italy. This, to all practical purposes, brings our duty on silks down to one-half the rate imposed by Great Britain. In her situation, thirty per cent would be as protective as sixty would be in ours. England has the advantage of us in the cheapness of her labour and capital; and as she is compelled to impose high duties in certain cases, it cannot be thought strange that we find it necessary.

"But what is the free trade that England tenders to us? On what terms does she receive our staples? Why she imposes the following rate of duties upon our products: Salted beef, sixty per cent; bacon, 109 per cent; butter, seventy per cent; Indian corn, average thirty-two per cent; flour, average thirty-two per cent; resin, seventy-six per cent; sperm oil, thirty-three per cent; sperm candles, thirty-three per cent; tobacco, unmanufactured, 1000 per cent; tobacco, manufactured, 1200 per cent; salted pork, thirty-three per cent; soap, 200 per cent; spirits, from grain, 500 per cent; spirits, from molasses, 1600 per cent. On these fourteen articles she imposes an average duty of 355 per cent. a duty vastly greater than we impose upon any of her fabrics. It is idle, therefore, to pretend that she extends to us any thing like free trade.

"Her policy is also seen in the differential duties which she imposes. While Great Britain imposes a duty of 14s. per cwt. upon bacon imported from the United States, she admits it from her own provinces on a duty of 3s. 6d.; and while she imposes a duty of 16s. per barrel upon our beef, she admits beef from her provinces on a duty of 4s. On sperm oil, from our fisheries, she imposes a duty of 15*l.* per tun, on oil from her colonies 1s. per tun; on our rice she imposes a duty of 6s. per cwt., on rice from her provinces 6d. per cwt. On the products of the forest this principle is still more strikingly illustrated. On oars from the United States, she collects a duty of thirty-six dollars per 120, on the same from her own provinces a duty of ninety cents; on handspikes from the United States nine dollars sixty cents per 120, from her provinces twenty-four cents; on firewood from the United States two dollars forty cents per 216 cubic feet, from her provinces free. These articles will serve, as a specimen, to illustrate the policy of Great Britain; and they show, beyond controversy, that the first object of her tariff is to sustain her own industry and promote her own interests.

"The committee, then, come to the conclusion, after all the examination they have been able to give the subject, that the corn trade with England cannot be relied upon with any degree of certainty. The sliding scale, which we cannot flatter ourselves will be removed, gives the north of Europe a decided advantage over us. When there is an improvement in the English market, the news can be conveyed to Hamburg, &c., in the space of two or three days, and a supply can be forwarded before the price has declined. But with us it is different Even by the steamers, we do not usually receive intelligence from England until fifteen to twenty days after date; and then an entire month would be necessary before our wheat or flour would reach the English market. In

intercourse, and its influence on morality and civilisation, has never been more beautifully and forcibly illustrated than in the writings of the great Channing.*

There are no bonding warehouses in the United States, and this circumstance adds to the other restrictions of the whole fallacious system of customs duties and regulations, which we have endeavoured to exhibit in greater detail than may have been necessary, were it not important to afford such information as we have been enabled to collect, upon a question so interesting, to the two greatest commercial and maritime states in the world.

If there be one course of policy, more than another, which we would advocate —to which we would devote our labours, in order to aid in obtaining the only certain *guarantee* of peace and of friendship, between two great nations, who, in language and race, are one people—that course of policy is to establish the least possible restrictions on the interchange of the commodities of the one country in the other—upon the arrival at, remaining in, and departure from, of the ships and citizens of America, in every British port and place in the universe—of British ships, and subjects, in every port, and place, within the American regions.

If ever the history of the world presented two states in a position, and condition, to do each other the utmost possible good, or the greatest possible evil—such are the actual positions, and actual conditions, of the United Kingdom and the United States. These constitute subjects of serious consideration for the governments, and for the people, of both England and America.

Awful, indeed, would be the consequence, if those wild or foolish politicians, who, from ignorance, vanity, ambition or with more dangerous and unprincipled designs, would involve the British and American powers in the certain calamities of war, by misguiding the people, and the governments, of both countries. Civilisation in America, and in Europe, would, for the time, be paralysed; and, not only the present generation, but succeeding generations, would suffer, grievously, by an interruption of peace, and intercourse, between the members of a great family:

1841, there were sixty-eight ships laden in whole or in part with grain from the United States to Great Britain; and the average length of the voyages was thirty days. In every point of view in which we can contemplate this subject, we discover nothing to encourage the hope that we may soon find in the English market a demand for our surplus grain at remunerating prices."

* The exhortation of the philanthropic Channing, contains the following beautiful passage, given not long previous to his death: "Allow me to say a word to the merchants of our country on another subject. The time is come when they are particularly called to take yet more generous views of their vocation, and to give commerce a universality as yet unknown. I refer to the juster principles, which are gaining ground on the subject of *free trade*, and to the growing disposition of nations to promote it. Free trade! this is the plain duty and plain interest of the human race. To level all barriers to free exchange; to cut up the system of restriction, root and branch; to open every port on earth to every product; this is the office of enlightened humanity. To this a free nation should especially pledge itself. Freedom of the seas; freedom of harbours; an intercourse of nations, free as the winds; this is not a dream of philanthropists. We are tending towards it, and let us hasten it. Under a wiser and more Christian civilisation, we shall look back on our present restrictions as we do on the swaddling-bonds by which, in darker times, the human body was compressed."

who, though divided as to their governments, are, nevertheless, in spite of their respective prejudices, bound together as one people: by the inseparable union of speaking the same language; of being educated in schools, in which the same lessons are taught,—and trained at firesides, where the mothers instil into their children the same virtues; by reading the same literature; by studying similar laws,—professing, generally, the same religion; by cherishing the same domestic associations; practising, from hereditary and common usage, the same manners; by having, until a very late period, a common history: in short, by inheriting their vices and virtues, and their folly and wisdom in common.

It has been the long, and serious, contemplation of these grave circumstances, which has at all times,—while in America,—and while in Europe, urged, and does, and will, hereafter, urge us to advocate and promote every measure, which materially, morally, and honourably, can strengthen the ties that will bind and maintain, in peaceful harmony, the whole British Empire and the United States of America.

THE END.

C. WHITING, BEAUFORT HOUSE, STRAND.

PROGRESS OF AMERICA.

SUPPLEMENTS TO VOL. I.

I.—DECLARATION OF INDEPENDENCE.

JULY 4, 1776.

(From the Journals of Congress.)

A Declaration by the Representatives of the United States of America in Congress assembled.

WHEN, in the course of human events, it becomes necessary for one people to dissolve the political bands which have connected them with another, and to assume, among the powers of the earth, the separate and equal station to which the laws of nature and of nature's God entitle them, a decent respect to the opinions of mankind requires that they should declare the causes which impel them to the separation.

We hold these truths to be self-evident:—that all men are created equal; that they are endowed by their Creator with certain unalienable rights; that among these are life, liberty, and the pursuit of happiness; that to secure these rights, governments are instituted among men, deriving their just powers from the consent of the governed; that whenever any form of government becomes destructive of these ends, it is the right of the people to alter or to abolish it, and to institute new government, laying its foundation on such principles, and organizing its powers in such form, as to them shall seem most likely to effect their safety and happiness. Prudence, indeed, will dictate, that governments long established should not be changed for light and transient causes; and accordingly all experience hath shown, that mankind are more disposed to suffer while evils are sufferable, than to right themselves by abolishing the forms to which they are accustomed. But when a long train of abuses and usurpations, pursuing invariably the same object, evinces a design to reduce them under absolute despotism, it is their right, it is their duty to throw off such government, and to provide new guards for their future security. Such has been the patient sufferance of these colonies; and such is now the necessity which constrains them to alter their former systems of government. The history of the present king of Great Britain, is a history of repeated injuries and usurpations, all having in direct object the establishment of an absolute tyranny over these states. To prove this, let facts be submitted to a candid world.

He has refused his assent to laws the most wholesome and necessary for the public good.

He has forbidden his governors to pass laws of immediate and pressing importance, unless suspended in their operation, till his assent should be obtained; and when so suspended, he has utterly neglected to attend to them. He has refused to pass other laws for the accommodation of large districts of people, unless those people would relinquish the right of representation in the legislature; a right inestimable to them, and formidable to tyrants only.

He has called together legislative bodies at places unusual, uncomfortable, and distant from the depository of their public records, for the sole purpose of fatiguing them into compliance with his measures.

He has dissolved representative houses repeatedly, for opposing, with manly firmness, his invasions on the rights of the people.

He has refused, for a long time after such dissolutions, to cause others to be elected; whereby the legislative powers, incapable of annihilation, have returned to the people at large, for their exercise; the state remaining, in the mean time, exposed to all the dangers of invasion from without, and convulsions within.

He has endeavoured to prevent the population of these states; for that purpose obstructing the laws for naturalisation of foreigners; refusing to pass others to encourage their migrations hither, and raising the conditions of new appropriations of lands.

He has obstructed the administration of justice, by refusing his assent to laws for establishing judiciary powers.

He has made judges dependent on his will alone for the tenure of their offices, and the amount and payment of their salaries.

He has erected a multitude of new offices, and sent hither swarms of officers, to harass our people, and eat out their substance.

He has kept among us, in times of peace, standing armies, without the consent of our legislatures.

He has affected to render the military independent of, and superior to, the civil power.

He has combined with others to subject us to a jurisdiction foreign to our constitutions, and unacknowledged by our laws; giving his assent to their acts of pretended legislation:

For quartering large bodies of armed troops among us:

For protecting them, by a mock trial, from punishment for any murders which they should commit on the inhabitants of these states:

For cutting off our trade with all parts of the world:

For imposing taxes on us without our consent:

For depriving us, in many cases, of the benefits of trial by jury:

For transporting us beyond seas to be tried for pretended offences:

For abolishing the free system of English laws in a neighbouring province, establishing therein an arbitrary government, and enlarging its boundaries, so as to render it at once an example and fit instrument for introducing the same absolute rule into these colonies:

For taking away our charters, abolishing our most valuable laws, and altering, fundamentally, the forms of our governments:

For suspending our own legislatures, and declaring themselves invested with power to legislate for us in all cases whatsoever.

He has abdicated government here, by declaring us out of his protection, and waging war against us.

He has plundered our seas, ravaged our coasts, burnt our towns, and destroyed the lives of our people.

He is, at this time, transporting large armies of foreign mercenaries to complete the works of death, desolation, and tyranny, already begun with circumstances of cruelty and perfidy, scarcely paralleled in the most barbarous ages, and totally unworthy the head of a civilised nation.

He has constrained our fellow-citizens, taken captive on the high seas, to bear arms against their country, to become the executioners of their friends and brethren, or to fall themselves by their hands.

He has excited domestic insurrections amongst us, and has endeavoured to bring on the inhabitants of our frontiers, the merciless Indian savages, whose known rule of warfare is an undistinguished destruction of all ages, sexes, and conditions.

In every stage of these oppressions we have petitioned for redress in the most humble terms: our repeated petitions have been answered only by repeated injury. A prince, whose character is thus marked by every act which may define a tyrant, is unfit to be the ruler of a free people.

Nor have we been wanting in attentions to our British brethren. We have warned them from time to time, of attempts by their legislature to extend an unwarrantable jurisdiction over us. We have reminded them of the circumstances of our emigration and settlement here. We have appealed to their native justice and magnanimity, and we have conjured them by the ties of our common kindred, to disavow these usurpations, which would inevitably interrupt our connections and correspondence. They, too, have been deaf to the voice of justice and of consanguinity. We must, therefore, acquiesce in the necessity which denounces our separation, and hold them, as we hold the rest of mankind, enemies in war; in peace, friends.

We, therefore, the Representatives of the United States of America, in General Congress assembled appealing to the Supreme Judge of the world, for the rectitude of our intentions, do, in the name and by the authority of the good people of these colonies, solemnly publish and declare, That these United Colonies are, and of right ought to be, FREE and INDEPENDENT STATES; that they are absolved from all allegiance to the British crown, and that all political connection between them and the state of Great Britain is, and ought to be, totally dissolved; and that, as free and independent states, they have full power to levy war, conclude peace, contract alliances, establish commerce, and to do all other acts and things which independent states may of right do. And for the support of this declaration, with a firm reliance on the protection of Divine Providence, we mutually pledge to each other our lives, our fortunes, and our sacred honour.

JOHN HANCOCK, &c.

II.—THE CONSTITUTION OF THE UNITED STATES.

We, the people of the United States, in order to form a more perfect union, establish justice, insure domestic tranquillity, provide for the common defence, promote the general welfare, and secure the blessings of liberty to ourselves and posterity, do ordain and establish this constitution for the United States of America.

ARTICLE I.—Section 1. All legislative powers herein granted shall be vested in a congress of the United States, which shall consist of a senate and house of representatives.

Section II.—1. The house of representatives shall be composed of members chosen every second year by the people of the several states; and the electors in each state shall have the qualifications requisite for electors of the most numerous branch of the state legislature.

2. No person shall be a representative who shall not have attained to the age of twenty-five years; and been seven years a citizen of the United States, and who shall not, when elected, be an inhabitant of that state in which he shall be chosen.

3. Representatives and direct taxes, shall be apportioned among the several states, which may be included within this union, according to their respective numbers, which shall be determined by adding to the whole number of free persons, including those bound to service for a term of years, and, excluding Indians not taxed, three-fifths of all other persons. The actual enumeration shall be made within three years after the first meeting of the congress of the United States, and within every subsequent term of ten years, in such manner as they shall by law direct. The number of representatives shall not exceed one for every thirty thousand, but each state shall have at least one representative; and until such enumeration shall be made, the state of New Hampshire shall be entitled to choose three; Massachusetts, eight; Rhode Island and Providence Plantations, one; Connecticut, five; New York, six; New Jersey, four; Pennsylvania, eight; Delaware, one; Maryland, six; Virginia, ten; North Carolina, five; South Carolina, five; and Georgia, three.

4. When vacancies happen in the representation from any state, the executive authority thereof shall issue writs of election to fill such vacancies.

5. The House of Representatives shall choose their speaker and other officers; and shall have the sole power of impeachment.

Section III.—1. The senate of the United States shall be composed of two senators from each state, chosen by the legislature thereof, for six years; and each senator shall have one vote.

2. Immediately after they shall be assembled, in consequence of the first election, they

shall be divided as equally as may be into three classes. The seats of the senators of the first class shall be vacated at the expiration of the second year, of the second class at the expiration of the fourth year, and of the third class at the expiration of the sixth year, so that one third may be chosen every second year; and if vacancies happen by resignation, or otherwise, during the recess of the legislature of any state, the executive thereof may make temporary appointments until the next meeting of the legislature, which shall then fill such vacancies.

3. No person shall be a senator who shall not have attained to the age of thirty years, and been nine years a citizen of the United States, and who shall not, when elected, be an inhabitant of that state for which he shall be chosen.

4. The vice-president of the United States shall be president of the senate, but shall have no vote, unless they be equally divided.

5. The senate shall choose their other officers, and also a president pro tempore, in the absence of the vice-president, or when he shall exercise the office of president of the United States.

6. The senate shall have the sole power to try all impeachments: when sitting for that purpose, they shall be on oath or affirmation. When the president of the United States is tried, the chief justice shall preside; and no person shall be convicted without the concurrence of two-thirds of the members present.

7. Judgment in cases of impeachment shall not extend further than to removal from office, and disqualification to hold and enjoy any office of honour, trust, or profit, under the United States; but the party convicted shall nevertheless be liable and subject to indictment, trial, judgment, and punishment, according to law.

Section IV.—1. The times, places, and manner of holding elections for senators and representatives, shall be prescribed in each state by the legislature thereof; but the congress may at any time, by law, make or alter such regulations, except as to the places of choosing senators.

2. The congress shall assemble at least once in every year, and such meeting shall be on the first Monday in December, unless they shall by law appoint a different day.

Section V.—1. Each house shall be the judge of the elections, returns, and qualifications of its own members, and a majority of each shall constitute a quorum to do business; but a smaller number may adjourn from day to day, and may be authorised to compel the attendance of absent members, in such manner and under such penalties as each house may provide.

2. Each house may determine the rules of its proceedings, punish its members for disorderly behaviour, and with the concurrence of two-thirds, expel a member.

3. Each house shall keep a journal of its proceedings, and from time to time publish the same, excepting such parts as may, in their judgment, require secresy; and the yeas and nays of the members of either house on any question, shall, at the desire of one-fifth of those present, be entered on the journal.

4. Neither house, during the session of congress, shall, without the consent of the other, adjourn for more than three days, nor to any other place than that in which the two houses shall be sitting.

Section VI.—1. The senators and representatives shall receive a compensation for their services, to be ascertained by law, and paid out of the treasury of the United States. They shall in all cases, except treason, felony, and breach of the peace, be privileged from arrest during their attendance at the session of their respective houses, and in going to and returning from the same; and for any speech or debate in either house, they shall not be questioned in any other place.

2. No senator or representative shall, during the time for which he was elected, be appointed to any civil office under the authority of the United States, which shall have been created, or the emoluments whereof shall have been increased during such time; and no person holding any office under the United States, shall be a member of either house during his continuance in office.

Section VII.—1. All bills for raising revenue shall originate in the House of Representatives; but the Senate may propose or concur with amendments as on other bills.

2. Every bill which shall have passed the House of Representatives and the senate,

shall, before it become a law, be presented to the president of the United States: if he approve, he shall sign it; but if not, he shall return it, with his objections, to that house in which it shall have originated, who shall enter the objections at large on their journal, and proceed to reconsider it. If, after such reconsideration, two-thirds of that house shall agree to pass the bill, it shall be sent, together with the objections, to the other house, by which it shall likewise be reconsidered, and if approved by two-thirds of that house, it shall become a law. But in all such cases, the votes of both houses shall be determined by yeas and nays; and the names of the persons voting for and against the bill, shall be entered on the journal of each house respectively. If any bill shall not be returned by the president within ten days (Sundays excepted) after it shall have been presented to him, the same shall be a law, in like manner as if he had signed it, unless the congress by their adjournment prevent its return, in which case it shall not be a law.

3. Every order, resolution, or vote, to which the concurrence of the senate and House of Representatives may be necessary (except on a question of adjournment) shall be presented to the president of the United States; and before the same shall take effect, shall be approved by him, or being disapproved by him, shall be repassed by two-thirds of the senate and House of Representatives, according to the rules and limitations prescribed in the case of a bill.

Section VIII. The congress shall have power—

1. To lay and collect taxes, duties, imposts, and excises, to pay the debts and provide for the common defence and general welfare of the United States; but all duties, imposts, and excises shall be uniform throughout the United States.

2. To borrow money on the credit of the United States.

3. To regulate commerce with foreign nations, and among the several states, and with the Indian tribes.

4. To establish an uniform rule of naturalization, and uniform laws on the subject of bankruptcies throughout the United States.

5. To coin money, regulate the value thereof, and of foreign coin, and fix the standard of weights and measures.

6. To provide for the punishment of counterfeiting the securities and current coin of the United States.

7. To establish post-offices and post-roads.

8. To promote the progress of science and useful arts, by securing, for limited times, to authors and inventors the exclusive right to their respective writings and discoveries.

9. To constitute tribunals inferior to the supreme court.

10. To define and punish piracies and felonies committed on the high seas, and offences against the law of nations.

11. To declare war, grant letters of marque and reprisal, and make rules concerning captures on land and water.

12. To raise and support armies; but no appropriation of money to that use shall be for a longer term than two years.

13. To provide and maintain a navy.

14. To make rules for the government and regulation of the land and naval forces.

15. To provide for calling forth the militia to execute the laws of the union, suppress insurrection, and repel invasions.

16. To provide for organizing, arming, and disciplining the militia, and for governing such part of them as may be employed in the service of the United States, reserving to the states respectively, the appointment of the officers, and the authority of training the militia according to the discipline prescribed by congress.

17. To exercise exclusive legislation in all cases whatsoever, over such district (not exceeding ten miles square) as may by cession of particular states, and the acceptance of congress, become the seat of the government of the United States; and to exercise like authority over all places purchased by the consent of the legislature of the state in which the same shall be, for the erection of forts, magazines, arsenals, dock-yards, and other needful buildings:—And

18. To make all laws which shall be necessary and proper for carrying into execution

the foregoing powers, and all other powers vested by this constitution in the government of the United States, or in any department or officer thereof.

Section IX.—1. The migration or importation of such persons as any of the states now existing shall think proper to admit, shall not be prohibited by the congress prior to the year 1808; but a tax or duty may be imposed on such importation, not exceeding ten dollars for each person.

2. The privilege of the writ of *habeas corpus* shall not be suspended, unless when in cases of rebellion or invasion the public safety may require it.

3. No bill of attainder or *ex post facto* law shall be passed.

4. No capitation or other direct tax shall be laid, unless in proportion to the *census* or enumeration herein before directed to be taken.

5. No tax or duty shall be laid on articles exported from any state.

6. No preference shall be given by any regulation of commerce or revenue to the ports of one state over those of another: nor shall vessels bound to, or from, one state, be obliged to enter, clear, or pay duties in another.

7. No money shall be drawn from the treasury, but in consequence of appropriations made by law; and a regular statement and account of the receipts and expenditures of all public money shall be published from time to time.

8. No title of nobility shall be granted by the United States: and no person holding any office of profit or trust under them, shall, without the consent of the congress, accept of any present, emolument, office, or title of any kind whatever, from any king, prince, or foreign state.

Section X.—1. No state shall enter into any treaty, alliance, or confederation; grant letters of marque and reprisal; coin money; emit bills of credit; make any thing but gold and silver coin a tender in payment of debts; pass any bill of attainder, *ex post facto* law, or law impairing the obligation of contracts; or grant any title of nobility.

2. No state shall, without the consent of the congress, lay any imposts or duties on imports, exports, except what may be absolutely necessary for executing its inspection laws; and the net produce of all duties and imposts, laid by any state on imports or exports, shall be for the use of the treasury of the United States; and all such laws shall be subject to the revision and control of the congress.

3. No state shall, without the consent of the congress, lay any duty of tonnage, keep troops or ships of war in time of peace, enter into any agreement or compact with another state, or with a foreign power, or engage in war, unless actually invaded, or in such imminent danger as will not admit of delay.

Art. II.—Section I.—1. The executive power shall be vested in a president of the United States of America. He shall hold his office during the term of four years, and, together with the vice-president, chosen for the same term, be elected as follows:

2. Each state shall appoint, in such manner as the legislature thereof may direct, a number of electors, equal to the whole number of senators and representatives to which the state may be entitled in the congress: but no senator or representative, or person holding an office of trust or profit under the United States, shall be appointed an elector.

3. The congress may determine the time of choosing the electors, and the day on which they shall give their votes; which day shall be the same throughout the United States.

4. No person, except a natural-born citizen, or a citizen of the United States at the time of the adoption of this constitution, shall be eligible to the office of president; neither shall any person be eligible to that office who shall not have attained to the age of thirty-five years, and been fourteen years a resident within the United States.

5. In case of the removal of the president from office, or of his death, resignation, or inability to discharge the powers and duties of the said office, the same shall devolve on the vice-president, and the congress may by law provide for the case of removal, death, resignation, or inability, both of the president and vice-president, declaring what officer shall then act as president, and such officer shall act accordingly, until the disability be removed, or a president shall be elected.

6. The president shall, at stated times, receive for his services a compensation, which

shall neither be increased nor diminished during the period for which he shall have been elected, and he shall not receive within that period any other emolument from the United States, or any of them.

7. Before he enters on the execution of his office, he shall take the following oath or affirmation :—"I do solemnly swear (or affirm) that I will faithfully execute the office of president of the United States, and will, to the best of my ability, preserve, protect, and defend the constitution of the United States."

Section II.—1. The president shall be commander-in-chief of the army and navy of the United States, and of the militia of the several states when called into the actual service of the United States; he may require the opinion, in writing, of the principal officer in each of the executive departments, upon any subject relating to the duties of their respective offices, and he shall have power to grant reprieves and pardons for offences against the United States, except in cases of impeachment.

2. He shall have power, by and with the advice and consent of the Senate, to make treaties, provided two-thirds of the senators present concur; and he shall nominate, and by and with the advice and consent of the Senate, shall appoint ambassadors, other public ministers, and consuls, judges of the supreme court, and all other officers of the United States, whose appointments are not herein otherwise provided for, and which shall be established by law: but the congress may by law vest the appointment of such inferior officers, as they think proper, in the president alone, in the courts of law, or in the heads of departments.

3. The president shall have power to fill up all vacancies, that may happen during the recess of the Senate, by granting commissions which shall expire at the end of their next session.

Section III.—He shall, from time to time, give to the congress information of the state of the Union, and recommend to their consideration such measures as he shall judge necessary and expedient; he may, on extraordinary occasions, convene both houses, or either of them, and in case of disagreement between them, with respect to the time of adjournment, he may adjourn them to such time as he shall think proper; he shall receive ambassadors and other public ministers; he shall take care that the laws be faithfully executed, and shall commission all the officers of the United States.

Section IV.—The president, vice-president, and all civil officers of the United States, shall be removed from office on impeachment for, and conviction of, treason, bribery, or other high crimes and misdemeanors.

Art. III.—Section I.—The judicial power of the United States shall be vested in one supreme court, and in such inferior courts as the congress may, from time to time, ordain and establish. The judges, both of the supreme and inferior courts, shall hold their offices during good behaviour, and shall, at stated times, receive for their services, a compensation, which shall not be diminished during their continuance in office.

Section II.—1. The judicial power shall extend to all cases, in law and equity, arising under this constitution, the laws of the United States, and treaties made, or which shall be made, under their authority;—to all cases affecting ambassadors, other public ministers, and consuls;—to all cases of admiralty and maritime jurisdiction;—to controversies to which the United States shall be a party;—to controversies between two or more states;—between a state and citizens of another state; between citizens of another state; between citizens of different states; between citizens of the same state claiming lands under grants of different states, and between a state or the citizens thereof, and foreign states, citizens, or subjects.

2. In all cases affecting ambassadors, other public ministers, and consuls, and those in which a state shall be a party, the supreme court shall have original jurisdiction. In all other cases before mentioned, the supreme court shall have appellate jurisdiction, both as to law and fact, with such exceptions, and under such regulations, as the congress shall make.

3. The trial of all crimes, except in cases of impeachment, shall be by jury; and such trial shall be held in the state where the said crimes shall have been committed; but when not committed within any state, the trial shall be at such place or places as the Congress may by law have directed.

Section III.—1. Treason against the United States shall consist only in levying war against them, or in adhering to their enemies, giving them aid and comfort.

2. No person shall be convicted of treason unless on the testimony of two witnesses to the same overt act, or on confession in open court.

3. The congress shall have power to declare the punishment of treason, but no attainder of treason shall work corruption of blood, or forfeiture, except during the life of the person attainted.

Art. IV.—Section I. Full faith and credit shall be given in each state to the public acts, records, and judicial proceedings of every other state. And the congress may, by general laws, prescribe the manner in which such acts, records, and proceedings shall be proved, and the effect thereof.

Section II.—1. The citizens of each state shall be entitled to all privileges and immunities of citizens in the several states.

2. A person charged in any state with treason, felony, or other crime, who shall flee from justice, and be found in another state, shall, on demand of the executive authority of the state from which he fled, be delivered up, to be removed to the state having jurisdiction of the crime.

3. No person held to service or labour in one state, under the laws thereof, escaping into another, shall, in consequence of any law or regulation therein, be discharged from such service or labour, but shall be delivered up on claim of the party to whom such service or labour may be due.

Section III.—1. New states may be admitted by the congress into this Union, but no new state shall be formed or erected within the jurisdiction of any other state; nor any state be formed by the junction of two or more states, or parts of states, without the consent of the legislatures of the states concerned, as well as of the congress.

2. The congress shall have power to dispose of and make needful rules and regulations respecting the territory or other property belonging to the United States; and nothing in this constitution shall be so construed as to prejudice any claims of the United States, or of any particular state.

Section IV.—The United States shall guarantee to every state in this Union a republican form of government, and shall protect each of them against invasion; and on application of the legislature, or of the executive (when the legislature cannot be convened), against domestic violence.

Art. V.—The congress, whenever two-thirds of both houses shall deem it necessary, shall propose amendments to this Constitution, or, on the application of the legislatures of two-thirds of the several states shall call a convention for proposing amendments, which, in either case, shall be valid to all intents and purposes, as part of this Constitution, when ratified by the legislatures of three-fourths of the several states, or by conventions in three-fourths thereof, as the one or the other mode of ratification may be proposed by the congress; provided that no amendment, which may be made prior to the year 1808, shall in any manner affect the first and fourth clauses in the ninth section of the first article; and that no state, without its consent, shall be deprived of its equal suffrage in the Senate.

Art. VI.—1. All debts contracted, and engagements entered into, before the adoption of this Constitution, shall be as valid against the United States under this Constitution, as under the Confederation.

2. This Constitution, and the laws of the United States, which shall be made in pursuance thereof; and all treaties made, or which shall be made, under the authority of the United States, shall be the supreme law of the land, and the judges in every state shall be bound thereby, any thing in the constitution or laws of any state to the contrary notwithstanding.

3. The senators and representatives before-mentioned, and the members of the several state legislatures, and all executive and judicial officers, both of the United States and of the several states, shall be bound by oath or affirmation, to support this Constitution; but no religious test shall ever be required as a qualification to any office or public trust under the United States.

Art. VII.—The ratification of the conventions of the nine states, shall be sufficient for the establishment of this Constitution, between the states so ratifying the same.

Done in convention by the unanimous consent of the States present, the 17th day of September, in the year of our Lord, 1787, and of the Independence of the United States of America the twelfth. In witness whereof we have hereunto subscribed our names.

GEO. WASHINGTON,

President and Deputy from Virginia.
&c. &c. &c,

AMENDMENTS to the Constitution of the United States, ratified according to the Provisions of the Fifth Article of the foregoing Constitution.

ARTICLE I.—Congress shall make no law respecting an establishment of religion, or prohibiting the free exercise thereof; or abridging the freedom of speech, or of the press; or the right of the people peaceably to assemble and to petition the government for a redress of grievances.

II. A well-regulated militia being necessary to the security of a free state, the right of the people to keep and bear arms shall not be infringed.

III. No soldier shall, in time of peace, be quartered in any house, without the consent of the owner, nor in time of war, but in a manner to be prescribed by law.

IV. The right of the people to be secure in their persons, houses, papers, and effects, against unreasonable searches and seizures, shall not be violated, and no warrants shall issue, but upon probable cause supported by oath or affirmation, and particularly describing the place to be searched, and the persons or things to be seized.

V. No person shall be held to answer for a capital, or otherwise infamous crime, unless on a presentment or indictment of a grand jury, except in cases arising in the land or naval forces, or in the militia, when in actual service in time of war or public danger; nor shall any person be subject, for the same offence, to be twice put in jeopardy of life or limb; nor shall be compelled, in any criminal case, to be a witness against himself, nor be deprived of life, liberty, or property, without due process of law; nor shall private property be taken for public use, without just compensation.

VI. In all criminal prosecutions, the accused shall enjoy the right to a speedy and public trial, by an impartial jury of the state and district wherein the crime shall have been committed, which district shall have been previously ascertained by law, and to be informed of the nature and cause of the accusation; to be confronted with the witnesses against him; to have compulsory process for obtaining witnesses in his favour, and to have the assistance of counsel for his defence.

VII. In suits at common law, where the value in controversy shall exceed twenty dollars, the right of trial by jury shall be preserved, and no fact tried by a jury, shall be otherwise re-examined in any court of the United States, than according to the rules of the common law.

VIII. Excessive bail shall not be required, nor excessive fines imposed, nor cruel and unusual punishments inflicted.

IX. The enumeration, in the Constitution, of certain rights, shall not be construed to deny or disparage others retained by the people.

X. The powers not delegated to the United States by the Constitution, nor prohibited by it to the States, are reserved to the states respectively, or to the people.*

XI. The judicial power of the United States shall not be construed to extend to any suit in law or equity, commenced or prosecuted against one of the United States by citizens of another state; or by citizens or subjects of any foreign state.†

XII. The electors shall meet in their respective states, and vote by ballot for president and vice-president, one of whom, at least, shall not be an inhabitant of the same state with themselves; they shall name in their ballots the person voted for as president, and any distinct ballots the person voted for as vice-president, and they shall make distinct lists of all persons voted for as president, and of all persons voted for as vice-president, and of the

* The first ten amendments were proposed in 1789, and ratified in 1791.

† The eleventh article was ratified in 1798.

number of votes for each, which lists they shall sign and certify, and transmit sealed to the seat of the government of the United States, directed to the president of the Senate. The president of the Senate shall, in the presence of the Senate and House of Representatives, open all the certificates, and the votes shall then be counted; the person having the greatest number of votes for president, shall be the president, if such number be a majority of the whole number of electors appointed; and if no person have such majority, then from the persons having the highest numbers, not exceeding three, on the list of those voted for as president, the House of Representatives shall choose immediately, by ballot, the president. But in choosing the president, the votes shall be taken by states, representation from each state having one vote; a quorum for this purpose shall consist of a member or members from two-thirds of the states, and a majority of all the states shall be necessary to a choice. And if the House of Representatives shall not choose a president, whenever the right of choice shall devolve upon them, before the 4th day of March next following, then the vice-president shall act as president, as in the case of the death or other constitutional disability of the president. The person having the greatest number of votes as vice-president, shall be the vice-president, if such number be a majority of the whole number of electors appointed, and if no person have a majority, then from the two highest numbers on the list, the Senate shall choose the vice-president; a quorum for the purpose shall consist of two-thirds of the whole number of senators, and a majority of the whole number shall be necessary to a choice. But no person constitutionally ineligible to the office of president, shall be eligible to that of vice-president of the United States.*

It would be pronouncing a most partial and one-sided judgment, if we said that America had not defects in her government, and *domestic institutions.* In her *government executive weakness, or that want of power to enforce an implicit obedience to the laws, and to the administration of justice, so necessary,* as Washington has so nobly expressed it, *to liberty itself*, forms the chief insecurity, in regard to the protection of person or property, and of uncertainty, as to the equal and just administration of the laws in the United States. Take for example, the president, or speaker of the legislature of Arkansas, descending from his chair, and rushing at one of the members, and assassinating him with a *bowie* knife on the floor of the house. Yet no one dared to punish the monster for his crime! This defect of executive power in the strict enforcement of the laws, is more applicable to the separate state governments, over which the central government, as is maintained by the great American jurists, has no authority.†

* The twelfth was substituted in 1804, for a clause suppressed between (2) and (3) in the 1st Section of Article II.

† See Judge Upshur's remarks, hereafter, on the Constitution of the United States.

CONGRESS, OR LEGISLATURE OF THE UNITED STATES.

THE *Legislature*, or *Congress*, of the *United States*, consists of two chambers, a Senate, and House of Representatives; and, constitutionally, must assemble once each year; on the first Monday of December; unless otherwise by law appointed.

THE HOUSE OF REPRESENTATIVES.—Each State in the Union elects members to represent it in the federal congress of the United States. The suffrage in the election of members to the House of Representatives may be considered universal: excepting that women, minors, and slaves have no votes.

In March, 1823, an act of congress fixed the representatives of each state to one member for every 40,000 inhabitants, which for the following congress returned 213 representatives and three delegates.

In consequence of the extraordinary increase of the population, it was found that, according to this rule, the number of representatives would become too numerous to form a central debating assembly; especially in a federal government, in which each state had its particular legislature.

An act of congress was accordingly passed, in 1832, regulating the return of representatives to *one* for every 47,700 persons, computed according to the mode stated in the constitution.

The present or 28th congress is chosen according to the act of congress of 1842, the ratio being "one representative for every 70,680 persons in each state, and of one additional representative ior each state having a fraction greater than one moiety of the said ratio, computed according to the rule prescribed by the constitution of the United States." The law of 1842 also requires, that the representatives of each state "shall be elected *by districts* composed of a contiguous territory, equal in number to the number of representatives to which each state may be entitled, no one district electing more than one representative." The present number is 223 representatives and 3 delegates.

According to the law of 1842, and the scale of 1832, the members returned by the respective states were as follows:—

STATES.	Members.		STATES.	Members.		STATES.	Members.	
	1832	1842		1832	1842		1832	1842
Maine	8	7	Maryland	8	6	Kentucky	13	10
New Hampshire	5	4	Virginia	21	15	Ohio	19	21
Vermont	5	4	North Carolina	13	9	Indiana	7	10
Massachussets	12	10	South ditto	9	7	Illinois	3	7
Rhode Island	2	2	Georgia	9	8	Missouri	2	5
Connecticut	6	4	Alabama	5	7	Michigan	1	3
New York	40	34	Mississippi	2	4			
New Jersey	6	5	Louisiana	3	4	Total representatives	242	223
Pennsylvania	28	24	Arkansas	1	1			
Delaware	1	1	Tennessee	13	11			

COMPARATIVE View of the Representation, Area, and Productions of the United States.

NAMES OF STATES.	Number of Senators.	Representatives in present congress.	Representatives in next congress.	Population 1840.	Area in Acres.	AGRICULTURAL PRODUCTIONS AND STOCK IN 1840.				
						Wheat.	Oats.	Indian Corn.	Cotton.	Tobacco.
						bushels.	bushels.	bushels.	lbs.	lbs.
Maine	2	8	7	501,793	19,720,000	848,166	1,076,409	950,528	..	30
New Hampshire	2	5	4	284,587	5,440,060	422.124	1.296,114	1,162,572	..	185
Massachussets	2	12	10	737,690	5,440,000	157,923	1,319,680	1,809,092	..	64,915
Rhode Island	2	2	2	108,830	960,000	3,098	171,517	1,450,498	..	317
Connecticut	2	6	4	309,797	3,048,960	87,009	1,453,262	1,500,441	..	471,657
Vermont	2	5	4	221,498	6,535,680	495,800	2.222,584	1,119,678	..	585
New York	2	40	34	2,428,921	30,080,000	12,286,418	20,675,847	10,972,287	..	744
New Jersey	2	6	5	373,306	4,424,000	774,203	3,083,524	4,461,975	..	1,922
Pennsylvania	2	28	24	1,724,033	29,440,000	13,123,077	20,640,619	14,240,022	..	325,811
Delaware	2	1	1	78,085	1,335,800	315,165	927,405	2,088,559	334	272
South Carolina	2	9	7	594,398	19,251,200	968,445	1,486,298	14,722,805	61,710,274	52,119
Georgia	2	9	8	691,392	39,120,000	1.801,130	1,610,080	20,905,822	163,392,396	162,844
Alabama	2	5	7	590,756	29,440,000	828,052	4,066,155	20,947,054	117,638,833	273,202
Mississippi	2	2	4	375,651	30,000,000	195,626	668,624	13,161,237	193,401,187	83,274
Louisiana	2	3	4	352,411	30,860,000	60	107,353	5,952,912	152,555,658	119 824
Florida	..	..	..	54,477	36,900,000	30	13,829	898,947	12,110,553	75 274
Arkansas	2	1	1	97,574	35,200,000	105,878	189,553	4,486,632	6,028,642	148,438
North Carolina	2	13	9	753,419	28,032,000	1,960,855	3,193,941	23,893,763	51,696,190	16,772,359
Tenessee	2	13	11	820,210	25,600,000	4,569,692	7,035,678	44,986,188	27,701,207	29,550,432
Maryland	2	8	6	469,232	7,008,000	3,345 783	3,534,211	8,233,886	5,637	24,816,012
Virginia	2	21	15	1,239,797	40,960,000	10,109.716	13,451,062	34,537,591	3,495,483	75,347,000
Kentucky	2	13	10	779,828	29,920,000	4,808,152	7,155,974	39 847,120	661,456	53,436,909
Missouri	2	2	5	383,702	39,424,000	1,037,385	2,234,917	17,232,524	121,122	9,067,913
Ohio	2	19	21	1,519,467	25,000,000	16,575,661	14,393,103	33,186,144	..	5,042,275
Indiana	2	7	10	685,866	23,000,000	4,040 375	5,981,605	28,155,187	180	1,820,306
Illinois	2	3	7	476,183	38,084,000	3,335,393	4,988,048	22,634,201	200,947	564,326
Michigan	2	1	3	212,267	38,400,000	2,257,108	2,114,051	2,277,039	..	1602
Iowa	..	..	..	43,112	35,000,000	728	216,384	1,406,341	..	8076
Wisconsin	..	..	..	30,945	35,000,000	11,062	406,511	379,354	..	115
Aggregate	52	242	223	17,068,656	696,747,000	84,823,272	123,071,341	377,513,875	790,479,275	219,163,319

Since the 4th of March, 1807, the compensation of each member of the Senate and House of Representatives, has been eight dollars a day, during the period of his attendance in congress, without deduction in case of sickness ; and eight dollars for every twenty miles' travelled, on the usual road, in going to and returning from the seat of government. The compensation of the president of the Senate, *pro tempore*, and of the Speaker of the House of Representatives, is sixteen dollars a day.

The salaries of the officers are:—1 clerk of the house, 3000 dollars; 1 chief under clerk, 1800 dollars; 10 clerks, each 1500 dollars; 1 serjeant-at-arms, 1500 dollars; 1 principal door-keeper, 1500 dollars; 1 assistant door-keeper, 1450 dollars; 1 postmaster, 1500 dollars; 1 messenger, 600 dollars; 1 librarian, 1500 dollars; 2 assistant librarians, 1150 dollars.

The privileges and powers of the House of Representatives are prescribed in the constitution. Election of members to the House of Representatives takes place every two years.

THE SENATE.—The Upper House of Congress, consists of forty-eight members, elected by the legislatures of the several states; each sending two. They are elected for six years; one-third going out every two years. The pay and allowances to the members and president are the same as to those of the House of Representatives. The vice-president of the United States is president, ex-officio, of the Senate.

The salaries of the officers are:—1 secretary, 3000 dollars: 1 chief clerk, 1800 dollars; 5 clerks, each 1500 dollars; 1 clerk, 1000 dollars; 1 serjeant-at-arms and door-keeper, 1500 dollars each; 1 assistant door-keeper, 1450 dollars; 1 messenger, 700 dollars; 1 postmaster, 1500 dollars; 1 librarian, 1500 dollars; 2 assistant librarians, 1150 dollars.

THE PRESIDENT OF THE UNITED STATES.—The chief magistrate of the United States is elected by a body of distinct electors, qualified within each state.* Their votes are sent under seal to congress who have the right of electing the president, if the candidate have not more than half the whole number of votes in his favour.

The powers of the president, during his administration of four years, are very extensive. See them stated, as well as the privileges and rights of congress, in the constitution. His salary is, 25,000 dollars, or 5125*l.*; that of the vice-president, 5000 dollars, or 1025*l.*

The powers vested by the constitution in the central government extend to all negotiations with foreign nations; maintaining and organising the naval and military forces; the sole regulation of foreign trade; and all matters connected with the general revenue and finances.

The views taken by the federalists, and the democrats, of the constitution of the United States, have, frequently, been greatly opposed to each other. Of the several jurists who have written on the constitution of the United States; the authors of the Federalists, Judge Story and Chief-justice Kent are the most eminent. The late learned Secretary of State, Mr. Upshur, appears to us to have comprehended that celebrated act more clearly than any other jurist.

"A work," says Mr. Upshur,† "presenting a proper analysis and correct views of the constitution of the United States, has long been a desideratum with the public. It is true that the last fifteen years have not been unfruitful in commentaries upon that instrument: *such* commentaries, however, as have, for the most part, met a deserved fate in immediate and total oblivion. A few have appeared, however, of a much higher order, and bearing the stamp of talent, learning, and research. Among these, the work of Judge Story and the 'Commentaries' of Chief Justice Kent hold the first rank. Both these works are, as it is natural they should be, strongly tinctured with the political opinions of their respective authors; and as there is a perfect concurrence between them in this respect, their joint authority can scarcely fail to exert a strong influence upon public opinion.

"The authority of great names is of such imposing weight, that mere reason and argument can rarely counterpoise it in the public mind; and its preponderance is not easily

* See the 2nd article of the constitution, and the 12th article of the Amendments.

† The late Judge Upshur, a short time before his lamentable death, sent me his views on the Constitution of the United States. They are so remarkable that I consider the leading parts, which I have extracted, as absolutely necessary to a just understanding of the Constitution of the United States, as a confederative government, and as elucidating the separate constitutions of the several states. The late Mr Upshur was one of the highest legal authorities in the United States. His predecessor in the office of secretary of state, Mr. Legarè, was also a profound lawyer, and my personal friend. He was carried off suddenly while on a visit to Boston, in 1842; and Mr. Upshur, who succeeded him, was destroyed, with several others, in 1843, by the bursting of a monstrous cannon on board a steam frigate. A more pure-minded statesman, and more virtuous man than Mr. Upshur, I believe there did not exist.

overcome, except by adding like authority to the weight of reason and argument, in the opposing scale. I hope it is not yet too late for this suggestion to have its effect upon those to whom it is addressed.

"The first commentary upon the constitution, the 'Federalist,' is decidedly the best which has yet appeared. The writers of that book were actors in all the interesting scenes of the period, and two of them were members of the convention which formed the constitution. Added to this, their extensive information, their commanding talents, and their experience in great public affairs, qualified them, in a peculiar degree, for the task which they undertook. Nevertheless, their great object was to *recommend* the constitution to the people, at a time when it was very uncertain whether they would adopt it or not; and hence their work, although it contains a very full and philosophical analysis of the subject, comes to us as a mere argument in support of a favourite measure, and, for that reason, does not always command our entire confidence. Besides, the constitution was then untried, and its true character, which is to be learned only from its practical operation, could only be conjectured. Much has been developed in the actual practice of the government, which no politician of that day could either have foreseen or imagined. New questions have arisen, not then anticipated, and difficulties and embarrassments, wholly unforeseen, have sprung from new events in the relation of the states to one another, and to the general government. Hence the 'Federalist' cannot be relied on as full and safe authority in all cases. It is, indeed, matter of just surprise, and affording the strongest proof of the profound wisdom and far-seeing sagacity of the authors of that work, that their views of the constitution have been so often justified in the course of its practical operation. Still, however, it must be admitted that the 'Federalist' is defective in some important particulars, and deficient in many more. The constitution is much better understood at this day than it was at the time of its adoption. This is not true of the great principles of civil and political liberty, which lie at the foundation of that instrument, but it is emphatically true of some of its provisions, which were considered at the time as comparatively unimportant, or so plain as not to be misunderstood, but which have been shown by subsequent events, to be pregnant with the greatest difficulties, and to exert the most important influence upon the whole character of the government. Contemporary expositions of the constitution, therefore, although they should be received as authority in *some* cases, and may enlighten our judgments in most others, cannot be regarded as safe guides, by the expounder of that instrument at this day. The subject demands our attention now, as strongly as it did before the 'Federalist' was written.

"Judge Story fills a high station in the judiciary of the United States, and has acquired a character, for talents and learning, which ensures respect to whatever he may publish under his own name. His duty, as a judge of the supreme court, has demanded of him frequent investigations of the nicest questions of constitutional law; and his long service in that capacity, has probably brought under his review, every provision of that instrument, in regard to which any difference of opinion has prevailed. Assisted, as he has been by the arguments of the ablest counsel, and by the joint deliberations of the other judges of the court, it would be, indeed, wonderful, if he should hazard his well-earned reputation as a jurist, upon any hasty or unweighed opinion, upon subjects so grave and important. He has also been an attentive observer of political events, and although, by no means obtrusive in politics, has yet a political character, scarcely less distinguished than his character as a jurist. To all these claims to public attention and respect, may be added a reputation for laborious research, and for calm and temperate thinking.

"The first part of Judge Story's work relates to a subject of the greatest interest to every American, and well worthy the study of philosophical inquiries, all over the world. There is not within the whole range of history, an event more important, with reference to its effects upon the world at large, than the settlement of the American colonies. It did not fall within the plan of our author to inquire very extensively, or very minutely, into the mere history of the events, which distinguished that extraordinary enterprise. So far as the first settlers may be regarded as actuated by avarice, by ambition, or by any other of the usual motives of the adventurer, their deeds belong to the province of the historian alone. We, however, must contemplate them in another and a higher character. A deep

and solemn feeling of religion, and an attachment to, and an understanding of, the principles of civil liberty, far in advance of the age in which they lived, suggested to most of them the idea of seeking a new home, and founding new institutions, in the western world. To this spirit we are indebted for all that is free and liberal in our present political systems. It would be a work of very great interest, and altogether worthy of the political historian, to trace the great principles of our institutions back to their sources. Their origin would probably be discovered at a period much more remote than is generally supposed. We should derive from such a review, much light in the interpretation of those parts of our systems, as to which we have no precise rules in the language of our constitutions of government. It is to be regretted that Judge Story did not take this view of the subject. Although not strictly required by the plan of his work, it was, nevertheless, altogether consistent with it ; and would have added much to its interest with the general reader. His sources of historical information were ample, and his habits and the character of his mind fitted him well for such an investigation, and for presenting the result in an analytic and philosophical form. He has chosen, however, to confine himself within much narrower limits. Yet, even within those limits, he has brought together a variety of historical facts of great interest ; and has presented them, in a condensed form, well calculated to make a lasting impression upon the memory. The brief sketch which he has given of the settlement of the several colonies, and of the charters from which they derived their rights and powers as separate governments, contains much to enable us to understand fully the relation which they bore to one another, and to the mother country. This is the true starting point in the investigation of those vexed questions of constitutional law, which have so long divided political parties in the United States. It would seem almost impossible that any two opinions could exist upon the subject ; and yet the historical facts upon which alone all parties must rely, although well authenticated, and comparatively recent, have not been understood by all men alike. Our author was well aware of the importance of settling this question at the threshold of his work. Many of the powers which have been claimed for the federal government, by the political party to which he belongs, depend upon a denial of that separate existence, and separate sovereignty and independence, which the opposing party has uniformly claimed for the States.

"It appears to be a favourite object with the author, to impress upon the mind of the reader, at the very commencement of his work, the idea, that the people of the several colonies were, as to some objects, which he has not explained, and, to some extent, which he has not defined, '*one people.*' But although the colonies were independent of each other in respect to their domestic concerns, they were not wholly alien to each other. On the contrary, they were fellow-subjects, and for many purposes one people. Every colonist had a right to inhabit, if he pleased, in any other colony, and as a British subject he was capable of inheriting lands by descent in every other colony. The commercial intercourse of the colonies, too, was regulated by the general laws of the British empire, and could not be restrained or obstructed by colonial legislation. The remarks of Mr. Chief Justice Jay are equally just and striking :—'All the people of this country were then subjects of the King of Great Britain, and owed allegiance to him, and all the civil authority then existing or exercised here, flowed from the head of the British empire. They were, in a strict sense *fellow-subjects*, and, in a variety of respects, *one people.* When the revolution commenced the patriots did not assert that only the same affinity and social connexion subsisted between the people of the colonies which subsisted betweenthe people of Gaul, Britain, and Spain, while Roman provinces, to wit, only that affinity and social connexion which results from the mere circumstance of being governed by the same prince.'

"The historical facts stated by both of these gentlemen are truly stated, but it is surprising that it did not occur to such cool reasoners, that every one of them is the *result of the relation between the colonies and the mother country, and not the result of the relation between the colonies themselves.* Every British subject, whether born in England proper or in a colony, has a right to reside anywhere within the British realm, and this *by the force of British laws.* Such is the right of every Englishman wherever he may be found. As to the right of the colonist to inherit lands by descent in any other colony than his own, our author himself informs us, that it belonged to him, 'as a British subject.' That right,

indeed, is a consequence of his allegiance. By the policy of the British constitution and laws, it is not permitted that the soil of her territory should belong to any, from whom she cannot demand all the duties of allegiance. This allegiance is the same in all the colonies as it is in England proper; and, wherever it exists, the correspondent right to own and inherit the soil attaches. The right to regulate commercial intercourse among her colonies, belongs, of course, to the parent country, unless she relinquishes it by some act of her own; and no such act is shown in the present case. On the contrary, although that right was resisted for a time by some of the American colonies, it was finally yielded, as our author himself informs us, by all those of New England; and I am not informed that it was denied by any other. Indeed, the supremacy of parliament, in most matters of legislation which concerned the colonies, was generally—nay, *universally* admitted, up to the very eve of the revolution. It is true, the right to *tax* the colonies was denied, but this was upon a wholly different principle; it was the right of every British subject to be exempt from taxation, except by his own consent; and as the colonies were not, and, from their local situation, could not be, represented in parliament, the right of that body to tax them was denied, upon a fundamental principle of English liberty. But the right of the mother country to regulate commerce among her colonies is of a different character, and it never was denied to England by her American colonies, so long as a hope of reconciliation remained to them. In like manner, the facts relied on by Mr. Jay, that 'all the people of this country were then subjects of the King of Great Britain, and owed allegiance to him,' and that, 'all the civil authority then existing or exercised here, flowed from the head of the British empire,' are but the usual incidents of colonial dependence, and are by no means peculiar to the case he was considering. They do, indeed, prove a unity between all the colonies and *the mother country*, and show that these, taken altogether, are, in the strictest sense of the terms, 'one people;' but I am at a loss to perceive how they prove that two or more parts, or subdivisions, of the same empire, necessarily constitute 'one people.' If this be true of the colonies, it is equally true of any two or more geographical sections of England proper; for every one of the reasons assigned, applies as strictly to this case as to that of the colonies. Any two countries may be 'one people,' or 'a nation *de facto*' if they can be made so by the facts that their people are 'subjects of the King of Great Britain, and owe allegiance to him,' and that, 'all the civil authority exercised therein, flows from the head of the British empire.'

"And, so far as the rights of the mother country are concerned, they existed in the same form, and to the same extent, over every other colony of the empire. Did this make the people of *all* the colonies 'one people?' If so, the people of Jamaica, the British East Indian possessions, and the Canadas, are, for the very same reason, 'one people' at this day.

"The *general* relation between colonies and the parent country is as well settled and understood as any other; and it is precisely the same in all cases, except where special consent and agreement may vary it. Whoever, therefore, would prove that any peculiar *unity* existed between the American colonies, is bound to show something in their characters, or some peculiarity in their condition, to exempt them from the general rule. Judge Story was too well acquainted with the state of the facts, to make any such attempt in the present case. The congress of the nine colonies, which assembled at New York, in October, 1765, declare that the colonists "owe the same allegiance to the crown of Great Britain that is owing from his subjects born within the realm, and all due subordination to that august body, the Parliament of Great Britain.' 'That the colonists are entitled to all the inherent rights and liberties of his (the king's) natural-born subjects within the Kingdom of Great Britain.' We have here an all-sufficient foundation of the right of the crown to regulate commerce among the colonies, and of the right of the colonists to inhabit and to inherit land in each and all the colonies. They were nothing more than the ordinary rights and liabilities of every British subject; and, indeed, the most that the colonies ever contended for, was an equality, in these respects, with the subjects born in England.

"The great effort of the author, throughout his entire work, is to establish the doctrine, that the constitution of the United States is a government of 'the people of the United States,' as contra-distinguished from the people of the several states; or, in other words,

that it is a consolidated, and not a federative system. His construction of every contested federal power, depends mainly upon this distinction; and hence the necessity of establishing a *oneness* among the people of the several colonies, prior to the revolution.

"In order to constitute 'one people,' in a political sense, of the inhabitants of different countries, something more is necessary than that they should owe a common allegiance to a common sovereign. Neither is it sufficient that in some particulars they are bound alike, by laws which that sovereign may prescribe; nor does the question depend on geographical relations. The inhabitants of different islands may be one people, and those of contiguous countries may be, as we know they in fact are, different nations. By the term *people*, as here used, we do not mean merely a number of persons. We mean by it a political corporation, the members of which owe a common allegiance to a common sovereignty, and do not owe any allegiance which is *not* common; who are bound by no laws except such as that sovereignty may prescribe; who owe to one another reciprocal obligations; who possess common political interests; who are liable to common political duties; and who can exert no sovereign power except in the name of the whole. Any thing short of this would be an imperfect definition of that political corporation which we call *a people*.

"Tested by this definition, the people of the American colonies were, in no conceivable sense, 'one people.' They owed, indeed, allegiance to the British king, as the head of each colonial government, and as forming a part thereof, but this allegiance was exclusive in each colony to its own government, and consequently to the king as the head thereof, and was not a common allegiance of the people of all the colonies, to a common head.* These colonial governments were clothed with the sovereign power of making laws, and of enforcing obedience to them, from their own people. The people of one colony owed no allegiance to the government of any other colony, and were not bound by its laws. The colonies had no common legislature, no common treasury, no common military power, no common judicatory. The people of one colony were not liable to pay taxes to any other colony, nor to bear arms in its defence; they had no right to vote in its elections; no influence nor control in its municipal government, no interest in its municipal institutions. There was no prescribed form by which the colonies could act together, for any purpose whatever; they were not known as 'one people' in any one function of government, although they were all, alike, dependencies of the British crown, yet, even in the action of the parent country in regard to them, they were recognised as separate and distinct. They were established at different times, and each under an authority from the crown which applied to itself alone. They were not even alike in their organisation. Some were provincial, some were proprietary, and some charter governments. Each derived its form of government from the particular instrument establishing it, or from assumptions of power acquiesced in by the crown, without any connexion with, or relation to, any other. They stood upon the same footing, in every respect, with other British colonies, with nothing to distinguish their relation either to the parent country or to one another. The charter of any one of them might have been destroyed, without in any manner affecting the rest. In point of fact, the charters of nearly all of them were altered from time to time, and the whole character of their governments changed. These changes were made in each colony for itself alone, sometimes by its own action, sometimes by the power and authority of the crown; but never by the joint agency of any other colony, and never with reference to the wishes or demands of any other colony. Thus they were separate and distinct in their creation, separate and distinct in the forms of their governments, separate and distinct in the modifications of their government, which were made from time to time, separate and distinct in political functions, in political rights, and in political duties.

"The provincial government of Virginia was the first established. The people of Virginia owed allegiance to the British king, as the head of their own local government. The authority of that government was confined within certain geographical limits known as

* The resolutions of Virginia, in 1796, show that *she* considered herself merely as an appendage of the British Crown; that *her* legislature was alone authorised to tax her; and that she had a right to call on *her* king, who was also King of England, to protect her against the usurpations of the British parliament.

Virginia, and all who lived within those limits were 'one people.' When the colony of Plymouth was subsequently settled, were the people of that colony one with the people of Virginia? When, long afterwards, the proprietary government of Pennsylvania was established, were the followers of William Penn 'one' with the people of Plymouth and Virginia? If so, to which government was their allegiance due? Virginia had a government of her own, Pennsylvania a government of her own, and Massachussets a government of her own. The people of Pennsylvania could not be equally bound by the laws of all three governments; because those laws might happen to conflict; they could not owe the duties of citizenship to all of them alike, because they *might* stand in hostile relations to one another. Either then the government of Virginia, which originally extended over the whole territory, continued to be supreme therein, (subject only to its dependence upon the British Crown,) or else its supremacy was yielded to the new government. Every one knows that this last was the case, that within the territory of the new government, the authority of that government alone prevailed. How then could the people of this new government of Pennsylvania be said to be 'one' with the people of Virginia, when they were not citizens of Virginia, owed her no allegiance and no duty, and when their allegiance to another government might place them in the relation of enemies of Virginia?

"In further illustration of this point, let us suppose that some one of the colonies had refused to unite in the declaration of independence; what relation would it then have held to the others? Not having disclaimed its allegiance to the British crown, it would still have continued to be a British colony, subject to the authority of the parent country in all respects as before. Could the other colonies have rightfully compelled it to unite with them in their revolutionary purposes, on the ground that it was part and parcel of the 'one people' known as the people of the colonies? No such right was ever claimed or dreamed of, and it will scarcely be contended for now, in the face of the known history of the time. Such recusant colony would have stood precisely as did the Canadas, and every other part of the British empire. The colonies which had declared war, would have considered its people as enemies, but would not have had a right to treat them as traitors, or as disobedient citizens resisting their authority. To what purpose then were the people of the colonies 'one people,' if in a case so important to the common welfare, there was no right in all the people together, to coerce the members of their own community to the performance of a common duty?

"It is thus apparent that the people of the colonies were not 'one people' as to any purpose involving allegiance on the one hand or protection on the other.

"As early as 1765, a majority of the colonies had met together in congress, or convention, in New York, for the purpose of deliberating on these grave matters of common concern; and they then made a formal declaration of what they considered their rights, as colonists and British subjects. This measure, however, led to no redress of their grievances. On the contrary, the subsequent measures of the British government gave new and just causes of complaint; so that, in 1774, it was deemed necessary that the colonies should again meet together, in order to consult upon their general condition, and provide for the safety of their common rights. Hence the congress, which met in Carpenter's Hall on the 5th of September, 1774. It consisted of delegates from New Hampshire, Massachusset's Bay, Rhode Island, and Providence Plantations, Connecticut, *from the City and County of New York, and other counties in the Province of New York*, New Jersey, Pennsylvania, *Newcastle, Kent, and Sussex, in Delaware*, Maryland, Virginia, and South Carolina. North Carolina was not represented until the 14th of September, and Georgia not at all. It is also apparent that New York was not represented *as a colony*, but only through certain portions of her people; in like manner, Lyman Hall was admitted to his seat, in the succeeding congress, as a delegate from the parish of St. John's, in Georgia, although he declined to vote on any question requiring a majority of *the colonies* to carry it, because he was not the representative of a colony. This congress passed a variety of important resolutions, between September, 1774, and October 22nd, in the same year, during all which time Georgia was not represented at all; for even the parish of St. John's did not appoint a representative till May, 1775. In point of fact, the congress was a *deliberative and advisory* body, and nothing more; and for this reason it was not deemed important, or, at least, not *indispensable*, that all the

colonies should be represented, since the resolutions of congress had no obligatory force whatever. It was appointed for the sole purpose of taking into consideration the general condition of the colonies, and of devising and recommending proper measures for the security of their rights and interests. For these objects no precise powers and instructions were necessary, and *beyond* them none were given. Neither does it appear that any precise time was assigned for the duration of congress. The duty with which it was charged was extremely simple; and it was taken for granted that it would dissolve itself as soon as that duty was performed.

"Speaking of the congress of 1774, Marshall says: 'The members of this congress were *generally* elected by the authority of the colonial legislatures, but, in *some* instances, a different system had been pursued. In New Jersey and Maryland, the elections were made by committees, chosen in the several counties for that particular purpose: and in New York, where the royal party was very strong, and where it is probable that no legislative act, authorising an election of members to represent that colony in congress could have been obtained, the people themselves assembled in those places, where the spirit of opposition to the claims of parliament prevailed, and elected deputies, who were very readily received into congress.' Here the *general rule* is stated to be, that the deputies were elected by the 'colonial legislatures;' and the instances in which the people acted, 'directly in their primary, sovereign capacity,' without the intervention of the ordinary functionaries of government, are given as *exceptions*.

"As to New York, neither her people nor her government, had so far lost their attachment to the mother country, as to concur in any measure of opposition, until after the battle of Lexington, in April, 1775; and the only representatives which New York had in the congress of 1774, were those of a comparatively small portion of her people. It is well known, and, indeed the author himself so informs us, that the members of the congress of 1775, were elected substantially, as were those of the preceding congress; so that there were very few of the colonies, in which the people performed that act in their 'primary sovereign capacity,' without the intervention of their constituted authorities. It is of little consequence, however, to the present inquiry, whether the deputies were chosen by the colonial legislatures, as was done in most of the colonies, or by conventions, as was done in Georgia, and some others; or by committees appointed for the purpose, as was done in one or two instances; or by the people in primary assemblies, as was done in *part* of New York. The circumstances under which the congresses of 1774 and 1775, were called into existence, precluded the possibility of any precise limitations of their powers, even if it had been designed to clothe them with the functions of government. The colonies were suffering under common oppressions, and were threatened with common dangers from the mother country. The great object which they had in view, was to produce that concert of action among themselves which would best enable them to resist their common enemy, and best secure the safety and liberties of all. Great confidence must necessarily be reposed in public rulers, under circumstances of this sort.

"Many of those powers which, for greater convenience, were entrusted exclusively to congress, could not be effectually exerted, except by the aid of the state authorities. The troops required by congress, were raised by the states, and the commissions of their officers were countersigned by the governors of the states. Congress were allowed to issue bills of credit, but they could not make them a legal tender, nor punish the counterfeiter of them. Neither could they bind the states to redeem them, nor raise, by their own authority, the necessary funds for that purpose. Congress received ambassadors and other public ministers, yet they had no power to extend to them that protection, which they receive from the government of every sovereign nation.

"Thus it appears that, in the important functions of raising an army, of providing a public revenue, of paying public debts, and giving security to the persons of foreign ministers, the boasted 'sovereignty' of the federal government was merely nominal, and owed its entire efficiency to the co-operation and aid of the state governments. Congress had no power to coerce these governments, nor could it exercise any direct authority over their individual citizens.

"Although the powers actually assumed and exercised by congress, were certainly very great, they were not always acquiesced in, or allowed by the states. Thus, the power to

lay an embargo, was earnestly desired by them, but was denied by the states; and in order the more clearly to indicate that many of their powers were exercised merely by sufferance, and, at the same time, to lend a sanction to their authority, so far as they chose to allow it, it was deemed necessary, by at least *one* of the states, to pass laws indemnifying those who might act in obedience to the resolutions of that body.

"The following extract from the journals of the convention, containing the history of this interesting event, cannot fail to be acceptable to every American reader.

"'Wednesday, May 15th, 1776.—The convention, then, according to the order of the day, resolved itself into a committee on the state of the colony; and after some time spent therein, Mr. President resumed the chair, and Mr. Carey reported that the committee had, according to order, had under their consideration the state of the colony, and had come to the following resolutions thereupon; which he read in his place, and afterwards delivered in at the clerk's table, where the same were again twice read, and unanimously agreed to, one hundred and twelve members being present.

"'For as much as all the endeavours of the united colonies, by the most decent representations and petitions to the king and parliament of Great Britain, to restore peace and security to America under the British government, and a reunion with that people, upon just and liberal terms, instead of a redress of grievances, having produced, from an imperious and vindictive administration, increased insult, oppression, and a vigorous attempt to effect our total destruction. By a late act, all these colonies are declared to be in rebellion, and out of the protection of the British crown, our properties subject to confiscation, our people, when captivated, compelled to join in the plunder and murder of their relations and countrymen, and all former rapine and oppression of Americans declared legal and just. Fleets and armies are raised, and the aid of foreign troops engaged to assist these destructive purposes. The king's representative in this colony hath not only withheld all the powers of government from operating for our safety, but, having retired on board an armed ship, is carrying on a piratical and savage war against us, tempting our slaves by every artifice to resort to him, and training and employing them against their masters.

"'In this state of extreme danger, we have no alternative left, but an abject submission to the will of those overbearing tyrants, or a total separation from the crown and government of Great Britain, uniting and exerting the strength of all America for defence, and forming alliances with foreign powers for commerce and aid in war. Wherefore, appealing to the searcher of all hearts, for the sincerity of former declarations, expressing our desire to preserve our connexion with that nation, and that we are driven from that inclination by their wicked councils and the eternal laws of self-preservation; resolved, unanimously, that the delegates appointed to represent this colony in general congress, be instructed to propose to that respectable body, to declare the united colonies free and independent states, absolved from all allegiance to, or dependence upon, the crown or parliament of Great Britain; and that they give the assent of this colony to that declaration, and to whatever measures may be thought proper and necessary by the congress, for forming foreign alliances, and a confederation of the colonies, at such time and in such manner as to them may seem best. Provided, that the power of forming government for, and the regulations of the internal concerns of each colony, be left to the respective colonial legislatures.

"'Resolved, unanimously, that a committee be appointed to prepare a declaration of rights, and such a plan of government, as will be most likely to maintain peace and order in this colony, and secure substantial and equal liberty to the people.'

"It is impossible to contemplate this proceeding on the part of Virginia, without being convinced that she acted from her own free and sovereign will; and that *she*, at least, *did* 'presume' to establish a government for herself, without the least regard to the recommendation or the pleasure of congress.

"We all admit that the power and authority of the federal government, within its constitutional sphere, are superior to those of the states, in some instances; and co-ordinate in others; and that every citizen is under an absolute obligation, to render them respect and obedience; and this *simply because his own state, by the act of ratifying the constitution, has commanded him to do so.* We all admit it to be true, as a general proposition, that no citizen nor state has an independent right to 'construe,' and still less to 'control,' the constitutional obligations of that government, and that neither a citizen nor a state can

'judge,' that is, '*decide*' on the nature and extent of those obligations, with a view to control them. All that has ever been contended for, is, that a state has a right to judge of its *own* obligations; and, consequently, to judge of those of the federal government, so far as they relate to *such state itself*, and no farther. It is admitted on all hands, that when the federal government *transcends* its constitutional power, and when, of course, it is not acting *within* its 'obligations,' the parties to that government, whoever they may be, are no longer under any duty to respect or obey it. This has been repeatedly affirmed by our courts, both state and federal; and has never been denied by any class of politicians. Who then is to determine whether it has so transcended its constitutional obligations, or not? It is admitted, that to a certain extent, the supreme court, is the proper tribunal, in the last resort, because the states in establishing that tribunal, have expressly agreed to make it so. The jurisdiction of the federal courts extends to certain cases, affecting the rights of the individual citizens, and to certain others affecting those of the individual states. So far as the federal government is authorised to act on the individual citizen, the powers of the one and the rights of the other, are properly determinable by the federal courts; and the decision is binding too, and absolutely final, so far as the relation of the citizen to the *federal government* is concerned. There is not, within that system, any tribunal of appeal, from the decisions of the supreme court. And so also of those cases in which the rights of *the states* are referred to the federal tribunals. In this sense and to this extent, it is strictly true that the parties have not 'an independent right to construe, control, and judge of the obligations' of the federal government; but they are bound by the decisions of the federal courts, so far as they have authorised and agreed to submit to them. But there are many cases involving the question of federal power, which are not cognisable before the federal courts; and, of course, as to these, we must look out for some other umpire. It is precisely in this case, that the question who are the parties to the constitution, becomes all important and controlling. If the states are parties as sovereign states, then it follows, as a necessary consequence, that each of them has the right which belongs to every sovereignty, to construe its own contracts and agreements, and to decide upon its own rights and powers.

"The *nullifier* contends only for the right of a state to *prevent the constitution from being violated by the general government*, and not for the right either to repeal, abrogate, or suspend it. The *seceder* asserts only, that a state is competent to withdraw from the union whenever it pleases; but does not assert that in so doing, it can repeal, or abrogate, or suspend the constitution as to the other states. Secession would, indeed, utterly destroy the compact as to the seceding party; but would not necessarily affect its obligation as to the rest. If it would, then the rest would have no right to coerce the seceding state, nor to place her in the attitude of an enemy. *It is certain, I think, they would not have such right*; but those who assert that they would—and Judge Story is among the number—must either abandon that idea, or they must admit that the act of secession does not break up the constitution, except as the seceding state. For the moment the constitution is destroyed, all the authorities which it has established, cease to exist. There is no longer such a government as that of the United States; and, of course, they cannot, as such, either make any demand, or assert any right, or enforce any claim.

"Having disposed of this preliminary question, we now approach the constitution itself. *I affirm that it is in its structure a federative and not a consolidated government;* that it is so in all its departments, and in all its leading and distinguishing provisions; and, of course, that it is to be so interpreted, *by the force of its own terms*, apart from any influence to be derived from that rule of construction which has just been laid down. We will first examine it in the structure of its several departments.

"*The Legislature.*—This consists of two houses. The senate is composed of two members from each state, chosen by its own legislature, whatever be its size or population, and is universally admitted to be strictly federative in its structure. The house of representatives consists of members chosen in each state, and is regulated in its numbers according to a prescribed ratio of representation. The number to which each state is entitled is proportioned to its own population, and not to the population of the United States; and if there happen to be a surplus in any state less than the established ratio, that surplus is not added to the surplus or population of any other state, in order to make up the requisite number

for a representative, but is wholly unrepresented. In the choice of representatives, each state votes by itself, and for its own representatives, and not in connexion with any other state, nor for the representatives of any other state Each state prescribes the qualifications of its own voters, the constitution only providing that they shall have the qualifications which such state may have prescribed for the voters for the most numerous branch of its own legislature. And as the *right* to vote is prescribed by the state, the *duty* of doing so cannot be enforced, except by the authority of the state. No one can be elected to represent any state, except a citizen thereof. Vacancies in the representation of any state are to be supplied under writs of election, issued by the executive of such state. In all this there is not one feature of nationality. The whole arrangement has reference to the states as such, and is carried into effect solely by their authority. The federal government has no agency in the choice of representatives, except only that it may prescribe the 'times, places, and manner of holding elections.' It can neither prescribe the qualifications of the electors, nor impose any penalty upon them for refusing to elect. The states alone can do these things; and, of course, the very existence of the house of representatives depends, as much as does that of the senate, upon the action of the states. A state may withdraw its representation altogether, and congress has no power to prevent it, nor to supply the vacancy thus created. If the house of representatives were national, in any practical sense of the term, the 'nation' would have authority to provide for the appointment of its members, to prescribe the qualifications of voters, and to enforce the performance of that duty. All these things the state legislatures can do, within their respective states, and it is obvious that they are strictly national. In order to make the house of representatives equally so, the people of the United States must be so consolidated that the federal government may distribute them, without regard to state boundaries, into numbers, according to the prescribed ratio; so that *all* the people may be represented, and no unrepresented surplus be left in any state. If these things could be done under a federal constitution, there would then be a strict analogy between the popular branches of the federal and state legislatures, and the former might with propriety be considered 'national.' But it is difficult to imagine a national legislature which does not exist under the authority of the nation, and over the very appointment of which the nation, as such, can exert no effective control.

"The second argument is, that the states are not *equally* represented, but each one has a representation proportioned to its population. There is no reason apparent to me, why a league may not be formed among independent sovereignties, giving to each an influence in the management of their common concerns, proportioned to its strength, its wealth, or the interest which it has at stake. This is but simple justice, and the rule ought to prevail in all cases, except where higher considerations disallow it. History abounds with examples of such confederations, one of which I will cite. The states general of the United provinces were strictly a federal body. The council of state had almost exclusively the management and control of all their military and financial concerns; and in that body, Holland and some other provinces had three votes each, whilst some had two, and others only one vote each. Yet it never was supposed that for this reason the United provinces were a consolidated nation. A single example of this sort affords a full illustration of the subject, and renders all farther arguments superfluous.

"It is not, however, from the apportionment of its powers, nor from the modes in which those powers are exercised, that we can determine the true character of a legislative body, in the particular now under consideration. The true rule of decision is found in the manner in which the body is constituted, and that, we have already seen, is in the case before us, federative, and not national.

"We may safely admit, however, that the house of representatives is not federative, and yet contend, with perfect security, that the *legislative department* is so. Congress consists of the house of representatives and senate. Neither is a complete legislature in itself, and neither can pass any law without the concurrence of the other, and as the senate is the peculiar representative of the states, no act of legislation whatever can be performed, without the consent of the states. They hold, therefore, a complete check and control over the powers of the people in this respect, even admitting that those powers are truly and strictly represented in the other branch. It is true that the check is mutual; but if the legislative department were national, there would be no federative feature in it. It cannot be replied with equal propriety, that, if it were federative, there would be no national feature in it.

The question is, whether or not the states have preserved their distinct sovereign characters, in this feature of the constitution. If they have done so, in any part of it, the whole must be considered federative; because national legislation implies a *unity*, which is absolutely inconsistent with all idea of a confederation; whereas, there is nothing to prevent the members of a confederation from exerting their several powers, in any form of *joint action* which may seem to them proper.

"But there is one other provision of the constitution which appears to me to be altogether decisive upon this point. Each state, whatever be its population, is entitled to at least one representative. It may so happen that the unrepresented surplus, in some one state, may be greater than the whole population of some other state, and yet such latter state would be entitled to a representation. Upon what principle is this? Surely if the house of representatives were national, something like *equality* would be found in the constitution of it. Large surpluses would not be arbitrarily rejected in some places, and smaller numbers not equal to the general ratio, be represented in others. There can be but one reason for this: as the constitution was made by the states, the true principle of the confederation could not be preserved, without giving to each party to the compact a place and influence in each branch of the common legislature. This was due to their perfect *equality* as sovereign states.

"*The Executive.*—In the election of the president and vice-president, the exclusive agency of the states, as such, is preserved with equal distinctness. These officers are chosen by electors, who are themselves chosen by the people of each state, acting by and for itself, and in such mode as itself may prescribe. The number of electors to which each state is entitled, is equal to the whole number of its representatives and *senators*. This provision is even more federative than that which apportions representation in the house of representatives; because it adds two to the electors of each state, and, so far places them upon an equality, whatever be their comparative population. The people of each state vote *within* the state and not elsewhere; and for their own electors and for no others. Each state prescribes the qualifications of its own electors, and can alone compel them to vote. The electors, when chosen, give their votes within their respective states, and at such times and places as the states may respectively prescribe.

"There is not the least trace of national agency in any part of this proceeding. The federal government can exercise no rightful power in the choice of its own executive. 'The people of the United States' are equally unseen in that important measure. Neither a majority, nor the whole of them together, can choose a president, except in their character of citizens of the several states. Nay, a president may be constitutionally elected, *with a decided majority of the people against him.* For example: New York has forty-two votes; Pennsylvania, thirty; Virginia, twenty-three; Ohio, twenty-one; North Carolina, fifteen; Kentucky, fourteen; and South Carolina, fifteen. These seven states can give a majority of all the votes, and each may elect its own electors by a majority of only one vote. If we add their minorities to the votes of the other states (supposing those states to be unanimous against the candidate), we may have a president, constitutionally elected, with less than half—perhaps with little more than a fourth—of the people in his favour. It is true that he may also be constitutionally elected, with a majority of the *states*, as such, against him, as the above example shows; because the states may, as before remarked, properly agree, by the provisions of their compact, that they shall possess influence in this respect, proportioned to their population. But there is no mode, consistent with the true principles of free representative government, by which a minority of those to whom, *en masse*, the elective franchise is confided, can countervail the concurrent and opposing action of the majority. If the president could be chosen by the people of the 'United States' in the aggregate, instead of by the states, it is difficult to imagine a case in which a majority of those people, concurring in the same vote, could be overbalanced by a minority.

"All doubt upon this point, however, is removed by another provision of the constitution, touching this subject, if no candidate should receive a majority of votes in the electoral colleges, the house of representatives elects the president from the three candidates who have received the largest electoral vote. In doing this, two-thirds of the states must be present by their representatives, or one of them, and then *they vote by states, all the mem-*

bers from each state giving one vote, and a majority of all the states being necessary to a choice. This is precisely the rule which prevailed in the ordinary legislation of that body, under the articles of confederation, and which proved its federative character, as strongly as any other provision of those articles. Why, then, should this federative principle be preserved, in the election of the president by the house of representatives, if it was designed to abandon it, in the election of the same officer, by the electoral colleges? No good reason for it has yet been assigned, so far as I am informed.

"This view of the subject is still further confirmed by the clause of the constitution relating to impeachments. The power to try the president is vested in the senate alone, that is, in the representatives of the states. There is a strict fitness and propriety in this; for those only, whose officer the president is, should be entrusted with the power to remove him.

"It is believed to be neither a forced nor an unreasonable conclusion, from all this, that the executive department is, in its structure, strictly federative.

"*The Judiciary.*—The judges are nominated by the president, and approved by the senate. Thus, the nominations are made by a federative officer, and the approval and confirmation of them depend on those who are the exclusive representatives of the states, this agency is manifestly federative, and 'the people of the United States' cannot mingle in it, in any form whatever.

"As the constitution is federative in the structure of all three of its great departments, it is equally so, *in the power of amendment.*

"Congress may *propose* amendments, 'whenever two-thirds of both houses shall deem it necessary.' This secures the states against any action upon the subject, by the people at large. In like manner, congress may call a convention for proposing amendments, 'on the application of the legislatures of two-thirds of the several states.' It is remarkable that, whether congress or the states act upon the subject, the *same proportion* is required; not less than two-thirds of either being authorised to act. From this it is not unreasonable to conclude, that the convention considered that the *same power* would act in both cases; to wit, the power of the states, who might effect their object either by their separate action as states, or by the action of congress, their common federative agent; but whether they adopted the one mode or the other, not less than two-thirds of them should be authorised to act efficiently.

"The amendments thus proposed 'shall be valid to all intents and purposes, as part of this constitution, *when ratified by the legislatures of three-fourths of the several states, or by conventions in three-fourths thereof,* as the one or the other mode of ratification may be proposed by congress.' It is the act of adoption or ratification alone which makes a constitution. In the case before us, the states alone can perform that act. The language of the constitution admits of no doubt, and gives no pretext for double construction. It is not the people of the United States in the aggregate, merely *acting* in their several states, who can ratify amendments *Three-fourths of the several states* can alone do this. The idea of separate and independent political corporations could not be more distinctly conveyed by any form of words. If the people of the United States, as one people, but acting in their several states, could ratify amendments, then the very language of the constitution requires that *three-fourths of them* shall concur therein. Is it not, then, truly wonderful, that no mode has yet been prescribed to ascertain whether three-fourths of them do concur or not? By what power can the necessary arrangement upon this point be effected? In point of fact, amendments have already been made, in a strict conformity with this provision of the constitution.

"So strongly were the states attached to that perfect equality which their perfect sovereignty implied, and so jealous were they of every attack upon it, that they guarded it, by an express provision of the constitution, against the possibility of overthrow. All other rights they confided to that power of amendment, which they reposed in three-fourths of all the states; but this they refused to entrust, except to the separate, independent and sovereign will of each state; giving to each, in its own case, an absolute negative upon all the rest *

* So absolutely is the federal government dependent on the states for its existence, at all times, that it may be absolutely dissolved, without the least violence, by the simple refusal of a

"The object of the preceding pages has been to show that the constitution is federative, in the power which framed it; federative in the power which adopted and ratified it; federative in the power which sustains and keeps it alive; federative in the power by which alone it can be altered or amended; and federative in the structure of all its departments. In what respect then can it be justly called a consolidated national government?

"We come now to a more particular and detailed examination of the question. 'Who is the final judge or interpreter in constitutional controversies?' Judge Story's conclusion is, that 'in all questions of a judicial nature,' the supreme court of the United States is the final umpire; and that the *states*, as well as individuals, are absolutely bound by its decisions.

"Whatever comes within the legitimate cognizance of that tribunal, it has a right to decide, whether it be a question of the law, or of the constitution, and no other tribunal can reverse its decision. The constitution which creates the supreme court, creates no other court of superior or appellate jurisdiction to it; and consequently its decisions are strictly 'final.' There is no power *in the same government to which that court belongs*, to reverse or control it, nor are there any means *therein* of resisting its authority. So far, therefore, as the *Federal Constitution* has provided for the subject at all, the supreme court is, beyond question, the final judge or arbiter; and this, too, whether the jurisdiction which it exercises be legitimate or usurped.

"Let us now inquire *what* 'constitutional controversies' the federal courts have authority to decide, and how far its decisions are final and conclusive against all the world.

"The third article of the constitution provides, that 'the judicial power shall extend to all cases of law and equity, arising under this constitution, the laws of the United States, and the treaties made, or which shall be made, under their authority; to all cases affecting ambassadors, other public ministers and consuls, to all cases of admiralty and maritime jurisdiction; to controversies to which the United States shall be a party; to controversies between two or more states; between a state and citizens of another state; between citizens of different states; between citizens of the same state, claiming lands, under grants of different states; and between a state and the citizens thereof, and foreign states, citizens or subjects.'

"The eleventh amendment provides that, 'The judicial power of the United States shall not be construed to extend to any suit in law or equity, commenced or prosecuted against one of the United States, by citizens of another state, or by citizens or subjects of any foreign state.'

"It will be conceded on all hands that the federal courts have no jurisdiction except what is here conferred. The judiciary, as a part of the federal government, derives its powers only from the constitution, which creates that government. The term 'cases' implies that the subject matter shall be proper for judicial decision; and the *parties* between whom alone jurisdiction can be entertained, are specifically enumerated. Beyond these cases, and these parties they have no jurisdiction.

"There is no part of the constitution in which the framers of it have displayed a more jealous care of the rights of the states, than in the limitations of the judicial power. It is remarkable that no power is conferred, except what is absolutely necessary to carry into effect the general design, and accomplish the general object of the states, as independent, confederated states. The federal tribunals cannot take cognizance of any case whatever in which all the states have not an equal and common interest, that a just and impartial decision shall be had. A brief analysis of the provisions of the constitution will make this sufficiently clear.

"Cases 'arising under the constitution,' are those in which some right or privilege is denied, which the constitution confers, or something is done which the constitution prohibits, as expressed in the constitution itself. Those which arise 'under the laws of the United States,' are such as involve rights or duties which result from the legislation of congress.

part of the states to act. If, for example, a few states, having a majority of electoral votes should refuse to appoint electors of president and vice-president, there would be no constitutional executive, and the whole machinery of the government would stop.

"Cases arising under treaties, made under the authority of the United States, and those 'affecting ambassadors and other public ministers and consuls,' could not be properly entrusted to any other than the federal tribunals. Treaties are made under the common authority of all the states, and all alike are bound for the faithful observance of them. Ambassadors and other public ministers and consuls are received under the common authority of all the states, and their duties relate only to matters involving alike the interests of all. The peace of the country and the harmony of its relations with foreign powers, depend, in a peculiar degree, on the good faith with which its duties, in reference to these subjects, are discharged. Hence it would be unsafe to entrust them to any other than their own control; and even if this were not so, it would be altogether incongruous to appeal to a state tribunal, to enforce the rights, the obligations, or the duties of the United States. For like reasons, cases of admiralty and maritime jurisdiction are properly entrusted to the federal tribunals.

"Controversies, to which the United States shall be a party, should, upon general principles, belong only to her own courts. There would be neither propriety nor justice in permitting any one state to decide a case in which all the states are parties. In like manner, those between two or more states—between a state and citizens of another state, where the state is plaintiff (it cannot *be sued*), and between citizens of different states, could not be entrusted to the tribunals of any particular state interested, or whose citizens are interested therein, without danger of injustice and partiality. Jurisdiction is given to the federal courts, in these cases, simply because they are equally interested for all the parties, are the common courts of all the parties, and therefore are presumed to form the only fair and impartial tribunal between them. The same reasoning applies to cases between citizens of the same state, claiming lands under grants of different states. Cases of this sort involve questions of the sovereign power of the states, and could not, with any show of propriety, be entrusted to the decision of either of them, interested, as it would be, to sustain its own acts against those of the sister state. The jurisdiction in this case is given upon the same principles which gave it in cases between two or more states.

"Controversies between a state or the citizens thereof, and foreign states, citizens, or subjects, depend on a different principle, but one equally affecting the common rights and interests of all the states. A foreign state cannot, of course, be sued; she can appear in our courts only as plaintiff. Yet, in whatever form such controversies, or those affecting the citizens of a foreign state, may arise, all the states have a deep interest that an impartial tribunal, satisfactory to the foreign party, should be provided. The denial of justice is a legitimate, and not an unfruitful, cause of war. As no state can be involved in war without involving all the rest, they all have a common interest to withdraw from the state tribunals a jurisdiction which may bring them within the danger of that result. All the states are alike bound to render justice to foreign states and their people; and this common responsibility gives them a right to demand that every question involving it shall be decided by their common judicatory.

"The tenth article of the amendments of the constitution provides that, 'The powers not delegated to the United States by the constitution, nor prohibited by it to the states, are reserved to the states respectively, or to the people.' The powers thus reserved, are not only reserved against the federal government in whole, but against each and every department thereof. The judiciary is no more excepted out of the reservation than is the legislature or the executive. Of what nature, then, are those reserved powers? Not the powers, if any such there be, which are possessed by all the states together, for the reservation is to 'the states *respectively*;' that is, to each state separately and distinctly. Now we can form no idea of any power possessed by a state as such, and independent of every other state, which is not, in its nature, a sovereign power. Every power so reserved, therefore, must be of such a character, that each state may exercise it, without the least reference or responsibility to any other state whatever. It is incident to every sovereignty to be alone the judge of its own compacts and agreements. No other state or assemblage of states, has the least right to interfere with it, in this respect, and cannot do so without impairing its sovereignty. The constitution of the United States is but the agreement which each state has made, with each and all the other states, and is not distinguishable, in the principle we are examining, from any other agreement between sovereign states. Each state, therefore, has a right to interpret that agreement for itself, unless it has

clearly waived that right in favour of another power. That the right is not waived in the case under consideration, is apparent from the fact already stated, that if the judiciary be the sole judges of the extent of their own powers, their powers are universal, and the enumeration in the constitution is idle and useless.

"The federal government is the creature of the states. It is not a party to the constitution, but the result of it—the creation of that agreement which was made by the states as parties. It is a mere agent entrusted with limited powers for certain specific objects; which powers and objects are enumerated in the constitution. Shall the agent be permitted to judge of the extent of his own powers, without reference to his constituents? To a certain extent he is compelled to do this, in the very act of exercising them, but this is always in subordination to the authority by whom his powers were conferred.

"Considering the nature of our system of government, the states ought to be, and I presume always will be, extremely careful not to interpose their sovereign power against the decisions of the supreme court, in any case where that court clearly has jurisdiction. Of this character, are the cases cited at the commencement of this inquiry; such, for example, as those between two states, those affecting foreign ministers, those of admiralty and maritime jurisdiction, &c. As to all these subjects, the jurisdiction is clear, and no state can have any interest to dispute it.

"According to the principles of all our institutions, sovereignty does not reside in any government whatever, neither state nor federal. Government is regarded merely as the agent of those who create it, and subject in all respect to their will. In the states, the sovereign power is in the people of the states respectively; and the sovereign power of the United States would, for the same reason, be in 'the people of the United States,' if there were any such people, known as a single nation, and the framers of the federal government.

"The true sovereignty of the United States, therefore, is in the states, and not in the people of the United States, nor in the federal government. That government is but the agent through whom a portion of this sovereign power is exerted; possessing no sovereignty itself, and exerting no power, except such only as its constituents have conferred on it. In ascertaining what these powers are, it is obviously proper, that we should look only to the grant from which they are derived. The agent can claim nothing for itself, and on its own account. The constitution is a compact, and the parties to it are each state, with each and every other state. The federal government is not a party, but is the mere creature of the agreement between the states as parties. Each state is both grantor and grantee, receiving from each and all the other states, precisely what, in its turn, it concedes to each and all of them. The rule, therefore, that the words are to be taken most strongly in favour of the grantee, cannot apply, because, as each state is both grantor and grantee; it would give exactly as much as it would take away. The only mode, therefore, by which we may be certain to do no injustice to the intentions of the parties, is by taking their *words* as the true exponents of their meaning.

"The lovers of a strong consolidated government, have laboured strenuously, and, I fear, with too much success, to remove every available restriction upon the powers of congress. *The tendency of their principles is to establish that legislative omnipotence, which is the fundamental principle of the British constitution, and which renders every form of written constitution idle and useless.* They suffer themselves to be too much attracted by the splendours of a great central power. Dazzled by these splendours, they lose sight of the more useful, yet less ostentatious purposes of the state governments, and seem to be unconscious that, in building up this huge temple of federal power, they necessarily destroy those less pretending structures, from which alone they derive shelter, protection, and safety. This is the *ignis fatuus* which has so often deceived nations, and betrayed them into the slough of despotism. On all such, the impressive warning of Patrick Henry, drawn from the lessons of all experience, would be utterly lost. 'Those nations who have gone in search of grandeur, power, and splendour, have also fallen a sacrifice, and been the victims of their own folly. While they acquired those visionary blessings, they lost their freedom.' The consolidationists forget these wholesome truths, in their eagerness to invest the federal government, with every power which is necessary to realise their visions in a great and splendid nation. Hence they do not discriminate between the several classes of

federal powers, but contend for all of them, with the same blind and devoted zeal. It is remarkable that, in the exercise of all those functions of the federal government which concern our foreign relations, scarcely a case can be supposed requiring the aid of any implied or incidental power, as to which any serious doubt can arise. 'The powers of that government, as to all such matters, are so distinctly and plainly pointed out, in the very letter of the constitution; and they are so ample for all the purposes contemplated, that it is only necessary to understand them according to their plain meaning, and to exercise them according to their acknowledged extent. No auxiliaries are required; the government has only to go on in the execution of its trusts, with powers at once ample and unquestioned. It is only in matters which concern our domestic policy, that any serious struggle for federal power has ever arisen, or is likely to arise. Here, that love of splendour and display, which deludes so large a portion of mankind, unites with that self-interest by which *all* mankind are swayed, in aggrandising the federal government, and adding to its powers. He who thinks it better to belong to a splendid and showy government, than to a free and happy one, naturally seeks to surround all our institutions with a gaudy pageantry, which belongs only to aristocratic or monarchical systems. But the great struggle is for those various and extended powers from the exercise of which *avarice* may expect its gratifications. Hence the desire for a profuse expenditure of public money, and hence the thousand schemes under the name of internal improvements, by means of which hungry contractors may plunder the public treasury, and wily speculators prey upon the less skilful and cunning. And hence, too, another sort of legislation, the most vicious of the whole, which, *professing* a fair and legitimate object of public good, looks, *really*, only to the promotion of private interests. It is thus that *classes* are united in supporting the powers of government, and an interest is created strong enough to carry all measures and sustain all abuses.

"Let it be borne in mind that, as to all these subjects of domestic concern, there is no absolute necessity that the federal government should possess any power at all. They are all such as the *state* governments are perfectly competent to manage; and the *most* competent, because each state is the best judge of what is useful or necessary to itself. There is, then, no room to complain of any want of power to do whatever the interests of the people require to be done.

"Here, then, are all the powers which it is necessary that government should possess; not lodged in one place, but distributed; not the power of the state governments, nor of the federal government, but the aggregate of their several and respective powers. In the exercise of those functions which the state governments are forbidden to exercise, the federal government need not look beyond the letter of its charter for any needful power; and in the exercise of any other function, there is still less necessity that it should do so; because, whatever power that government does not plainly possess, is plainly possessed by the state governments.

"A clause in the constitution allows representation to three-fifths of the slaves.* Judge Story considers the compromise upon this subject as unjust in principle, and decidedly injurious to the people of the non-slave-holding states. Mr. John Adams was of a different opinion. He said, in the convention which framed the constitution, 'that as to the numbers of the people being taken as the index of the wealth of the state, it was of no consequence by what name you called your people, whether by that of freemen or slaves; that in some countries the labouring poor are called freemen, in others they are called slaves; but that the difference as to the state was imaginary. That five hundred freemen would produce no more profits for the payment of taxes than five hundred slaves. Therefore the state in which the labourers are called freemen should be taxed no more than that in which the labourers are called slaves.

"*If slaves are people*, as forming the measure of national wealth, and, consequently, of taxation; and if taxation and representation be placed upon the same principle, and regulated by the same ratio, then that slaves are people, in fixing the ratio of representation, is a logical *sequitur* which no one can possibly deny.

"But it is objected that slaves are *property*, and, for that reason are not more entitled

* The slaves have no voice in elections.

to representation than any other species of property. But they are also *people*, and, upon analogous principles, are entitled to representation as people. It is in this character alone that the non-slave-holding states have a right to consider them as has already been shown, and in this character alone is it *just* to consider them. We ought to presume that every slave occupies a place which, but for his presence, would be occupied by a free white man, and, if this were so, every one, and not three-fifths only, would be represented; but the states who hold no slaves have no right to complain, that this is not the case in other states, so long as the labour of the slave contributes as much to the common stock of productive industry, as the labour of the white man. It is enough that a state possesses a certain number of *people*, of living rational beings, we are not to inquire whether they be black, or white, or tawny, nor what are their peculiar relations among one another. If the slave of the south be property, of what nature is that property, and what kind of interest has the owner in it? He has a right to the profits of the slave's labour. And so the master of an indented apprentice has a right to the profits of *his* labour. It is true, one holds the right for the life of the slave, and the other only for a time limited in the apprentice's indentures; but this is a difference only in the *extent*, and not in the *nature* of the interest. It is also true, that the owner of a slave has, in most states, a right to *sell him;* but this is only because the laws of the state authorise him to do so. And, in like manner, the indentures of an apprentice may be transferred if the laws of the state will allow it. In all these respects, therefore, the slave and the indented apprentice stand upon precisely the same principle. To a certain extent they are both property, and neither of them can *be regarded as a free man;* and if the one be not entitled to representation, the other also should be denied that right. Whatever be the difference of their relations to the separate members of the community, in the eye of that community they are both *people*. Here, again, Mr. Adams shall speak for me; and our country has produced few men who could speak more wisely: 'A slave, may indeed, from the custom of speech, be more properly called the wealth of his master, than the free labourer might be called the wealth of his employer; but as to the state both are equally its wealth, and should therefore equally add to the quota of its tax.' Yes; and consequently, they should equally add to the quota of its *representation*.

"It is remarkable that the constitution is wholly silent in regard to the power of removal from office. The *appointing* power is in the president and senate; the president nominating, and the senate confirming. But the power to *remove* from office, seems never to have been contemplated by the convention at all, for they have given no directions whatever upon the subject. The consequence has been precisely such as might have been expected, a severe contest for the possession of that power, and the ultimate usurpation of it, by that department of the government to which it ought never to be entrusted. In the absence of all precise directions upon the subject, it would seem that the power to remove ought to attend the power to appoint; for those whose duty it is to fill the offices of the country with competent incumbents, cannot possibly execute that trust fully and well, unless they have power to correct their own errors and mistakes, by removing the unworthy, and substituting better men in their places. This, I have no doubt, is the true construction of our constitution. It was for a long time strenuously contended for by a large party in the country, and was finally yielded, rather to the confidence which the country reposed in the virtues of Washington, than to any conviction that it was properly an executive power, belonging only to the president. It is true of Washington alone, of all the truly great of the earth, that he never inflicted an injury upon his country, except only such as proceeded from the excess of his own virtues. His known patriotism, wisdom, and purity, inspired us with a confidence, and a feeling of security against the abuses of power, which has led to the establishment of many precedents, dangerous to public liberty in the hands of any other man.

"Another striking imperfection of the constitution, as respects the executive department, is found in the veto power. *The right to forbid the people to pass whatever laws they please, is the right to deprive them of self government.**

* So thoroughly is this right of the people to make the laws understood in the British parliament, that the royal disallowance of any bill is never contemplated; and, although the royal prerogative of disallowance still exists, *de jure*, it has long ceased *de facto*, by *disusage*.

"The re-eligibility of the president, from term to term, is the necessary source of numberless abuses; at present there is no danger of this. *Presidents are now made, not by the free suffrages of the people, but by party management*, and there are always more than one in the successful party, who are looking to their own turn in the presidential office. It is too early, yet, for a monopoly of that high honour; but the time will come, within the natural course of things, when the actual incumbent will find means to buy off opposition, and to insure a continuance in office, by prostituting the trusts which belong to it. We cannot hope to be free from the evils which result from an abuse of presidential power and patronage, until that officer shall be eligible only for *one* term, a long term if you please; and until he shall be rendered more easily, and directly responsible to the power which appoints him."

ADDRESS OF GEORGE WASHINGTON,

PRESIDENT OF THE UNITED STATES, TO HIS FELLOW-CITIZENS, ON DECLINING BEING CONSIDERED A CANDIDATE FOR THEIR FUTURE SUFFRAGES.

FRIENDS AND FELLOW-CITIZENS.—The period for a new election of citizen to administer the executive government of the United States being not far distant, and the time actually arrived, when your thoughts must be employed in designating the person who is to be clothed with that important trust, it appears to me proper, especially as it may conduce to a more distinct expression of the public voice, that I should now apprise you of the resolution I have formed to decline being considered among the number of those, out of whom a choice is to be made.

I beg you, at the same time, to do me the justice to be assured, that this resolution has not been taken without a strict regard to all the considerations appertaining to the relation which binds a dutiful citizen to his country; and that, in withdrawing the tender of service which silence in my situation might imply, I am influenced by no diminution of zeal for your future interest; no deficiency of grateful respect for your past kindness; but am supported by a full conviction that the step is compatible with both.

The acceptance of, and continuance hitherto in the office to which your suffrages have twice called me, have been a uniform sacrifice of inclination to the opinion of duty, and to a deference for what appeared to be your desire. I constantly hoped, that it would have been much earlier in my power consistently with motives, which I was not at liberty to disregard, to return to that retirement from which I had been reluctantly drawn. The strength of my inclination to do this, previous to the last election, had even led to the preparation of an address to declare it to you; but mature reflection on the then perplexed and critical posture of affairs with foreign nations, and the unanimous advice of persons entitled to my confidence, impelled me to abandon the idea.

I rejoice that the state of your concerns, external as well as internal, no longer renders the pursuit of inclination incompatible with the sentiment of duty or propriety; and am persuaded, whatever partiality may be retained for my service, that in the present circumstances of our country, you will not disapprove my determination to retire.

The impressions with which I first undertook the arduous trust, were explained on the proper occasion. In the discharge of this trust, I will only say, that I have, *with good intentions, contributed towards the organisation and administration of the government, the best exertions of which a very fallible judgment was capable.* Not unconscious, in the outset, of the inferiority of my qualifications, experience, in my own eyes, perhaps still more in the eyes of others, has strengthened the motives to diffidence of myself; and every day the increasing weight of years admonishes me more and more, *that the shade of retirement is as necessary to me as it will be welcome.* Satisfied that if any circumstances have given peculiar value to my services, they were temporary, I have the consolation to believe, that while choice and prudence invite me to quit the political scene, patriotism does not forbid it.

In looking forward to the moment which is intended to terminate the career of my public life, my feelings do not permit me to suspend the deep acknowledgment of that debt of gratitude which I owe to my beloved country for the many honours it has conferred

upon me; still more for the steadfast confidence with which it has supported me; and for the opportunities I have thence enjoyed of manifesting my inviolable attachment, by services faithful and persevering, though in usefulness unequal to my zeal. If benefits have resulted to our country from these services, *let it always be remembered to our praise, and as an instructive example in our annals, that under circumstances in which the passions, agitated in every direction, were liable to mislead, amidst appearances sometimes dubious, vicissitudes of fortune often discouraging,—in situations, in which not unfrequently want of success has countenanced the spirit of criticism,—the constancy of your support was the essential prop of the efforts, and a guarantee of the plans, by which they were effected.* Profoundly penetrated with this idea, I shall carry it with me to the grave, as a strong incitement to unceasing vows, that Heaven may continue to you the choicest tokens of its beneficence—that your union and brotherly affection may be perpetual—that the free constitution, which is the work of your hands, may be sacredly maintained—that its administration in every department may be stamped with wisdom and virtue—that, in fine, the happiness of the people of these states, under the auspices of liberty, may be made complete, by so careful a preservation, and so prudent a use of this blessing, as will acquire to them the glory of recommending it to the applause, the affection, and adoption of every nation which is yet a stranger to it.

Here, perhaps, I ought to stop. But solicitude for your welfare, which cannot end but with my life, and the apprehension of danger natural to that solicitude, urge me, on an occasion like the present, to offer to your solemn contemplation, and to recommend to your frequent review, some sentiments, which are the result of much reflection, of no inconsiderable observation, and which appear to me all-important to the permanency of your felicity as a people. These will be offered to you with the more freedom, as you can only feel in them the disinterested warnings of a parting friend, who can possibly have no personal motive to bias his counsel. Nor can I forget, as an encouragement to it, your indulgent reception of my sentiments on a former and not dissimilar occasion.

Interwoven as is the love of liberty with every ligament of your hearts, no recommendation of mine is necessary to fortify or confirm the attachment.

The unity of government which constitutes you one people, is also now dear to you. It is justly so; for it is a main pillar in the edifice of your real independence, the support of your tranquillity at home, your peace abroad; of your safety; of your prosperity; of that very liberty which you so highly prize. But, as it is easy to foresee, that from different causes and from different quarters, much pains will be taken, many artifices employed, to weaken in your minds the conviction of this truth; as this is the point in your political fortress, against which the batteries of internal and external enemies will be most constantly and actively (though often covertly and insidiously) directed, it is of infinite moment that you should properly estimate the immense value of your national union to your collective and individual happiness; that you should cherish a cordial, habitual, and immoveable attachment to it; accustoming yourselves to think and speak of it as of the palladium of your political safety and prosperity, watching for its preservation with jealous anxiety; discountenancing whatever may suggest even a suspicion that it can in any event be abandoned; and indignantly frowning upon the first dawning of every attempt to alienate any portion of our country from the rest, or to enfeeble the sacred ties which now link together the various parts.

For this you have every inducement of sympathy and interest. Citizens, by birth or choice, of a common country, that country has a right to concentrate your affections. The name of *American*, which belongs to you in your national capacity, must always exalt the just pride of patriotism, more than any appellation derived from local discriminations. With slight shades of difference, you have the same religion, manners, habits, and political principles. You have, in a common cause, fought and triumphed together; the independence and liberty you possess are the work of joint counsels, and joint efforts, of common dangers, sufferings, and successes.

But these considerations, however powerfully they address themselves to your sensibility, are greatly outweighed by those which apply more immediately to your interest. Here every portion of our country finds the most commanding motives for carefully guarding and preserving the union of the whole.

The *North*, in an unrestrained intercourse with the *South*, protected by the equal laws of a common government, finds in the productions of the latter, great additional resources of maritime and commercial enterprise, and precious materials of manufacturing industry. The *South* in the same intercourse, benefiting by the agency of the *North*, sees its agriculture grow, and its commerce expand. Turning partly into its own channels the seamen of the *North*, it finds its particular navigation invigorated; and while it contributes, in different ways, to nourish and increase the general mass of the national navigation, it looks forward to the protection of a maritime strength, to which itself is unequally adapted. The *East* in a like intercourse with the *West*, already finds, and in the progressive improvement of interior communications, by land and water, will more and more find a valuable vent for the commodities which it brings from abroad, or manufactures at home. The *West* derives from the *East* supplies requisite to its growth and comfort; and what is perhaps of still greater consequence, it must of necessity owe the *secure* enjoyment of indispensable *outlets* for its own productions to the weight, influence, and the future maritime strength of the Atlantic side of the Union, directed by an indissoluble community of interests as *one nation*. Any other tenure by which the *West* can hold this essential advantage, whether derived from its own separate strength, or from an apostate and unnatural connection with any foreign power, must be intrinsically precarious.

While then every part of our country thus feels an immediate and particular interest in union, all the parts combined cannot fail to find in the united mass of means and efforts, greater strength, greater resource, proportionably greater security from external danger, a less frequent interruption of their peace by foreign nations; and what is of inestimable value, they must derive from union an exemption from those broils and wars between themselves, which so frequently afflict neighbouring countries, not tied together by the same government; which their own rivalships alone would be sufficient to produce, but which opposite foreign alliances, attachments, and intrigues would stimulate and imbitter. Hence, likewise, they will avoid the necessity of those overgrown military establishments, which, under any form of government, are inauspicious to liberty, and which are to be regarded as particularly hostile to republican liberty; in this sense it is, that your union ought to be considered as a main prop of your liberty, and that the love of the one ought to endear to you the preservation of the other.

These considerations speak a persuasive language to every reflecting and virtuous mind, and exhibit the continuance of the Union as a primary object of a patriotic desire. Is there a doubt, whether a common government can embrace so large a sphere?—Let experience solve it. To listen to mere speculation, in such a case, were criminal. We are authorised to hope that a proper organisation of the whole, with the auxiliary agency of governments for the respective subdivisions, will afford a happy issue to the experiment. It is well worth a fair and full experiment. With such powerful and obvious motives to union, affecting all parts of our country, while experiment shall not have demonstrated its impracticability, there will always be reason to distrust the patriotism of those, who, in any quarter, may endeavour to weaken its hands.

In contemplating the causes which may disturb our union, it occurs as matter of serious concern, that any ground should be furnished for characterising parties, by *geographical* discriminations—*Northern* and *Southern*—*Atlantic* and *Western*; whence designing men may endeavour to excite a belief, that there is a real difference of local interests and views. One of the expedients of party to acquire influence within particular districts is to misrepresent the opinions and aims of other districts. You cannot shield yourselves too much against the jealousies and heart-burnings which spring from these misrepresentations: they tend to render alien to each other, those who ought to be bound together by fraternal affection.

To the efficacy and permanency of your union, a government for the whole is indispensable. No alliances, however, strict, between the parts, can be an adequate substitute; they will inevitably experience the infractions and interruptions which all alliances, in all times, have experienced. Sensible of this momentous truth, you have improved upon your first essay, by the adoption of a constitution of government better calculated than your former for an intimate union, and for the efficacious management of your common concerns. This government, the offspring of your own choice, uninfluenced and unawed, adopted upon full investigation, and mature deliberation, completely free in its principles, in the

distribution of its powers, uniting security with energy, and containing, within itself, a provision for its own amendment, has a just claim to your confidence and your support. Respect for its authority, compliance with its laws, acquiescence in its measures, are duties enjoined by the fundamental maxims of true liberty. The basis of our political systems is the right of the people to make and to alter their constitutions of government. But, the constitution which at any time exists, till changed by an explicit and authentic act of the whole people, is sacred and obligatory upon all. *The very idea of the power and the right of the people to establish government, presupposes the duty of every individual to obey the established government.*

All obstructions to the execution of the laws, all combinations and associations, under whatever plausible character, with the real character to direct, control, counteract, or awe the regular deliberation and action of the constituted authorities, are destructive of this fundamental principle, and of fatal tendency.

Towards the preservation of your government, and the permanency of your present happy state, it is requisite, not only that you steadily discountenance irregular opposition to its acknowledged authority, but also that you resist with care the spirit of innovation upon its principles, however specious the pretexts.

In all the changes to which you may be invited, remember that time and habit are at least as necessary to fix the true character of government, as of other human institutions; and remember, especially, that for the efficient management of your common interest, in a country so extensive as ours, a government of as much vigour as is consistent with the perfect security of liberty, is indispensable. Liberty itself will find in such a government, with powers properly distributed and adjusted, its surest guardian.

Of all the dispositions and habits which lead to political prosperity, religion and morality are indispensable supports. In vain would that man claim the tribute of patriotism, who would labour to subvert these great pillars of human happiness, these firmest props of the duties of men and citizens. The mere politician, equally with the pious man, ought to respect and to cherish them.

It is substantially true that virtue or morality is a necessary spring of popular government. The rule indeed extends with more or less force to every species of free government. Who that is a sincere friend to it can look with indifference upon attempts to shake the foundation of the fabric?

Promote then, as an object of primary importance, institutions for the general diffusion of knowledge. In proportion as the structure of a government gives force to public opinion, it is essential that public opinion should be enlightened.

As a very important source of strength and security, cherish public credit. One method of preserving it, is to use it as sparingly as possible, avoiding occasions of expense, by cultivating peace, but remembering also, that timely disbursements, to prepare for danger, frequently prevent much greater disbursements to repel it; avoiding likewise the accumulation of debt, not only by shunning occasions of expense, but by vigorous exertions, in time of peace, to discharge the debts which unavoidable wars may have occasioned, not ungenerously throwing upon posterity the burden which we ourselves ought to bear. The execution of these maxims belongs to your representatives; but it is necessary that public opinion should co-operate. To facilitate to them the performance of their duty, it is essential that you should practically bear in mind that towards the payment of debts there must be revenue; that to have revenue there must be taxes; and no taxes can be devised which are not more or less inconvenient and unpleasant; that the intrinsic embarrassment inseparable from the selection of the proper objects (which is always a choice of difficulties), ought to be a decisive motive for a candid construction of the conduct of the government in making it, and for a spirit of acquiescence in the measures for obtaining revenue which the public exigencies may, at any time, dictate.

Observe good faith and justice towards all nations; cultivate peace and harmony with all. Religion and morality enjoin this conduct; and can it be that good policy does not equally enjoin it? It will be worthy of a free, enlightened, and (at no distant period) a great nation, to give to mankind the magnanimous and novel example of a people always guided by an exalted justice and benevolence. Who can doubt that in the course of time and things, the fruits of such a plan would richly repay any temporary

advantages which might be lost by a steady adherence to it? Can it be that Providence has not connected the permanent felicity of a nation with virtue? The experiment, at least, is recommended by every sentiment which ennobles human nature. Alas! is it rendered impossible by its vices?

In the execution of such a plan, nothing is more essential than that permanent, inveterate antipathies against particular nations, and passionate attachments for others, should be excluded; and that, in place of them, just and amicable feelings towards all should be cultivated.

Against the insidious wiles of foreign influence (I conjure you to believe me, fellow-citizens), the jealousy of a free people ought to be *constantly* awake; since history and experience prove that foreign influence is one of the most baneful foes of republican government. But that jealousy, to be useful, must be impartial; else it becomes the instrument of the very influence to be avoided, instead of a defence against it.

The great rule of conduct for us in regard to foreign nations, is, in extending our commercial relations, to have with them as little *political* connexion as possible. So far as we have already formed engagements, let them be fulfilled with perfect good faith. Here let us stop.

Europe has a set of primary interests, which to us have none, or a very remote relation. Hence she must be engaged in frequent controversies, the causes of which are essentially foreign to our concerns. Hence, therefore, it must be unwise in us to implicate ourselves, by artificial ties, in the ordinary vicissitudes of her politics, or the ordinary combinations and collisions of her friendships or enmities.

Our detached and distant situation invites and enables us to pursue a different course. If we remain one people, under an efficient government, the period is not far off, when we may defy material injury from external annoyance; when we may take such an attitude as will cause the neutrality, we may at any time resolve upon, to be scrupulously respected; when belligerent nations, under the impossibility of making acquisitions upon us, will not lightly hazard the giving us provocation; when we may choose peace or war, as our interest, guided by justice, shall counsel.

Why forego the advantages of so peculiar a situation? Why quit our own, to stand upon foreign ground? Why, by interweaving our destiny with that of any part of Europe, entangle our peace and prosperity in the toils of European ambition, rivalship, interest, humour, or caprice?

It is our true policy to steer clear of permanent alliances with any portion of the foreign world; so far, I mean, as we are now at liberty to do it; for let me not be understood as capable of patronising infidelity to existing engagements. I hold the maxim no less applicable to public than to private affairs, that honesty is always the best policy. I repeat it, therefore, let those engagements be observed in their genuine sense. But, in my opinion, it is unnecessary, and would be unwise to extend them.

Taking care always to keep ourselves, by suitable establishments, in a respectable defensive posture, we may safely trust to temporary alliances for extraordinary emergencies.

Harmony, and a liberal intercourse with all nations, are recommended by policy, humanity, and interest. But even our commercial policy should hold an equal and impartial hand; neither seeking nor granting exclusive favours or preferences; consulting the natural course of things; diffusing and diversifying, by gentle means, the streams of commerce, but forcing nothing; establishing, with the powers so disposed, in order to give trade a stable course, to define the rights of our merchants, and to enable the government to support them, conventional rules of intercourse, the best that present circumstances and mutual opinion will permit, but temporary, and liable to be, from time to time, abandoned or varied, as experience and circumstances shall dictate; constantly keeping in view, that it is folly in one nation to look for disinterested favours from another; that it must pay, with a portion of its independence, for whatever it may accept under that character; that by such acceptance, it may place itself in the condition of having given equivalents for nominal favours, and yet of being reproached with ingratitude for not giving more. There can be no greater error than to expect or calculate upon real favours from nation to nation. It is an illusion which experience must cure, which a just pride ought to discard.

In offering to you, my countrymen, these counsels of an old and affectionate friend, I

dare not hope they will make the strong and lasting impression I could wish; that they will control the usual current of the passions, or prevent our nation from running the course which has hitherto marked the destiny of nations; but, if I may even flatter myself, that they may be productive of some partial benefit, some occasional good; that they may now and then recur to moderate the fury of party spirit, to warn against the mischiefs of foreign intrigue, to guard against the impostures of pretended patriotism; this hope will be a full recompense for the solicitude for your welfare by which they have been dictated.

In relation to the still subsisting war in Europe, my proclamation of the 22nd of April, 1793, is the index to my plan. Sanctioned by your approving voice, and by that of your representatives, in both houses of congress, the spirit of that measure has continually governed me; uninfluenced by any attempts to deter or divert me from it.

After deliberate examination, with the aid of the best lights I could obtain, I was well satisfied that our country, under all the circumstances of the case, had a right to take, and was bound in duty and interest to take, a neutral position. Having taken it, I determined, as far as should depend on me, to maintain it, with moderation, perseverance, and firmness.

Though in reviewing the incidents of my administration, I am unconscious of intentional error, I am nevertheless, too sensible of my defects not to think it probable that I may have committed many errors. Whatever they may be, I fervently beseech the Almighty to avert or mitigate the evils, to which they may tend. I shall also carry with me the hope that my country will never cease to view them with indulgence; and that, after forty-five years of my life dedicated to its service, with an upright zeal, the faults of incompetent abilities will be consigned to oblivion, as myself must soon be to the mansions of rest.

Relying on its kindness in this as in other things, and actuated by that fervent love towards it, which is so natural to a man who views in it the native soil of himself and his progenitors for several generations, I anticipate with pleasing expectation that retreat, in which I promise myself to realise, without alloy, the sweet enjoyment of partaking, in the midst of my fellow-citizens, the benign influence of good laws under a free government—the ever favourite object of my heart, and the happy reward, as I trust, of our mutual cares, labours, and dangers.

GEORGE WASHINGTON.

United States, September 17, 1796.

COURTS OF LAW, OR JUDICIARY OF THE UNITED STATES.

The United States vest the judicial authority in one supreme court, forty-two district courts, and ten circuit courts, including the local circuit court of the district of Colombia. The supreme court has one chief justice, and six associate justices. It is held annually in the city of Washington; and each of the justices attends a circuit, comprising two or more districts. A justice of the supreme court and the judge of the district preside in each circuit court.

A district court is presided in by the district judge alone. Appeals are allowed from the district to the circuit courts in cases where the matter in dispute, exclusive of costs, exceeds the sum or value of fifty dollars; and from the circuit courts to the supreme court, in cases where the matter in dispute, exclusive of costs, exceeds the sum or value of two thousand dollars. In some cases, where the inconvenience of attending a court by a justice of the supreme court is very great, the district court is invested with the jurisdiction of a circuit court. Each state forms a district, for holding district and circuit courts, with the exception of New York, Pennsylvania, Virginia, Tennessee, Louisiana, and Alabama, each of which is divided into two districts. There are, also, territorial courts. These change that character on the territory assuming the rank of a state. In the district of Columbia there is also a circuit court, which exercises, under the authority of congress, common law and equity jurisdiction.

Each court has a clerk, a public attorney, or prosecutor, and a marshal; all appointed by the president of the United States, with the exception of the clerks, who are named by the courts. The compensation of the judges is fixed by law; that of the clerks, attorneys, and marshals, con-

sists of fees, and in a few instances, as it regards attorneys and marshals, of a yearly salary of about 200 dollars. The appointments are made by the president, by and with the advice and consent of the senate.

By an act of congress (15th of May, 1820), district attorneys are appointed for four years, removable at pleasure. Marshals have always held their offices for four years, removable at pleasure. The judges hold their offices during good behaviour, and can be removed only on impeachment.

The Supreme Court of the United States has exclusive jurisdiction of all controversies of a civil nature where a state is a party, except between a state and its citizens; and except also between a state and citizens of other states, or aliens; in which latter case it has original, but not exclusive, jurisdiction. It has, exclusively, all such jurisdiction of suits or proceedings against ambassadors or other public ministers, or their domestics or domestic servants, as a court of law can have or exercise consistently with the law of nations; and original, but not exclusive, jurisdiction of all suits brought by ambassadors, or other public ministers, in which a consul or vice-consul is a party. The supreme court has appellate jurisdiction from final decrees and judgments of the circuit courts in cases where the matter in dispute, exclusive of costs, exceeds the sum or value of 2000 dollars, and from final decrees and judgments of the highest courts of the several states in certain cases, as hereinafter mentioned. It has power to issue writs of prohibition to the district courts, when proceeding as courts of admiralty and maritime jurisdiction, and writs of *mandamus* in cases warranted by the principles and usages of law, to any courts appointed, or persons holding office, under the authority of the United States. The trial of issues, in fact, in the supreme court, in all actions at law against citizens of the United States, is by jury.

A final judgment or decree in any suit, in the highest court of law or equity of a state in which a decision in the suit could be had, where is drawn in question the validity of a treaty or statute of, or an authority exercised under, the United States, and the decision is against their validity; or where is drawn in question the validity of a statute of, or an authority exercised under any state, on the ground of their being repugnant to the constitution, treaties, or laws of the United States, and the decision is in favour of such their validity; or where is drawn in question the construction of any clause of the constitution, or of a treaty or statute of, or commission held under the United States, and the decision is against the title, right, privilege, or exemption, specially set up or claimed by either party, under such clause of the constitution, treaty, statute, or commission; may be re-examined, and reversed or affirmed, in the Supreme Court of the United States, upon a writ of error; the citation being signed by the chief justice, or judge, or chancellor, of the court rendering or passing the judgment or decree complained of, or by a justice of the Supreme Court of the United States, in the same manner, and under the same regulations, and the writ has the same effect, as if the judgment or decree complained of had been rendered or passed in a circuit court; and the proceeding upon the reversal is also the same, except that the supreme court, instead of remanding the cause for a final decision, may, at their discretion, if the cause shall have been once remanded before, proceed to a final decision of the same, and award execution. But no other error can be assigned or regarded as a ground of reversal in any such case, than such as appears on the face of the record, and immediately respects the before-mentioned questions of validity or construction of the said constitution, treaties, statutes, commissions, or authorities, in dispute.

Mr. Upshur observes that, "Sovereign nations do not ask their judges what are their rights, nor do they limit their powers by judicial precedents. Still less do they entrust these important subjects to judicial tribunals not their own, and, least of all, to the tribunals of that power against which their own power is asserted. It would have been a gross inconsistency in the states of our union to do this, since they have shown, in every part of their compact with one another, the most jealous care of their separate sovereignty and independence. It is true they have agreed to be bound by the decisions of federal tribunals in certain specified cases, and it is not to be doubted, that so long as they desire the continuance of their present union, they will *feel* themselves bound, in every case which comes plainly within their agreement. There is no necessity to call in the aid of the supreme court to ascertain to what subjects, and how far, that agreement extends. So far as it is plain, it will be strictly observed, as national faith and honour require; there is no other guarantee. So far as it is not plain, or so far as it may be the will and pleasure of any state to deny or to resist it, the utter impotency of courts of justice to settle the difficulty will be manifested beyond all doubt. They will be admonished of their responsibility to the power which created them. *The States* created them: they are but an emanation of the sovereign power of the states, and can neither limit nor control that power.

"Ordinarily, the judiciary are the proper interpreters of the powers of government, but they interpret in subordination to the power which created them. In governments established by an aggregate people, such as are those of the states, a proper corrective is always found in the people themselves. If the judicial interpretation confer too much or too little power on the government, a ready remedy is found in an amendment of the constitution. But in our federal system the evil is without remedy, if the federal courts be allowed to fix the limits of federal

power with reference to those of the states. It would place every thing in the state governments, except their mere existence, at the mercy of a single department of the federal government. The maxim, *stare decisis*, is not always adhered to by our courts; their own decisions are not held to be absolutely binding upon themselves. They may establish a right to-day and unsettle it to-morrow. A decision of the supreme court might arrest a state in the full exercise of an important and necessary power, which a previous decision of the same court had ascertained that she possessed. Thus the powers of the state governments, as to many important objects, might be kept indeterminate and constantly liable to change, so that they would lose their efficiency, and forfeit all title to confidence and respect. It is true that in this case too, there is a *possible* corrective in the power to amend the constitution. But that power is not with the aggrieved state alone; it could be exerted only in connexion with other states, whose aid she might not be able to command. And even if she could command it, the process would be too slow to afford effectual relief. It is impossible to imagine that any free and sovereign state ever designed to surrender her power of self-protection in a case like this, or ever meant to authorise any other power to reduce her to a situation so helpless and contemptible. This want of uniformity and fixedness in the decisions of courts renders the supreme court the most unfit umpire that could be selected, between the federal government and the states, on questions involving their respective rights and powers. Suppose that the United States should resolve to cut a canal through the territory of Virginia, and being resisted, the supreme court should decide that they had a right to do so. Suppose that when the work was completed, a similar attempt should be made in Massachusetts, and being resisted, the same court should decide that they had *no* right to do so. The effect would be that the United States would possess a right in one state, which it did not possess in another. Suppose that Virginia should impose a tax on the arsenals, dockyards, &c., of the United States within her territory, and that, in a suit to determine the right, the supreme court should decide in favour of it. Suppose that a like attempt should be made by Massachusetts, and, upon a similar appeal to that court, it should decide *against* it; Virginia would enjoy a right in reference to the United States, which would be denied to Massachusetts. Other cases may be supposed involving like consequences, and showing the absurdity of submitting to courts of justice the decision of controversies between governments, involving the extent and nature of their powers.

"I know that the decisions of the supreme court on constitutional questions have been very consistent and uniform; but that affords no proof that they will be so through all time to come. It is enough for the purposes of the present argument that they *may be* otherwise.

"Yielding, therefore, to the supreme court all the jurisdiction and authority which properly belongs to it, we cannot safely or wisely repose in it the vast trust of ascertaining, defining, or limiting the sovereign powers of the states."

Circuit Courts.—The circuit courts of the United States have original cognisance, concurrent with the courts of the several states, of all suits of a civil nature, at common law, or in equity, where the matter in dispute exceeds, exclusive of costs, the sum or value of 500 dollars, and the United States are plaintiffs or petitioners, or an alien is a party, or the suit is between a citizen of the state where the suit is brought and a citizen of another state. They have exclusive cognisance of all crimes and offences cognisable under the authority of the United States (except where the laws of the United States otherwise direct), and concurrent jurisdiction with the districts courts of the crimes and offences cognisable therein. But no person can be arrested in one district for trial in another, in any civil action, before a circuit or district court. No civil suit can be brought, before either of the said courts, against an inhabitant of the United States, by any original process, in any other district than that whereof he is an inhabitant, or in which he shall be found at the time of serving the writ; and no district or circuit court has cognisance of any suit to recover the contents of any promissory note, or other *chose* in action, in favour of an assignee, unless a suit might have been prosecuted in such court to recover the said contends if no assignment had been made, except in cases of foreign bills of exchange.

The circuit courts have appellate jurisdiction from final decrees and judgments of the district courts, in all cases where the matter in dispute exceeds the sum or value of fifty dollars. They also have jurisdiction of certain cases, which may be removed into them before trial from the state courts. But no district judge (sitting in a circuit court) can give a vote in any case of appeal, or error, from his own decision; but may assign the reasons of such his decision.—The trial of issues, in fact, in the circuit courts in all suits, except those of equity and of admiralty and maritime jurisdiction, is by jury.

District Courts.—The district courts of the United States, have, exclusively of the courts of the several states, cognisance of all crimes and offences that are cognisable under the authority of the United States, committed within their respective districts, or upon the high seas, where no other punishment than whipping, not exceeding thirty stripes, a fine not exceeding 100 dollars, or a term of imprisonment not exceeding six months, is to be inflicted, and also have exclusive original cognisance of all civil causes of admiralty and maritime jurisdiction, including all seizures under laws of impost, navigation, or trade, of the United States, where the seizures are

made on waters which are navigable from the sea by vessels of ten or more tons burthen, within their respective districts, as well as upon the high seas, saving to suitors, in all cases, the right of a common law remedy, where the common law is competent to give it; and also have exclusive original cognisance of all seizures, on land or other waters than as aforesaid, made, and of all suits for penalties and forfeitures incurred, under the laws of the United States. And they also have cognisance, concurrent with the courts of the several states, or their circuit courts, as the case may be, of all causes where an alien sues for a *tort* only in violation of the law of nations, or a treaty of the United States. They also have cognisance, concurrent as last-mentioned, of all suits at common law, where the United States sue, and the matter in dispute amounts, exclusive of costs, to the sum or value of 100 dollars. They also have jurisdiction, exclusively of the courts of the several states, of all suits against consuls or vice-consuls, except for offences above the description aforesaid. The trial of issues, in fact, in the district courts, in all causes except civil causes of admiralty and maritime jurisdiction, is by jury.

An act of the 18th of December, 1812, requires the district and territorial judges of the United States to reside within the districts and territories, respectively, for which they are appointed; and makes it unlawful for any judge, appointed under the authority of the United States, to exercise the profession or employment of counsel or attorney, or to be engaged in the practice of the law. And any person offending against the injunction or prohibition of this act, shall be deemed guilty of a misdemeanour.

The salaries of judges, &c., of the supreme court are:—chief justice, 5000 dollars; eight associate judges, each 4500 dollars; attorney-general, 4000 dollars; reporter, 1000 dollars; clerk, fees, &c.

The circuit courts are presided over by judges of the supreme courts, and without any additional salary.

LIST of District Courts and Compensations of Judges, Attorneys-general, and Marshals.

JUDGES.		ATTORNEYS.	MARSHALS.	JUDGES.		ATTORNEYS.	MARSHALS.
DISTRICTS.	Compensation.	Compensation.	Compensation.	DISTRICTS.	Compensation.	Compensation.	Compensation.
	dollars.	dollars.	dollars.		dollars.	dollars.	dollars.
Maine	1800	200 and fees	200 and fees	Mississippi, S. Dist.	2000	200 and fees	200 and fees
New Hampshire	1000	do.	do.	Louisiana, E. Dist.	3000	600 and fees	do.
Massachusetts	2500	fees	fees	Louisiana, W. Dist.		200 and fees	do.
Connecticut	1500	200 and fees	200 and fees	Tennessee, E. Dist.	1500	do.	do.
Rhode Island	1500	do.	do.	Tennessee, M. Dist.		do.	do.
Vermont	1200	do.	do.	Tennessee, W. Dist.		do.	do.
N. District, N. Y.	2000	do.	do.	Kentucky	1500	do.	do.
S. District, N. Y.	3500	fees	fees	Ohio	1000	do.	do.
New Jersey	1500	200 and fees	200 and fees	Indiana	1000	do.	do.
E. District, Penn.	2500	fees	fees	Illinois	1000	do.	do.
W. District, Penn.	1800	200 and fees	200 and fees	Missouri	1200	do.	do.
Delaware	1500	do.	do.	Arkansas	2000	do.	do.
Maryland	2000	fees	fees	Michigan	1500	do.	do.
Virginia, E. Dist.	1800	200 and fees	200 and fees	Florida, E. Dist.	2300	do.	do.
Virginia, W. Dist.	1600	do.	do.	Florida, N. Dist.	1800	do.	do.
North Carolina	2000	do.	400 and fees	Florida, W. Dist.	1800	do.	do.
South Carolina	2500	fees	fees	Florida, S. Dist.	2300	do.	do.
Georgia	2500	200 and fees	200 and fees	Florida, Apalach. Dist.	1800	do.	do.
Alabama, N. Dist.	2500	do.	do.	Wisconsin	1800	250 and fees	do.
Alabama, S. Dist.		do.	do.	Iowa	1800	do.	do.
Mississippi, N. Dist.	2000	do.	do.	District Colombia	2700	fees	fees

CONSTITUTION AND GOVERNMENT OF EACH STATE OF THE AMERICAN UNION.*

TABLE exhibiting the Seats of Government, the Times of Holding the Election of State Officers; and the Times of the Meeting of the Legislatures of the several States, the Salaries, Terms of Office, and the Number of Senators and Representatives in the State Legislatures, with their respective Terms.

STATES.	Seats of Government.	Times of Holding Elections.	Times of the Meeting of the Legislatures.	Governor's Salary.	Govt. Term of Years.	Senators.	Term of Years.	Representatives.	Term of Years.
Maine	Augusta	2d Mon. in Sept.	1st Wed. in Jan.	1500	1	31	1	151	1
N. Hampshire	Concord	2d Tues. in March	1st Wed. in June	1200	1	12	1	250	1
Vermont	Montpelier	1st Tues. in Sept.	2d Thurs. in Oct.	750	1	30	1	230	1
Massachusetts	Boston	2d Mon. in Nov.	1st Wed. in Jan.	2500	1	40	1	356	1
Rhode Island	Providence & Newport	1st Wed. in April	1st Tues. in May; Last Mon. in Oct.	400	1	31	1	69	1
Connecticut	Hart. & N. Hav.	1st Mon. in April	1st Wed. in May	1100	1	21	1	215	1
New York	Albany	1st Mon. in Nov.	1st Tues. in Jan.	4000	2	32	4	128	1
New Jersey	Trenton	2d Tues. in Oct.	4th Tues. in Oct.	2000	1	18	1	58	1
Pennsylvania	Harrisburg	2d Tues. in Oct.	1st Tues. in Jan.	4000	3	33	3	100	1
Delaware	Dover	2d Tuesday in Nov.	1st Tuesday in Jan. *bienn.*	1333⅓	3	9	4	21	2
Maryland	Anapolis	1st Wednesday in Oct.	last Monday in December.	4200	3	21	5	82	1
Virginia	Richmond	4th Thursday in April	1st Monday in December.	3333⅓	3	32	4	134	1
N. Carolina	Raleigh	Commonly in August	2d Monday in Nov. *bienn.*	2000	2	50	2	120	2
S. Carolina	Columbia	2d Monday in Oct.	4th Monday in Nov.	3500	2	45	4	124	2
Georgia	Milledgeville	1st Monday in Oct.	1st Monday in Nov. *bienn.*	3500	2	47	1	130	1
Alabama	Tuscaloosa	1st Monday in Aug.	1st Monday in December.	3500	2	33	3	100	1
Mississippi	Jackson	1st Mon. & Tues. in Nov.	1st Monday in Jan. *bienn.*	3000	2	30	4	91	2
Louisiana	New Orleans	1st Monday in July	1st Monday in January	6000	4	17	4	60	2
Arkansas	Little Rock	1st Monday in Oct.	1st Monday in Nov. *bienn.*	2000	4	21	4	64	2
Tennessee	Nashville	1st Thursday in Aug.	1st Monday in Oct. *bienn.*	2000	2	25	2	75	2
Kentucky	Frankfort	1st Monday in Aug.	1st Monday in December.	2500	4	38	4	100	1
Ohio	Columbus	2d Tuesday in Oct.	1st Monday in December.	1500	2	36	2	72	1
Michigan	Detroit	1st Monday in Nov.	1st Monday in January	1500	2	18	2	53	1
Indiana	Indianapolis	1st Monday in Aug.	1st Monday in December.	1500	3	30	3	62	1
Illinois	Springfield	1st Monday in Aug.	1st Monday in Dec. *bienn.*	1000	4	40	4	91	2
Missouri	Jefferson City	1st Monday in Aug.	1st Monday in Nov. *bienn.*	1500	4	18	4	49	2
Florida	....	....	.....	2500	3	15	2	29	1
Wisconsin	....	....	.....	2500	3	13	2	26	1
Iowa	....	....	.....	2500	3	..	..	26	1

NOTE.—The common law of England was adopted by the republic after the revolution; and although altered and modified by acts of congress, it may be still considered as the text-book of the American lawyer.

In all the States except New Jersey, Virginia, and South Carolina, the governor is voted for by the people; and if no one has a majority of all the votes, in the states in which such a majority is required, the legislature elects to the office of governor, one of the candidates voted for by the people.

I. MAINE.

In 1652, the inhabitants of Maine were placed under the jurisdiction of Massachusetts. From that time the territory formed a part of the colony and afterwards of the state of Massachusetts, as the *District of Maine*, until erected, in the year 1820, into an independent state.

The constitution of this state was formed in 1819, and went into operation in 1820.

The Legislative Power is vested in a senate and a house of representatives, both elected annually by the people, on the second Monday in September.

The number of representatives cannot be less than 100, nor more than 200. A town having 1500 inhabitants is entitled to send one representative; having 3750, two; 6775, three; 10,500, four; 15,000, five; 20,250, six; 26,250, seven; but no town can ever be entitled to more than seven representatives.—The number of senators cannot be less than twenty, nor more than thirty-one.

The legislature meets at *Augusta*, annually, on the first Wednesday in January.

The Executive Power is vested in a governor, elected annually by the people, on the second Monday in September: his term of office commences on the first Wednesday in January. A council of seven members is elected annually on the first Wednesday in January, by joint ballot of the senators and representatives, to advise the governor in the executive part of government.

* Each state is within itself a government, with its particular laws, revenue, and expenditure. In the finances of the United States, as a federal government, the state revenues and expenses should not be overlooked; for, although not entered in the general budget, yet form equally a part of the general public burdens and expenditures.

The Right of Suffrage is granted to every male citizen aged twenty-one years or upwards (excepting paupers, persons under guardianship, and Indians not taxed), having had his residence established in the state for the term of three months next preceding an election.

The Judicial Power is vested in a supreme judicial court, and such other courts as the legislature may, from time to time, establish. All the judges are appointed by the governor, with the advice and consent of the council: they hold their offices during good behaviour, but not beyond the age of seventy years.

Salaries of the Officers of Government.—Governor, 1500 dollars; secretary of state, 900 dollars; treasurer of state, 900 dollars; adjutant-general, 700 dollars; warden of the state prison, 700 dollars.

The members of the senate and house of representatives receive each two dollars a day; and the president of the senate and the speaker of the house, four dollars.

Supreme Judicial Court.—Chief justice, 1800 dollars; two associate justices, each 1800 dollars; attorney-general, 1000 dollars; reporter, 1000 dollars.

Court of Common Pleas, or District Court.—Chief justice, 1200 dollars; three associate judges, each 1200 dollars.

II. NEW HAMPSHIRE.

In 1641, the settlements in New Hampshire voluntarily put themselves under the government of the colony of Massachusetts, and were allowed to send representatives to the general court at Boston, till 1679, when a new government was formed, and New Hampshire was made a separate province.

In 1686, New Hampshire was placed, together with the rest of New England, under the same government. In 1689, the union with Massachusetts was revived, and continued till 1692. From 1699 to 1702, it was united with Massachusetts, and New York; in 1702, it was again united with Massachusetts, and so continued till 1741, when a final separation took place.

The constitution established in 1784; was in 1792, altered and amended, as now in force.

The Governor is elected annually by the people, on the second Tuesday in March. The qualifications necessary to render a candidate eligible to this office, are, a residence in the state during seven years immediately preceding the election, the age of thirty years, and property to the amount of 500*l.*, one-half consisting of a freehold within the state, held in the candidate's own right.

The Council consists of five members, elected by the freeholders and other inhabitants qualified to vote for senators. The qualifications requisite in a candidate for the office of councillor are: a residence of seven years within the state; a residence within the county at the time of the election; property within the state to the amount of 500*l.*; and thirty years of age.

The Legislative Power is vested in a senate and house of representatives, each of which bodies has a negative upon the acts of the other. This joint legislature is styled the General Court of New Hampshire. It assembles annually on the first Wednesday in June.

The Senate contains twelve members, elected annually by the people. To be eligible as a senator, the candidate must have been an inhabitant of the state for seven years immediately preceding the election, he must be at least thirty years of age, and must possess freehold property within the state, to the amount of 200*l.*

The House of Representatives contains 250 members, elected annually by the people. The qualifications required of a candidate for membership of the house, are a residence within the state for two years, immediately preceding the election, thirty years of age, and property to the amount of 100*l.*, within the district which he intends to represent, one-half of this property being a freehold. On ceasing to be thus qualified, he also ceases to be a representative.

The Judiciary Power.—All judicial officers, the attorney-general, solicitors, sheriffs, coroners, registers of probate, are nominated and appointed by the governor in council, and hold their offices during good behaviour. At the representation of both houses of the legislature, the governor, with the consent of council, may make removals at any time. No person can hold the office of judge in any court, judge of probate, or sheriff of any county, after he has attained the age of seventy years.

The Secretary and Treasurer are chosen by the joint ballot of the senators and representatives assembled in one room.

Executive.—Governor's salary	1000	dollars.
Five councillors	——	
Secretary of state	800	do.
Treasurer	600	do.

The councillors, senators, and representatives, receive 2 dollars a day, for attendance during the session of the legislature, and 10 cents a mile for travel; of the president of the senate and the speaker of the house of representatives, also the councillors (when in service, except during the session of the legislature,) 2 dollars 50 cents a day.

Judiciary.—The superior court of judicature consists of a chief justice and two associate jus-

tices, who hold one term annually in each of the ten counties of the state, for the hearing and determining questions of law, &c. This court is also vested with chancery jurisdiction, for certain purposes prescribed by the statute.

The judges of the superior court of judicature are, *ex officio*, judges of the court of common pleas. This court, before whom all actions for recovery of debts and the enforcement of contracts, and all jury trials are brought, consists of one of the justices of the superior court, who sits as chief justice of the court of common pleas, and of two county judges, generally appointed from among the yeomanry, whose principal duty it is to attend to the ordinary business of the county, its roads, expenses, &c. Terms of this court are held semi-annually, in each of the counties.

Superior Court.—	Chief justice's salary	1400	dollars.
	Three associate justices	1200	do.
	Attorney-general	1200	do.
Circuit Court.—	Two judges	1200	do.
	Attorney-general	1200	do.

There are two judges of common pleas in each of the ten county courts of the state, who are paid 3 dollars per day during attendance at the court, and 10 cents per mile for travelling. There are also courts of probate, the judges of which have salaries of from 100 to 334 dollars; and registrars, with salaries of from 125 to 462 dollars.

III. VERMONT.

Vermont was originally claimed both by New Hampshire and New York. Its political condition was, for a considerable time, unsettled; and the people preferring a separate government, formed a constitution in 1777, under which a government was organised in March, 1788. In 1791, Vermont was admitted into the union.

The Governor is elected annually by the people. No person is eligible to this office unless he is a citizen of the United States, and has resided in the state four years next preceding his election.

The Lieutenant-governor is also elected annually by the people, and must possess the same qualifications as the governor. He acts as governor in the event of that officer's absence or inability to serve. As lieutenant-governor, he is president of the senate.

The Supreme Executive Council consists of the governor, lieutenant-governor, and twelve persons chosen by the people.

The Legislative Power is vested in a senate and house of representatives, which, together, are styled the General Assembly.

The Senate consists of thirty members, each county choosing at least one. Some counties are entitled to more, according to the amount of population.

The House of Representatives consists of 231 members, elected annually by the people. Every representative must have resided in the state two years, the latter in the town for which he is elected, and must be a citizen of the United States.

The Judicial Power.—Courts of justice are maintained in every county. There is a supreme court consisting of five judges, who are justices of the peace throughout the state. All the judges and justices are elected annually by the legislature. The supreme court sits once, and the county courts twice in each county. There is also a Court of Chancery, which holds its sessions every year in each county, each judge of the supreme court being chancellor of a circuit.

Secretary, Treasurer, &c.—The secretary of state is elected by the joint vote of the general assembly annually; the treasurer by the people, also annually.

Right of Suffrage.—Every man of the age of twenty-one years, a citizen of the United States, having resided in the state one year next preceding the election, and being of a quiet and peaceful behaviour, if he will take an oath or affirmation of allegiance, is entitled to all the privileges of a freeman.

A Council of Censors.—Once in seven years a council of thirteen censors is elected for the term of one year. It is their duty to inquire whether the constitution has been preserved inviolate during the last septenary; and whether the legislative and executive branches have performed their duty as guardians of the people, or have assumed or exercised other or greater powers than those conferred upon them by the constitution; also to look after various other matters connected with the administration of the state government.

The governor's salary is 750 dollars; lieutenant-governor, as president of the senate, 4 dollars a day; the compensation of the members of the general assembly is 1½ dollars per day during session.

Salary of the Judges of the Supreme Court.—Chief justice, 1375 dollars; 4 associate judges, 1375 dollars each; and reporter, 450 dollars.

IV. MASSACHUSETTS.

The territory of Massachusetts comprised, for many years after its first settlement, two separate colonies; viz., the Plymouth Colony and the Colony of Massachusetts Bay.

The two colonies continued separate, and elected their own governors annually, till 1685-6, when they were deprived of their charters. In 1692, they were united into one colony under a new charter; and the governors were afterwards appointed by the king.

By the constitution formed in 1780, and amended in 1821, the legislative power is vested in a senate and house of representatives, styled The General Court of Massachusetts.

The House of Representatives consists of 336 members, who are elected annually in May, ten days at least before the last Wednesday of that month. Corporate towns having 150 rateable polls elect one representative, and another for every additional 225 rateable polls.

No person is eligible to the house who is not possessed of a freehold of the value of 100*l.* within the town he shall be chosen to represent, or rateable estate, to the value of 200*l.*, and shall cease to represent the said town immediately on his ceasing to be qualified as above.

The Senate consists of 40 members, chosen by districts, annually, on the first Monday in April.

No person is eligible to the senate, unless he possesses a freehold of 300*l.*, a personal estate to the value of 600*l.*, or of both to the amount of the same sum, and who has not been an inhabitant of the commonwealth five years immediately preceding his election.

The pay of each member of the council, of the senate, and of the house of representatives, is two dollars for each day's attendance, and two dollars for every ten miles they travel.

The Supreme Executive Magistrate is styled the Governor of the Commonwealth of Massachusetts, with the title of "His Excellency." He is elected annually by the people on the first Monday of April, together with a lieutenant-governor. The latter is styled "His Honour." The governor is assisted in the executive part of government by a council of nine members, chosen by the joint bal ot of the senators and representatives, from the senators. In case the persons elected, or any of them, decline the appointment, they are elected from among the people at large. The councillors rank next to the lieutenant-governor.

The general court meets, at Boston, on the last Wednesday of May, and also in January.

The Right of Suffrage is granted to every male citizen twenty-one years of age and upwards (excepting paupers and persons under guardianship), who has resided within the commonwealth one year, and within the town or district in which he may claim a right to vote, six calendar months preceding any election, and who has paid a state or county tax assessed upon him within two years next preceding such election; and also every citizen who may be by law exempted from taxation, and who may be, in all other respects, qualified as above-mentioned.

The Judiciary is vested in a supreme court, a court of common pleas, and such other courts as the legislature may establish.

All judicial officers, the attorney-general, the solicitor-general, all sheriffs, coroners, and registrars of probate, are nominated and appointed by the governor, by and with the advice and consent of the council, and hold their offices during good behaviour. At the representation of both houses of the legislature, the governor, with the consent of the council, may at any time remove them.

Justices of the peace have original and exclusive jurisdiction in all civil cases not exceeding 20 dollars, excepting in matters of real estate. They have concurrent criminal jurisdiction in breaches of the peace, and in cases of larceny, where the goods stolen do not exceed the value of 5 dollars.

The court of common pleas has appellate jurisdiction in civil and criminal cases tried before a justice of the peace; original and exclusive jurisdiction in civil common-law cases not exceeding 20 dollars; and final jurisdiction, where the damages do not exceed 100 dollars. Its criminal jurisdiction depends on particular statutes. In offences at common law, its jurisdiction includes every thing where the punishment does not extend to life, or banishment, except where the punishment is, by statute, to be administered by the supreme court. In case of mortgages and forfeitures annexed to contracts, this court has a concurrent chancery jurisdiction.

The supreme judicial court has appellate jurisdiction in all civil cases where the debt or damage exceeds 100 dollars, and in all criminal cases originally tried in the common pleas or the municipal court of Boston. It has concurrent jurisdiction in all criminal cases cognisable by the inferior courts, and original and exclusive jurisdiction in all capital cases. It has also original and exclusive jurisdiction in all cases of alimony and divorce; and chancery powers in cases of trusts, specific performance of contracts in writing, mortgages, settlement of partnership accounts, waste, nuisance, and forfeitures annexed to contracts. It is the supreme court of probate entertains appeals from the probate courts of the counties, and has a general superintending power over all inferior tribunals by writ of error, certiorari, quo warranto, &c.

The probate courts, of which there is one in each county, consisting of a single judge, have

original and exclusive jurisdiction in the probate of wills, settlement of estates, and guardianship of minors, idiots, lunatics, &c.

In Boston, a court, consisting of three justices, styled the police court for the city of Boston, and a justices' court for the county of Suffolk, have the same civil jurisdiction as justices of the peace in other counties, and the same criminal jurisdiction as justices of the peace, concurrently with the municipal court.

In Boston, a municipal court, consisting of one judge, which has also cognisance of all crimes, not capital, committed within the county of Suffolk, and appellate jurisdiction in all criminal cases tried before the police court.

Salaries for the year ending on the 1st Wednesday in January, 1844.—Governor, 2500 dollars; lieutenant-governor, 4 dollars a day; secretary of the commonwealth, 1600 dollars; treasurer and receiver-general, 1600 dollars; adjutant-general and keeper of military stores, 1500 dollars; secretary of state's office, 1000 dollars; treasurer's office, 1000 dollars; secretary of the board of education, 1500 dollars; president of the senate, 4 dollars per day; speaker of the house of representatives, 4 dollars per day; clerk of the senate, 8 dollars per day; clerk of the house of representatives, 8 dollars per day.

Supreme Judicial Court.—Chief-justice, 3000 dollars; 3 justices, each 2500 dollars; reporter, 300 dollars; 4 district attorneys, 700 dollars each; 1 attorney-general, 1500 dollars.

Court of Common Pleas.—Chief-justice, 1800 dollars; 4 associate-justices, 1700 dollars each.

Police Court of Boston.—Four justices, 1500 dollars each.

PROBATE COURTS.

Counties.	Judge's Salary.	Registrar's do.	Counties.	Judge's Salary.	Registrar's do.
Barnstable	dollars 300	400	Hampshire	240	400
Berkshire	375	500	Middlesex	700	1200
Bristol	400	600	Nantucket	150	250
Dukes	100	100	Norfolk	400	600
Essex	600	1200	Plymouth	350	600
Franklin	240	400	Suffolk	800	1500
Hampden	240	400	Worcester	600	1200

V. RHODE ISLAND.

The government of this state (first settled in 1636), is founded on the provisions of the charter granted to the colony by Charles II., in 1663. It is the only state of the union without a written constitution.

Any duly qualified elector in this state, not holding office under the government of the United States, is eligible to any civil office therein.

A governor, a lieutenant-governor, a secretary of state, an attorney-general, and a general treasurer, are elected annually by the people on the first Wednesday in April.

The chief executive power of the state is vested in the governor.

The lieutenant-governor acts as governor in case of a vacancy in the office, or the inability of this officer to serve, &c.

The legislative power is vested in a senate and house of representatives, collectively styled the general assembly; and, when acting conjointly, the grand committee. The general assembly holds two sessions annually, one at Newport on the last Monday of October,—the other biennially at South Kingstown, and, in the intermediate years, at Bristol and East Greenwich alternately. An adjournment of the October session is held annually at Providence.

The senate consists of the lieutenant-governor, and one senator from each town or city in the state. The governor, or, in his absence, the lieutenant-governor presides, and votes in cases of equal division. The secretary of state is also secretary of the senate, and presides in the absence of the governor and lieutenant-governor, until an election of a presiding officer is made by the senate.

The house of representatives is limited to seventy-two members. Each town or city is entitled to at least one member, provided that no town or city shall elect more than one-sixth of the entire number. The present ratio of representation is that of one member to every 1530 inhabitants; and the election being general in each town or city, each fraction exceeding a moiety is entitled to one representative. The house at present consists of sixty-nine members.

The judicial power consists of one supreme court, and such inferior courts as the general assembly may ordain. The judges of the supreme court are elected by the general assembly in grand committee, and may be dismissed by a majority of all the members elect of each house separately.

Right of Suffrage.—The requisites for the general franchise are, male citizenship of the United States; the age of twenty-one years; residence and home in the state for one year and in

the town or city where the vote is offered for six months next preceding the election ; and real estate in the said town or city of the value of 134 dollars, or renting for seven dollars above all incumbrances whatsoever, whether held in fee-simple, fee-tail for life, or in reversion or remainder, the conveyance of which, if by deed, has been recorded at least ninety days ; provided the said estate entitles no other person to vote. If the voter, otherwise qualified, own such an estate in any town or city within the state other than that in which he resides, he is required to produce a certificate to that effect from the clerk of the town or city in which his estate lies, dated within ten days of the time of voting, and showing that the deed, if there be any, has been recorded ninety days.

The right of voting, under the following restrictions, is extended to every male citizen of the United States, twenty-one years of age, resident for two years in the state, and for six months in the town or city where his vote is offered, whose name has been legally enrolled in the said town or city during the calendar year next preceding that of the election, and who produces legal proof that he has paid within the said year a tax of one dollar assessed within any town or city in the state, or that he has been enrolled and has actually performed duty in any military company of the state.

Restrictions.—No person can vote in the election of the town council of the city of Providence, or upon any proposition for the expenditure of money in any town or city, unless he has paid, within the year next preceding, a tax upon his property therein, valued at least at 134 dollars.

Legal residence is not obtainable by dwelling in any garrison, barrack, or military or naval station within the state.

Paupers, lunatics, persons *non compos mentis*, persons under guardianship, and Narraganset Indians, are disfranchised.

Salaries.—Governor, 400 dollars ; lieutenant-governor, 200 dollars ; secretary of state, fees and 750 dollars ; treasurer, fees and 650 dollars ; attorney-general, fees.

Supreme Court.—Chief justice, 650 dollars ; 3 associates, 550 dollars each.

The supreme court also receive entries on petitions for the insolvent act. The justices of this court also preside alternately as chief of the common pleas in the several counties, for which they receive a proportion of the entries.

VI. CONNECTICUT.

Connecticut originally comprised two colonies, the Colony of Connecticut, and the Colony of New Haven.

In 1662, a charter was granted by Charles II., with ample privileges, uniting the colonies of Connecticut and New Haven under one government. The colony of New Haven refused for some time to accept the charter, and the union did not take place till 1665. The charter was suspended in 1687, but restored again after the revolution of 1688 in England, and formed the basis of the government till 1818.

The present constitution was framed in 1818.

The legislative power is vested in a senate and house of representatives.

The members of the house of representatives are chosen by the different towns in the state: the more ancient towns, the majority of the whole number, send each two representatives; the rest one each. The present number is 215.

The senate must consist of not less than eighteen, nor more than twenty-four members, who are chosen by districts. The present number is twenty-one.

The executive power is vested in a governor. A lieutenant-governor is also chosen, who is president of the senate, and on whom the duties of the governor devolve in case of his death, resignation, or absence.

The representatives, senators, governor, and lieutenant-governor are elected annually by the people on the first Monday in April.

The general assembly has one stated session every year, on the first Wednesday in May, alternately Hartford, 1831, and at New Haven, 1832.

"Every white male citizen of the United States, who shall have gained a settlement in this state, attained the age of 21 years, and resided in the town in which he may offer himself to be admitted to the privilege of an elector, at least six months preceding, and have a freehold estate of the yearly value of seven dollars in this state ; or, having been enrolled in the militia, shall have performed military duty therein for the term of one year next preceding the time he shall offer himself for admission, or, being liable thereto, shall have been, by authority of law, excused therefrom ; or shall have paid a state tax within the year next preceding the time he shall present himself for such admission, and shall sustain a good moral character, shall, on his taking such an oath as may be prescribed by law, be an elector."

The judicial power is vested in a supreme court of errors, a superior court, and such inferior

courts as the general assembly may, from time to time, establish. The judges are appointed by the general assembly; and those of the supreme and superior courts hold their offices during good behaviour; but not beyond the age of 70 years.

No person is compelled to join, or support, or to be classed with, or associated to any congregation, church, or religious association. But every person may be compelled to pay his proportion of the expenses of the society to which he may belong: he may, however, separate himself from the society by leaving a written notice of his wish with the clerk of such society.

Government Salaries.—Governor, 1100 dollars; lieutenant-governor, 300 dollars; treasurer, 1000 dollars; secretary, (exclusive of fees) 84 dollars; comptroller, 1000 dollars; commissioner of the school fund, 1250 dollars.

The pay of the senators is 2 dollars a day each, during the session, and of the representatives 1 dollar 50 cents a day, and both receive 9 cents a mile for travel. The speaker of the house of representatives receives 2 dollars 50 cents a day.

Judiciary.—Supreme Court of Errors.—Chief-justice, 1100 dollars; 3 associate justices, 1050 dollars each; reporter, 350 dollars.

The supreme court of errors is composed of the five judges, and is held in each of the eight counties.

The superior court is a court held in each of the counties, by one of the judges of the supreme court.

There is also a county court in each county, composed of a chief judge and two associate judges, who are appointed annually by the legislature. The chief judges of these courts receive 3 dollars 50 cents a day, and the associate judges 3 dollars a day, during the session of the court, and 9 cents a mile for travel.

VII. NEW YORK.

In 1664, Charles II. of England granted his brother, the Duke of York, a patent for the country forming the present states of New York and New Jersey; and, during the same year, Colonel Nicolls, with a considerable force, in the service of the duke, made a conquest of the country. The name of New Netherlands was afterwards changed to New York. In 1673, the colony was recaptured by the Dutch, and retained a few months. With the exception of this period, it was in the possession of the English from 1664 till the American revolution, in 1775.

The colonial government was suspended in May, 1775, from which time to April, 1777, New York was governed by a provincial congress. A constitution having, at length, been formed and adopted, the government, under this constitution, went into operation April 20, 1777.

The constitution of the state of New York was formed in 1821.

The executive power is vested in a governor, elected by the people every two years. At the same time, a lieutenant-governor is also chosen, who is president of the senate; on whom, in case of the impeachment, resignation, death, or absence of the governor from office, the powers and duties of governor devolve.

The legislative power is vested in a senate of 32 members, chosen for five years, and an assembly of 128 members, elected annually.

For the election of the senators, the state is divided into eight districts, each being entitled to choose four senators, one of whom is elected every year. The members of the assembly are chosen by counties, and apportioned according to population.

The election of governor, lieutenant-governor, senators, and members of the assembly, is held at such time in the month of October or November, as the legislature may by law provide.

The legislature meets annually (at Albany), on the first Tuesday in January, unless a different day is appointed by law.

The constitution grants the right of suffrage, in the election of public officers, to every white male citizen, of the age of 21 years, who has been an inhabitant of the state one year next preceding any election, and, for the preceding six months, a resident in the county where he may offer his vote; but no man of colour is entitled to vote unless he is possessed of a freehold estate of the value of 250 dollars, without any incumbrance.

The chancellor and judges are appointed by the governor, with the consent of the senate. The chancellor and justices of the supreme and circuit courts hold their offices during their good behaviour, or until they attain the age of sixty years. The judges of the county courts, or courts of common pleas, are appointed for a term of five years.

The court of errors consists of the president of the senate, the senators, chancellor, or any judge of the supreme court.

EXECUTIVE.

	Salaries. dollars.		Salaries. dollars.
Governor	4000	Deputy comptroller	1500
Comptroller	2500	Deputy secretary and clerk of com. of land office	1500
Treasurer	1500	Four acting canal commissioners	2000
Secretary of state and superintendent of com. schools	1500	Commissary-general	700
Surveyor-general	1000	Adjutant-general	1000
Attorney-general	1000		

The members of the senate and assembly have 3 dollars per day during the session.

JUDICIARY.

	Salaries. dollars.		Salaries. dollars.
COURT OF CHANCERY.		Assistant registrar	2500
Chancellor	3000	SUPREME COURT.	
Registrar	2500	Chief justice	3000
Reporter	500	Two associate justices, each	3000
VICE-CHANCELLOR'S COURT.		Reporter	500
Vice-chancellor—1st circuit	2000		
Vice-chancellor—2d circuit	1600		

There are eight circuit courts, one in each senate district, with eight judges, each with a salary of 1250 dollars; and a superior court of the city of New York, with three judges, with salaries of 2500 dollars each.

VIII. NEW JERSEY.

The territory comprised in this state was included in the patent granted by Charles II. to his brother the Duke of York, in 1664; and in the same year conveyed to Lord Berkeley and Sir George Carteret; when it received the name of New Jersey. It then contained a few families.

In 1676, New Jersey was divided into two provinces, East Jersey and West Jersey.

In 1682, East Jersey was transferred to William Penn and eleven associates; and Robert Barclay, the celebrated author of the "Apology for the Principles of the Quakers," was appointed governor.

In 1702, East and West Jersey were again united into one province, by the name of New Jersey, under the governor of New York; and this connexion with New York continued till 1738, when a separate government was instituted, which lasted till the American revolution.

The constitution of New Jersey was formed in 1776; and no revision of it has since taken place, except that the legislature has undertaken to explain its provisions in particular parts. The government is vested in a governor, legislative council, and general assembly.

The members of the legislative council and of the general assembly are elected annually, on the second Tuesday in October.

The number of members of the legislative council is eighteen. The general assembly has consisted, for a number of years past, of forty-three members; but it will hereafter consist of fifty.

The legislature meets annually (at Trenton), on the fourth Tuesday in October.

The governor is chosen annually by a joint vote of the council and assembly, at their first joint meeting after each annual election. The governor is president of the council and chancellor of the state; and the council also elect from their own body, at their first annual meeting, a vice-president, who acts in the place of the governor in his absence. The governor and council form a court of appeal in the last resort in all causes of law; and they possess the power of granting pardon to criminals after condemnation.

The constitution grants the right of suffrage to "all persons of full age who are worth fifty pounds proclamation money, clear estate in the same, and have resided within the county in which they claim to vote, for twelve months immediately preceding the election." (The legislature has declared by law, that every white male inhabitant, over the age of twenty-one years, who has paid a tax, shall be considered worth fifty pounds, and entitled to vote. By another legislative act, females and negroes are prohibited from voting.)

The judges are appointed by the legislature, those of the supreme court for a term of seven years, and those of the inferior courts for five years; both are capable of being reappointed.

Salaries:— dollars.

Governor (exclusive of fees of office as chancellor of the state *ex officio* 2000

	dollars.
Vice-president of the legislative council (pay, during attendance, 3 dollars 50 cents a day).	
Secretary of state, and auditor (exclusive of perquisites)	50
Treasurer, elected annually	1000
Attorney-general, fees and	80
Clerk in Chancery	perquisites.

The members of the legislative council and the general assembly receive 3 dollars for each day's attendance, and 3 dollars for every twenty miles' travel; and the president 3½ dollars per day.

Judicial Power.—The judges of the supreme court hold their offices seven years; the judges of the inferior court of common pleas and quarter-sessions, the attorney-general and secretary, five years; the state treasurer, one year; but all are capable of being reappointed. These officers are appointed by the council and assembly.

The supreme court holds four terms each year at Trenton; on the last Tuesday in February, second in May, first in September, and second in November; and the judges of this court hold circuit courts and courts of oyer and terminer four times a year in each county, except the counties of Atlantic and Cape May, in which two terms only are held. Inferior courts of common pleas are held four times in a year in each county, by judges appointed by the legislature, who receive no salary, and the number of whom is not limited by any law.

The court of appeals and pardons is composed of the governor, who is, *ex officio*, president judge, and eighteen associate judges; that is, it consists of the governor and the legislative council, which is composed of one member for each county. This court holds two terms annually, at Trenton.

Court of Chancery.—The governor of the state is chancellor; and this court holds four terms annually, at Trenton, on the third Tuesday in January, first Tuesday in April, second Tuesday in July, and second Tuesday in October.

The salaries in the supreme court are—chief justice, 1500 dollars; four associate justices, each 1400 dollars; clerk, fees; reporter, 200 dollars.

IX. PENNSYLVANIA.

From the beginning of the eighteenth century till the commencement of the American revolution, the government was generally administered by deputies appointed by the proprietaries, who mostly resided in England.

The first constitution of Pennsylvania was adopted in 1776; the present in 1790.

The legislative power is vested in a senate and house of representatives.

The representatives are elected annually on the second Tuesday in October, by the citizens of Philadelphia and of the several counties, apportioned according to the number of taxable inhabitants. The number cannot be less than 60, nor more than 100.

The senators are chosen for three years, one-third being elected annually, at the time of the election of the representatives. Their number cannot be greater than one-third, nor less than one-fourth of the number of the representatives.

The executive power is vested in a governor elected by the people, who holds office during three years, from the third Tuesday in December next following his election. He may, by re-elections, hold office nine years, in any term of twelve years.

The judicial power is vested in a supreme court, in courts of oyer and terminer and gaol-delivery, in courts of common pleas, an orphans' court, a registrar's court, a court of quarter-sessions of the peace for each county, and in such other courts as the legislature may, from time to time, establish. The judges of the supreme court and the several courts of common pleas are appointed by the governor, by and with the advice of the senate. The judges of the supreme court hold their office for fifteen years; those of the common pleas for ten years; the associate judges of the common pleas for five years.

The right of suffrage is possessed by every freeman of the age of twenty-one years, who has resided in the state two years next preceding an election, and within that time paid a state or county tax, assessed at least six months before the election.

Salaries.—Governor, 4000 dollars; secretary of the commonwealth, 1700 dollars; state treasurer, 1400 dollars; auditor-general, 1400 dollars; surveyor-general, 1200 dollars; secretary of the land office, 1200 dollars; attorney-general (exclusive of fees), 300 dollars.

The senators and representatives receive 3 dollars for each day's attendance, and 15 cents a mile for travel; the speaker of each house, 4 dollars a day; canal commissioners, 3 dollars per day.

Judiciary.—Chief justice's salary, 2666 dollars 67 cents; four associate justices, each 2000 dollars; prothonotary, fees.

The judges of the supreme court hold circuit courts throughout the state, for which they

receive, in addition to their salaries, 4 dollars a day while on the circuits; and by a law passed in 1843, the chief justice's salary is to be reduced to 1800 dollars, and the associate justices, to 1600, with an addition of 3 dollars a day while on the circuits.

The jurisdiction of the four district courts for Philadelphia and for the counties of Lancaster, Alleghany, Erie, &c., is the same as that of the court of common pleas in other counties.

District Court for the City and County of Philadelphia.—President judge, salary, 2000 dollars; two associate judges, each 2000 dollars; prothonotary.

District Court for the Counties of Lancaster and York.—President judge, salary, 1600 dollars; associate judge, 1000 dollars.

The state is divided also into twenty districts, for the sessions of the courts of common pleas. The president judge of the district of Philadelphia has a salary of 2000 dollars, and two associate judges, 400 dollars each. The president judges in the other districts have salaries of 2000 dollars, and their associates 120 dollars.

The state is also divided into four districts, for the sessions of the supreme court, which, as a court in banco, holds six regular terms, for argument, &c., annually; viz., for the eastern district, at Philadelphia, on the second Monday in March, and on the second Monday in December; for the Lancaster district, at Lancaster, on the second Monday in May; for the middle district, at Sunbury, on the Wednesday following the second week of the term of the Lancaster district; for the western district, at Pittsburg, on the first Monday in September.

It is only in the city and county of Philadelphia that the supreme court has original jurisdiction, and there only when the sum in controversy exceeds 500 dollars; all issues of fact are tried by jury before a single judge, at *nisi prius*.

For the other counties of this state circuit courts are held, which are unlike courts of *nisi prius*, as judgment may be rendered at them, subject to revision by appeal in the supreme court in bank, and causes are only brought into them by removal from the courts of common pleas. They are held by one judge in each county, at least once a year.

X. DELAWARE.

In 1682, when this state as a county was granted to William Penn, under the same executive and legislative government with Pennsylvania, it was then, as it is now, divided into three counties, Newcastle, Kent, and Sussex, generally styled, till the American revolution, "The Three Lower Counties upon the Delaware."

In 1701, the representatives of Delaware withdrew from those of Pennsylvania; the first separate legislative assembly met at Newcastle, in 1704; and it ever afterwards continued distinct from that of Pennsylvania; though the same governor presided over both provinces till the 4th of July, 1776.

The first constitution of Delaware, which was formed in 1776, placed the executive power in a president, and a privy council of four members. In 1792, a new constitution, the one now in operation, was adopted, by which the executive power is vested in a governor.

The Governor is elected by the people for four years, and cannot be elected a second term. Requisites for eligibility—the age of thirty years, a citizenship and residence in the United States for twelve years next before his election, the last six within the state.

The Legislative Power is vested in a general assembly, consisting of a senate and house of representatives.

The Senate consists of nine members (three from each county), elected by the people for four years. Requisites for membership of the senate—the age of twenty-seven years. an estate in the county for which the member is chosen of the value of a thousand pounds, a residence in the county one year, and in the state three years next preceding the election.

The House of Representatives consists of twenty-one members (seven from each county), elected by the people biennially. Requisites for membership—the age of twenty-four years, residence in the state three years, and in the county for which the member is elected one year next preceding election.

The Judiciary Power.—All judges are appointed by the governor, and hold their offices during good behaviour.

Right of Suffrage.—Every free white male citizen of the age of twenty-two years and upwards, having resided in the state one year next previous to election, the last month thereof in the county where he offers his vote, and having paid a tax within two years, enjoys the right of an elector. Every free white male citizen of the age of twenty-one years, and under the age of twenty-two years, having resided as aforesaid, is entitled to vote without the payment of any tax. No person in the military, naval, or marine service of the United States is considered a citizen of the state in consequence of being quartered or stationed within the state; and no idiot, insane person, pauper, or person convicted of a crime deemed by law felony, enjoys the rights of an elector. The legislature has power to impose the forfeiture of the right of suffrage as a punishment for crime.

Election, &c.—All elections for governor, senators, representatives, sheriffs, and coroners, are held on the second Tuesday of November. The general assembly meet on the first Tuesday of January, biennially, at Dover.

Salaries.—Governor, 1333⅓ dollars; secretary of state, fees and 400 dollars; state treasurer, 500 dollars; auditor, 500 dollars; pay of the members of the legislature, 3 dollars a day; chancellor, 1100 dollars.

Superior Court.—Chief justice, 1200 dollars; associate justice, 1200 dollars; two associate justices, each 1000 dollars; attorney-general, fees and 300 dollars.

The judicial power is vested in a court of chancery, a supreme court, court of common pleas, register's court, &c.

XI. MARYLAND.

In 1632, Maryland was granted by Charles I., of England, to Sir George Calvert, Lord Baltimore; but before the patent was completed, he died, and the patent, dated June 20th, 1632, was given to his eldest son, Cecilius, who succeeded to his titles, and who, for upwards of forty years, directed, as proprietor, the affairs of the colony.

Leonard Calvert, brother to Cecilius, Lord Baltimore, was appointed the first governor; and he, together with about 200 persons, commenced the settlement of the town of St. Mary's, in 1634.

The constitution of this state was first formed in 1776; since which time many amendments have been made.

The Legislative Power consists of two branches, the senate and house of delegates.

The Senate consists of twenty-one members, elected by the people for six years; one-third of the number being elected every two years. Requisites for membership of the senate—the age of twenty-five years, and residence in the city or county for which the member may be chosen, three years next preceding the election.

The House of Delegates consists of seventy-eight members, elected by the people. Requisites for membership of the house—the age of twenty-one years, and residence in the county for which the member may be chosen one year next preceding the election.

The Judiciary Power.—All judges are appointed by the governor, with the advice and consent of the senate, and hold their offices during good behaviour.

Right of Suffrage.—Every white male citizen above the age of twenty-one years, who has resided in the state one year next preceding the election, and in the county or city where he offers his vote, six months preceding the election, has the right of suffrage. The annual election takes place on the first Wednesday of October. The legislature meets at Annapolis on the last Monday of December, annually.

Salaries.—Governor, 4200 dollars; secretary of state, 2000 dollars; surveyor-general, 800 dollars; attorney-general, fees; adjutant-general, 500 dollars.

The Executive Power is vested in a governor, elected by the people once in three years. The governor is assisted by a council of five members, chosen annually by a joint ballot of the senate and house of delegates.

Judiciary.—Salaries in court of chancery—chancellor, 3600 dollars; in court of appeals—chief judge, 2500; four associate judges, each 2200; one associate judge, 3000.

County Courts.—The state is divided into six judicial districts, for each of which there are three judges. Each court is constituted of one of the judges of the court of appeals, and two associates. The salary of these county associate judges is 1400 dollars, except in the Baltimore district, where the associate judges are paid 2200 dollars each.

Baltimore City Court.—Chief justice's salary, 2400 dollars; two associate judges, each 1500 dollars.

XII. VIRGINIA.

The government of the colony was first administered by a council of seven persons, with a president chosen from among their number; but afterwards it was administered by a governor, appointed, except during the commonwealth in England, by the crown.

The constitution of this state was formed in 1776. In 1829, a convention met at Richmond, "to consider, discuss, and propose a new constitution, or alterations and amendments to the existing constitution;" and on the 14th of January, 1830, the convention adopted an amended constitution, by a vote of 55 to 40.

The amended constitution, on being submitted to the legal voters of the state, was ratified by a majority of 10,492 votes.

By this constitution, the legislative power is vested in a senate and a house of delegates. No person holding a lucrative office, minister or priest, is eligible to sit in the house.

The house of delegates consists of 134 members, chosen annually; 31 from the 26 counties

west of the Alleghany Mountains; 25 from the 14 counties between the Alleghany Mountains and Blue Ridge; 42 from the 29 counties east of the Blue Ridge, and above tide-water; and 36 from the counties, cities, towns, and boroughs lying upon tide-water.

The senate consists of 32 members, 13 from the counties west of the Blue Ridge, and 19 from the counties, cities, towns, and boroughs east thereof. The senators are elected for four years; and the seats of one-fourth of them are vacated every year. In all elections to any office or place of trust, honour, or profit, the votes are given openly, or *vivâ voce*, and not by ballot.

The executive power is vested in a governor, elected by the joint vote of the two houses of the general assembly. He holds his office three years, commencing on the 1st of January next succeeding his election, or on such other day as may be, from time to time, prescribed by law; and he is ineligible for the three years next after the expiration of his term of office.

There is a council of state, consisting of three members elected for three years, by the joint vote of the two houses; the seat of one being vacated annually. The senior counsellor is lieutenant-governor.

The judges of the supreme court of appeals and of the superior courts, are elected by a joint vote of both houses of the general assembly, and hold their offices during good behaviour; or until removed by a concurrent vote of both houses. The attorney-general is appointed in the same manner.

The right of suffrage is extended to every white male citizen of the commonwealth, resident therein, aged 21 years and upwards, who is qualified to exercise the right of suffrage according to the former constitution and laws; or who owns a freehold of the value of 25 dollars; or who has a joint interest to the amount of 25 dollars in a freehold; or who has a life estate in, or reversionary title to, land of the value of 50 dollars, having been so possessed for six months; or who shall own, and be in the actual occupation of, a leasehold estate, having the title recorded two months before he shall offer to vote, of a term originally not less than five years, and of the annual value or rent of 200 dollars; or who for twelve months before offering to vote, has been a housekeeper and head of a family, and shall have been assessed with a part of the revenue of the commonwealth, within the preceding year, and actually paid the same.

Salaries.—Governor, 3333 dollars 50 cents; lieutenant-governor, 1000 dollars; 2 councillors of state, 1000 dollars each; treasurer, 2000 dollars; auditor, 2000 dollars; 2d auditor and sup. library fund, 2000 dollars; register of land office, 1500 dollars; attorney-general, fees and 1000 dollars; secretary of the commonwealth and librarian, 1720 dollars; adjutant-general, 1000 dollars; clerk of the council, 1000 dollars; superintendent of penitentiary, 2000 dollars; speaker of the senate, 6 dollars per day; speaker of the house of delegates, 8 dollars per day.

Court of Appeals.—President, 2750 dollars; 4 judges, 2500 dollars each; clerk of eastern district, 1000 dollars; ditto western, 1000 dollars.

Twenty judges of the central circuit courts. Salary of the first 20 judges, 1500 each, and 4 dollars for every 20 miles they may be compelled to travel to and from their respective courts. Metropolitan circuit, 2000 dollars; judge of the court of chancery for the 21st circuit, 2000 dollars.

The court of appeals holds two sessions annually; one at Louisburg, Greenbriar county, for the counties lying west of the Blue Ridge, commencing on the 2d Monday in July, and continuing 90 days, unless the business shall be sooner despatched; the other at Richmond, for the counties lying east of the Blue Ridge, commencing at such times as the court may from time to time appoint, and continuing 160 days, unless the business shall be sooner despatched. Suits commenced during the year ending August 1842, 121; suits pending 580; suits decided, 106; Number of days in session, 179.

General Court.—The state is divided into ten judicial districts, and each district into two circuits, except the 4th, which comprises three. The third circuit of the 4th district is the 21st district of the state, containing but a single court, called the "Circuit Superior Court of Law and Chancery for the county of Henrico and city of Richmond. In this court there are two judges, one on the law side, the other on the chancery side. On the death, resignation, or removal of either of the two judges now attached to this court, his duties are to devolve on the other, without any increase of salary.

A circuit superior court of law and chancery is held twice every year in each county and corporation.

The judges who hold the circuit courts, are also required to hold, every year, two terms of the general court in the capital at Richmond. It is the duty of 15 of the judges to attend this court, 11 being necessary to form a quorum. One term begins on the last Monday in June; the other on the 15th of December. The judges are required to arrange themselves into four classes, of five judges each, one of whom is exempt, in rotation, from attending the court.

The general court has appellate jurisdiction in the last resort in criminal cases; also original jurisdiction of probates and administrations, and some claims of the commonwealth. Its judges, or a portion of them, sit as a special court of appeals, in cases in which the judges of the court of appeals proper are disqualified by interest or otherwise.

County Courts.—A county court sits in each county every month, held by four or more justices of the peace. These courts, formed of plain farmers or country gentlemen, are invested with a jurisdiction wider than that of any other court in the state, covering almost the whole field of cognisance, civil, criminal, legal, and equitable. Any one justice can hold a court with jurisdiction over all causes in which the value does not exceed 20 dollars. At the monthly and quarterly sessions, which are held by four or more justices, deeds and wills may be proved and chancery matters and suits at common law be heard and determined, with a right of appeal to a superior court, when the value at issue amounts to 100 dollars and upwards. These courts, exclusively, try slaves for all offences; and they examine free persons charged with felony, previously to their trial in the circuit court. Free negroes and Indians are on the same footing with slaves.

The governor is elected by the qualified voters of the house of commons once in two years. The same individual cannot be elected more than four, in any term of six years. Requisites for eligibility—the age of thirty years, a freehold estate of the value of 1000*l.*, and five years' residence in the state.

The council of state consists of seven persons, elected by the general assembly at their first meeting, who hold the office two years.

The legislative power is vested in a senate and house of commons, which, collectively, are denominated the general assembly.

The senate is composed of fifty members, elected by the people biennially. Requisites for membership of senate—residence and possession, for one year previous to the election, of three hundred acres of land in the county for which the member may be chosen.

The house of commons is composed of 120 members, elected biennially by the people. Requisites for membership—residence, and possession, for a year previous to election, of land to the amount of 100 acres in the county for which the member may be chosen.

The Judiciary Power.—The general assembly, by joint ballot, appoint judges of the supreme courts of law and equity, judges of admiralty, and the attorney-general. The judges hold their offices during good behaviour; the attorney-general for four years.

Right of Suffrage.—All freemen of the age of twenty-one years and upwards, who have resided in any one county within the state twelve months immediately preceding the election, and have paid taxes, are entitled to vote for members of the house of commons for the county in which they reside; and every freeman qualified as above, and possessing within the senatorial district of which he is an inhabitant, fifty acres of land—excepting free negroes, free mulattoes, or free persons of mixed blood descended from negro ancestors to the fourth generation—is entitled to vote for a member of the senate.

Salaries.—Governor, a furnished house and 2000 dollars; secretary of state, fees and 800 dollars; treasurer, 1500 dollars; comptroller, 1000 dollars; clerk of treasury, 500 dollars; councillors 3 dollars per day each, and 3 dollars for every 30 miles when travelling.

Supreme Court.—Chief-justice, 2500 dollars; 2 associate justices, 2500 each; reporter, 300 dollars with the copyright of the reports.

The supreme court holds two sessions in each year, in the city of Raleigh; to wit, on the second Monday in June and the last Monday in December; and continues to sit at each term until all the business on the docket is determined, or continued upon good cause shown. It has power to hear and determine all questions at law, brought before it by appeal from a superior court of law, and to hear and determine all cases in equity, brought before it by appeal from a court of equity, or removed there by the parties thereto. It has original and exclusive jurisdiction in repealing letters patent, and also has power to issue writs of *certiorari, scire facias, habeas corpus, mandamus*, and all other writs which may be proper and necessary for the exercise of its jurisdiction, and agreeable to the principles and usages of law.

The judges of the supreme and the superior courts are elected by joint ballot of both houses of the general assembly, hold their offices during good behaviour, and, under a provision in the amendments to the constitution of the state, their salaries cannot be diminished during their continuance in office.

The seven judges of the superior or circuit courts have a salary of 1950 dollars each; six solicitors 20 dollars each for each court which they attend, besides fees for conviction. The attorney-general receives, in addition, 100 dollars for each term of the supreme court which he attends.

The superior courts of law and the courts of equity are holden in each and every county of the state, twice in each year, by the judges thereof. For this purpose, the state is divided into seven circuits, each of which comprises about ten counties, and the judges ride these circuits alternately, according to an arrangement agreed upon among themselves, the only restriction imposed upon them in making the arrangements being, that no judge shall ride the same circuit twice in succession. As judges of the superior courts of law, they have jurisdiction of all pleas, real, personal, and mixed; of all suits and demands relative to legacies, filial portions, and estates of intestates; and also of all pleas of the state and criminal matters, of what nature, degree, or denomination soever, whether brought before them by original or mesne process, or by *certiorari*, writs of error,

appeal from any inferior court, or by any other way or means whatsoever. As judges of the courts of equity, they have all the jurisdiction and powers appertaining to courts of chancery.

XIII. SOUTH CAROLINA.

In 1663, the territory which now comprises the states of North and South Carolina, and the greater part of Georgia, was granted by Charles II. to the Earl of Clarendon, and seven others, who were constituted proprietors. The colony was named Carolina, and the government was vested in the hands of the proprietors. The proprietary government lasted about fifty years, when it was abolished by the people; and the government was afterwards directed by governors appointed by the king. The first constitution of this state was formed in 1775; the present constitution was adopted in 1790.

The legislative authority is vested in a general assembly, consisting of a senate and a house of representatives.

The senate consists of 45 members, who are elected by districts for four years, and half being chosen biennially.

The house of representatives consists of 124 members, who are appointed among the several districts, according to the number of white inhabitants and taxation; and are elected for two years. The representatives and one-half of the senators are chosen every second year, on the second Monday in October, and the day following.

The executive power is vested in a governor, who is elected for two years, by a joint vote of the senate and house of representatives, at every first meeting of the house of representatives. A governor, after having performed the duties of the office for two years, cannot be re-elected till after the expiration of four years.

At the time of the election of governor, a lieutenant-governor is chosen in the same manner and for the same period.

The general assembly meets annually (at Columbia), on the fourth Monday in November.

The chancellor and judges are appointed by the joint ballot of the senate and house of representatives, and hold their offices during good behaviour.

The constitution grants the right of suffrage to every free white male citizen, of the age of 21 years, having resided in the state two years previous to the day of election, and having been possessed of a freehold of 50 acres of land, or a town lot, at least six months before such election, or (not having such freehold or town lot) having been a resident in the election district in which he offers his vote, six months before the said election, and having paid a tax the preceding year of 3s. sterling towards the support of the government. Governor's salary, 3900 dollars; secretary, fees only.

The 45 state senators and 124 representatives receive each 4 dollars per day.

Chancellors in equity, first and second, at 3500 dollars; three at 3000 dollars each.

Common Pleas and General Sessions.—Judges, one at 3500 dollars; five at 3000 dollars; reporter, 1500 dollars.

"Appeal courts of law and of equity shall hereafter be heard and determined in Columbia, on the first Monday in May, and on the fourth Monday in November, in every year.

"The courts for the correction of errors, consisting of all the chancellors, and judges of the courts of law, shall be held at such time during the sittings of the courts of appeal, as the chancellors and judges may appoint."—*Acts of the General Assembly, passed in December*, 1842.

XIV. GEORGIA.

The first constitution of Georgia was formed in 1777; a second, in 1785; and a third, the one now in operation, in 1798.

The legislative power is vested in a senate and house of representatives.

The executive power is vested in a governor, who was formerly elected by the general assembly; but he is now (and ever since 1824) elected by the people, on the first Monday in October; and he holds the office for two years. No person is eligible to this office, unless he has been a citizen of the United States twelve years, an inhabitant of the state six years, has attained the age of thirty years, and is in possession of 500 acres of land within the state, and other property to the amount of 4000 dollars, nor unless his estate is worth this sum above the amount of his debts.

The senate consists of ninety-three members, (one from each county), which are elected annually, Every senator must have attained the age of twenty-five years, must have been a citizen of the United States nine years, an inhabitant of the state three years, and of the county for which he is returned one year, and must be possessed of a freehold estate of 500 dollars, or taxable property to the amount of 1000 dollars within the county for which he is elected, above the amount of his debts.

The house of representatives consists of 207 members, which are elected annually. Every representative must have attained the age of twenty-one years, must have been a citizen of the United States seven years, of the state three years, and of the county for which he is returned, one

year preceding his election, and must be possessed of a freehold estate of the value of 250 dollars, or taxable property to the amount of 500 dollars within the county for which he is elected, above the amount of his debts.

The general assembly meets (at Milledgeville), on the first Monday in November; unless convened at another time by the governor.

The constitution grants the right of suffrage to all "citizens and inhabitants, who have attained the age of twenty-one years, and have paid all the taxes which may have been required of them, and which they may have had an opportunity of paying, agreeable to law, for the year preceding the election, and shall have resided six months within the county."

The judicial power is vested in a superior court, and in such inferior jurisdictions as the legislature may, from time to time, ordain and establish; and the superior and inferior courts sit twice in each county every year. The judges of the superior court are elected by the legislature for three years; the justices of the inferior courts. and justices of the peace, are elected annually by the people; and the clerks of the superior and inferior courts biennially. The secretary of the state, treasurer, and surveyor-general, are elected at the same time and manner as the governor.

Salaries.—Governor's salary, 3000 dollars; secretary of state, comptroller, treasurer, surveyor-general, each 1600 dollars.

The officers of the executive government are required by law to reside, during their term of office, at Milledgeville.

Secretary of the senate, and clerk of house of representatives, each 500 dollars per annum; president of the senate, and speaker of the house of representatives, each 5 dollars a day.

The pay of the members of the legislature, is 4 dollars a day.

The state is divided into eleven circuits, with a judge for each, at a salary of 1800 dollars; attorney-general, 250 dollars and perquisites; judge of court of oyer and terminer, Savannah, and judge of court of oyer and terminer, Augusta, each 1000 dollars.

An inferior court is held in each county, each composed of five justices, elected by the people every four years. These courts possess the powers of courts of probate. The justices have no salary.

XV. ALABAMA.

Mobile, in the southern part of Alabama, was settled long since by the Spanish; yet the territory, which now forms this state, contained but very few civilised inhabitants before 1810. Since that time its increase in population has been exceedingly rapid.

Alabama was erected into a territorial government in 1817; the inhabitants formed a constitution in 1819; and in 1820 it was admitted into the union.

The legislative power is vested in two branches, a senate and house of representatives, which together constitute the general assembly.

The executive power is vested in a governor, who is elected by the people, for two years; and is eligible four years out of six. He must be a native citizen of the United States, or resident for five years in the state, and not under thirty years of age.

The senate consists of thirty-three members, elected by the people for three years, one-third being elected annually. Every senator must be a free white citizen of the United States, at least twenty-seven years of age. He must have been an inhabitant of the state two years immediately preceding the election, and of the district for which he is elected during the latter of these years.

The house of representatives consists of one hundred members, elected annually by the people. Every representative must be a white man, a citizen of the United States, an inhabitant of the state at least two years immediately preceding his election, the last of which was in the district for which he is elected, and must have attained the age of twenty-one years.

Chancellors, judges of the supreme court, of the circuit and inferior courts, are elected by joint vote of the general assembly, and hold their offices during six years. The attorney-general is elected in the same manner, and holds his office four years.

The secretary of state is elected by joint vote of the general assembly, and holds his office two years. The treasurer and the comptroller of public accounts are elected in the same manner annually.

The general assembly meets annually (at Tuscaloosa), on the fourth Monday in October, and the elections take place on the first Monday and following day in August, annually.

The right of suffrage is possessed by every white male citizen of twenty-one years of age, who has resided within the state one year next preceding an election, and the last three months within the county, city, or town, in which he offers his vote.

The judicial power is vested in one supreme court, in circuit courts, and such inferior courts as the general assembly may, from time to time, direct and establish. The judges are the reporters of their own decisions, and are allowed to print, at their own expense, any number, not exceeding 500 of their reports, to be circulated out of the state.

The supreme court has appellate jurisdiction only, and only upon points of law, taken up from

the circuit or county courts, by writ of error. This court sits at Tuscaloosa, the seat of government, on the first Mondays of January and June; and it commonly sits six or eight weeks at each term.

The court of chancery was established in 1839, and re-modelled in 1841, and is divided into three divisions. One session of the court is held annually in each division, and the chancellors are required to alternate with each other, so that neither may preside twice in succession in either division. A separate chancery court is held in the county of Montgomery, on the first Monday in July in each year.

Salaries.—Governor, 2500 dollars; secretary of state, fees and 1000 dollars; comptroller of public accounts, fees and 1000 dollars; state treasurer, fees and 1000 dollars; attorney-general, fees and 425 dollars. The pay of the members of both houses is 4 dollars a day each. Chief justice, 2250 dollars; two associate justices, each 2250 dollars.

XVI. MISSISSIPPI.

The governor is elected biennially by the people, and is ineligible for more than four years in any term of six years. He must be at least thirty years of age, and must have been a citizen of the United States for twenty years, resident in the state at least five years next preceding his election.

The legislative power is vested in two distinct branches, a senate and house of representatives, which together are styled the legislature of the state of Mississippi.

The senate consists of thirty members, citizens of the United States, at least thirty years of age, one half of the number being elected annually by the people, to serve four years. Every senator must have been an inhabitant of the state four years, and of the district for which he is elected one year, immediately preceding his election.

The house of representatives consists of ninety-one members, citizens of the United States, at least twenty-one years of age, elected biennially by the people. Every representative must have been a resident of the state two years, and of the county, city, or town for which he is elected, one year next preceding the election.

The Judiciary Power.—The judicial officers are elected by the people as follows:—The judges of the high court of errors and appeals, for the term of six years; the judges of the circuit court, for the term of four years; the chancellor, for the term of six years; the judges of the court of probate, for the term of two years. The judges of the high court of appeals and errors and the chancellor are required to have attained the age of thirty years; the judges of the circuit court and court of probate, twenty-six years.

Secretary, Treasurer, &c.—The secretary of state, the treasurer, and the sheriffs are elected by the people for the term of two years.

Right of Suffrage.—Every free white male person, twenty-one years of age and upwards, a citizen of the United States, who has resided in the state one year, and in the county where he offers his vote, four months preceding an election, is entitled to vote.

Salaries.—Governor, 3000 dollars; secretary of state, 3000 dollars; state treasurer, 2000 dollars; auditor of public accounts, 3000 dollars.

Judiciary—High Court of Errors and Appeals.—Presiding judge, salary 3000 dollars; two judges, each 3000 dollars; attorney-general, 1000 dollars; clerk.

This court, which has no jurisdiction except what properly belongs to a court of errors and appeals, holds its sessions annually at Jackson, commencing on the first Monday in January and July.

Superior Court of Chancery.—Chancellor, salary 4000 dollars; clerk.

This court, which has jurisdiction over all matters, pleas, and complaints whatsoever, belonging to, or cognisable in, a court of equity, holds two sessions annually, on the first Monday of December and June, and continuing as long as business requires.

An inferior court of chancery, styled the "District Chancery Court of the State of Mississippi," was created by act, approved Feb. 26, 1842.

District Chancery Court.—Vice-chancellor, salary 3000 dollars, sits at Columbus, Fulton, Holly Springs, and Carrollton.

This court has concurrent power and jurisdiction within the district with the superior court of chancery, when the amount in controversy does not exceed 500,000 dollars. The vice-chancellor is elected for the term of four years; appoints the clerks, who hold their office for four years; he must be at least thirty years of age. Appeals may be made to the superior court of chancery, unless by consent of both parties, when the same may be taken directly to the high court of errors and appeals.

District or Circuit Courts.—The judicial divisions were re-organised in 1840, and formed into eleven districts, or circuits. The salary of the judges is 2000 dollars each.

A circuit court is holden in each county twice a year. This court has original jurisdiction in

civil cases, in which the principle of the sum in controversy exceeds 50 dollars. It has chancery jurisdiction in all cases under 500 dollars; and has power to foreclose mortgages, without limit as to sum. It has also exclusive criminal jurisdiction.

Judges of the high court of errors and appeals, and the chancellor, are chosen by the electors for six years; the judges of the circuit courts, attorney-general, and district attorneys, as well as all military officers, are chosen by the electors for four years; all other officers for two years.

XVII. LOUISIANA.

The country now forming the state of Louisiana, was separated from the rest in 1804, and called the Territory of Orleans; and, in 1812, it was admitted into the union as an independent state, by the name of Louisiana.

The constitution of this state was formed in 1812.

The legislative power is vested in a senate and house of representatives.

The representatives are elected for two years, on the first Monday, Tuesday, and Wednesday, in July. Their number is sixty; and they are apportioned according to the number of electors, as ascertained by enumeration every four years. To be eligible, a residence for two years, and citizenship, with landed property to the value of 500 dollars, is required.

The members of the senate are elected for four years; one half being chosen every two years, at the time of the election of the representatives. The state is divided into seventeen senatorial districts, in each of which one senator is chosen, who must be at least twenty-seven years old, and have property in land to the value of 1000 dollars, and a citizen of the state for four years.

The executive power is vested in a governor, who is elected for the term of four years—must be thirty-five years of age, a resident of the state for six years previous to his election, and possess within it landed property to the value of 5000 dollars. The people give their votes for a governor at the time and place of voting for representatives and senators; and on the second day of the succeeding session of the general assembly, the two houses, by a joint ballot, elect for governor, one of the two candidates who have the greatest number of votes. The governor's term of office commences on the fourth Monday succeeding his election.

The general assembly meets (since 1829), at Donaldsonville annually, on the first Monday in January; except in the years of the election of president of the United States, when it meets on the third Monday in November.

The right of suffrage is possessed by every white male citizen of the United States, of the age of twenty-one years, who has resided in the county in which he offers to vote, one year next preceding the election, and who, in the last six months prior to said election, has paid a state tax.

The judiciary power is vested in a supreme court, which possesses appellate jurisdiction only, and such inferior courts as the legislature may establish. The judges, attorneys-general, and prosecuting attorneys, are appointed by the governor, with the advice and consent of the senate, and hold their offices during good behaviour.

Governor's salary, 7500 dollars; pay of the members of both houses, four dollars a day each, during attendance.

The supreme court sits in the city of New Orleans, for the eastern district of the state, during the months of November, December, January, February, March, April, May, June, and July; and for the northern district, at Opelousas and Attakapas, during the months of August, September, and October. The nine district courts, with the exception of the courts in the first district, hold, in each parish, two sessions, during the year, to try causes originally instituted before them, and appeals from the parish courts. The parish courts hold their regular sessions in each parish, on the first Monday in each month. The courts in the first district, composed of the district, parish, and criminal courts, and courts of probate, are in session during the whole year, excepting the months of July, August, September, and October, in which they hold special courts when necessary. The salary of each of the five judges of the supreme court is 5000 dollars, the judge of the first district court, 4000 dollars, the other 7000 dollars per annum. There are, also, a court of error, court of commerce, parish court of New Orleans, probate court, and courts of appeal in criminal cases.

XVIII. TENNESSEE.

The country was included within the limits of North Carolina till 1790, when it was placed under a separate territorial government, under the name of the "Territory South of the Ohio;" and, in 1796, the inhabitants formed a constitution, and Tennessee was admitted into the union as an independent state.

The governor is elected by the people biennially, and is not eligible for more than six years in any term of eight years. He must have attained the age of thirty years, and must be a citizen of the United States, and a citizen of the state seven years next preceding his election.

The legislative power is vested in a senate and house of representatives, which are styled the general assembly.

The senate consists of twenty-five members, elected by the people once in two years. Every senator must have attained the age of thirty years. He must be a citizen of the United States, and an inhabitant of the state three years, and of the district for which he is elected one year immediately preceding his election.

The house of representatives consists of seventy-five members, elected at the same time and for the same period as the senators. Every representative must be a citizen of the United States, of the age of twenty-one years, a citizen of the state three years, and a resident in the county he represents one year immediately preceding his election.

The Judiciary Power.—All judges are elected by joint vote of the general assembly. The judges of the supreme courts are elected for twelve years, and must have attained the age of thirty-five years. The judges of the inferior courts are elected for eight years, and must have attained the age of thirty years. The state attorneys are elected in same manner. Their term of service is six years.

Secretary and Treasurer.—The secretary of state and the state treasurer are elected by joint vote of the general assembly, the former for four, and the latter for two years.

Right of Suffrage.—Every free white man of the age of twenty-one years, being a citizen of the United States, and a citizen of the county where he may offer his vote six months next preceding the day of election, is entitled to vote; but no person is disqualified from voting on account of colour who is by the laws of the state a competent witness in a court of justice against a white man.

Election, &c.—The election is held on the first Thursday of August biennially. The general assembly meet biennially at Nashville on the first Monday of October.

Salaries.—Governor, 2000 dollars; secretary of state, fees and 750 dollars; treasurer, 1500 dollars.

Supreme Court.—Three judges each 1800 dollars; chancery court, four judges, each 1500 dollars; fourteen district courts, salary of each judge, 1500 dollars.

XIX. KENTUCKY.

The country formed a part of the state of Virginia till 1790; and, in 1792, it was admitted into the union as an independent state.

On the separation of Kentucky from Virginia, in 1790, a constitution was adopted, which continued in force till 1799, when a new one was formed instead of it; and this is now in force.

The legislative power is vested in a senate and house of representatives, which, together, are styled, "The General Assembly of the Commonwealth of Kentucky."

The representatives are elected annually, and are apportioned, every four years, among the different counties, according to the number of electors. Their present number is 100, which is the highest number that the constitution authorises; 58 being the lowest. Eligibility requires a residence of two years, and being a citizen of the United States.

The senators are elected for four years, one quarter of them being chosen annually. Their present number is 38; and they cannot exceed this number, nor fall short of 24. To be eligible, a senator must have had a residence in the state for six years, and in the district one year.

The executive power is vested in a governor, who is elected for four years, and is ineligible for the succeeding seven years after the expiration of his term of office; he must have resided six years in the state, be at least thirty-five years of age, and a citizen of the United States. At the election of a governor, a lieutenant-governor is also chosen, who is speaker of the senate, and on whom the duties of the governor devolve, in case of his absence or removal.

The representatives, and one quarter of the members of the senate, are elected annually by the people, on the first Monday in August; the governor is elected by the people, every fourth year, at the same time; and he commences the execution of his office on the fourth Tuesday succeeding the day of the commencement of the election at which he is chosen. The polls are kept open three days; and the votes are given openly, or *vivâ voce*, and not by ballot.

The general assembly meets (at Frankfort) annually, on the first Monday in November.

The constitution grants the right of suffrage to every free male citizen (people of colour excepted), who has attained the age of twenty-one years, and has resided in the state two years, or in the county where he offers his vote, one year, next preceding the election.

The judiciary power is vested in a supreme court, styled the court of appeals, and in such inferior courts as the general assembly may, from time to time, erect and establish. The judges of the different courts and justices of the peace, hold their offices during good behaviour, and are appointed by the governor, with the consent of the senate.

Salaries.—Governor, 2500 dollars; lieutenant-governor, and speaker of the senate, are paid

six dollars a day while presiding over the senate; secretary of state, 1000 dollars; auditor of the public accounts, 1500 dollars; register of the land office, 1250 dollars; treasurer, 1500 dollars; second auditor, 1250 dollars. The senators and representatives receive two dollars each for every day's attendance, and three dollars for every twenty miles' travel.

Court of Appeals.—Chief-justice, 1500 dollars; second judge, 1500 dollars; third judge, 1500 dollars; attorney-general, fees and 300 dollars.

Circuit Courts.—The state is divided into eighteen districts for the holding of the circuit courts. The circuit judges receive a salary of 1500 dollars each; and an attorney to each court, with a salary of 300 dollars and fees; chancellor's salary, 2000 dollars.

County courts are held by justices of the peace, who are paid by fees. Any three justices of the peace may hold a court once in every month, except the month when the circuit court is held. There is also a chancery court, and a general court, with two judges, salaries 1300 dollars.

XX. OHIO.

The first permanent settlement of Ohio was commenced at Marietta, in 1788; in 1789, the country was put under a territorial government, and called the Western Territory, which name was afterwards altered to the Territory Northwest of the Ohio; and, in 1802, it was erected into an independent state.

The constitution of this state was formed, at Chillicothe, in 1802.

The legislative power is vested in a senate and house of representatives, which, together, are styled "The General Assembly of the State of Ohio."

The representatives are elected annually, on the second Tuesday in October; and they are apportioned among the counties, according to the number of white male inhabitants, above twenty-one years of age. Their number cannot be less than thirty-six, nor more than the present number, seventy-two.

The senators are chosen biennially, and are apportioned according to the number of white male inhabitants, of twenty-one years of age. Their number cannot be less than one-third, nor more than the present number, one-half of the number of representatives.

The executive power is vested in a governor, who is elected by the people for two years, on the second Tuesday in October; and his term of service commences on the first Monday in December. He must be a citizen of the United States, at least thirty years of age, and an inhabitant of the state for four years previous to his election.

The general assembly meets annually (at Columbus), on the first Monday in December.

The right of suffrage is granted to all white male inhabitants, above the age of twenty-one years, who have resided in the state one year next preceding the election, and who have paid, or are charged with a state or county tax.

The judicial power is vested in a supreme court, in courts of common pleas, for each county, and such other courts as the legislature may, from time to time, establish. The judges are elected by a joint ballot of both houses of the general assembly, for the term of seven years.

Salaries.—Governor, 1500 dollars; secretary of state, 1000 dollars; auditor of state, 1200 dollars; treasurer, 1200 dollars; warden of state penitentiary, 1500 dollars; clerk of audit office, 850 dollars; adjutant-general, 300 dollars; quarter-master-general, 100 dollars; and librarian of state, 400 dollars.

The senators receive three dollars a day each, and three cents a mile for travel; four commissioners of public works, 1000 dollars each.

Supreme Court.—Chief judge's salary, 1500 dollars; and three associate judges, each 1500 dollars. Two judges form a quorum, who hold a court in each county once a year.

Courts of Common Pleas.—For the holding of the courts of common pleas, the state is divided into fifteen districts or circuits, in each of which there is a presiding judge, who holds annually three courts in each county within his district. The salary of each of these judges is 1200 dollars. These judges are severally assisted by three associate judges in each county, who receive two dollars a day during their attendance at court.

The Superior Court of Cincinnati.—Judge's salary, 1200 dollars. This court has concurrent jurisdiction with the court of common pleas, of the county of Hamilton, in matters of common law as well as in cases in chancery.

XXI. INDIANA.

In 1800, Indiana was erected into a territorial government; in 1816, its constitution was formed, and it was admitted into the union as an independent state.

The executive power is vested in a governor, who is elected by the people for a term of two years, and may be once re-elected. He must have been a resident of the state two years before his election, and a citizen of the United States for five years. At every election of governor, a lieutenant-governor, qualified in like manner as the governor, is also chosen, who is president of

the senate, and on whom, in case of the death, resignation, or removal of the governor, the powers and duties of governor devolve. In an equal division of votes, he has the casting vote.

The legislative authority is vested in a general assembly, consisting of a senate, the eighteen members of which are elected for two years, and a house of representatives, elected annually Senators must be citizens of the United States, and qualified electors in their counties.

The number of representatives is 100; and they are apportioned among the several counties, according to the number of white male citizens, above twenty-one years of age. The number of senators, who are apportioned in like manner, cannot be less than one-third, nor more than one half of the number of representatives.

The representatives and members of the senate are elected annually, on the first Monday in August; and the governor is chosen on the same day, every second year.

The general assembly meets annually (at Indianapolis) on the first Monday in December.

The right of suffrage is granted to all male citizens of the age of twenty-one years or upwards, who may have resided in the state one year immediately preceding an election.

The secretary of state, treasurer, and auditor are elected by joint vote of the general assembly, the first for four, the two last for three years.

The judiciary power is vested in one supreme court, in circuit courts, and in such other inferior courts as the general assembly may establish. The supreme court consists of three judges; and each of the circuit courts consists of a president and two associate judges. The judges are all appointed for the term of seven years. The judges of the supreme court are appointed by the governor, with the consent of the senate; the presidents of the circuit courts by the legislature, and the associate judges are elected by the people.

Governor's salary, 1500 dollars; lieutenant-governor, pay 6 dollars a day during the session of the general assembly. Pay of the members of both houses, 2 dollars a day each. President of the state bank, 1300 dollars; cashier, 1000 dollars.

Judiciary.—Three judges of the supreme court, salary, each 1500 dollars; seven president judges of the circuit courts, each 700 dollars; the associate judges receive each 2 dollars a day; the judges of the twelve circuit courts, each 1000 dollars.

XXII. ILLINOIS.

Almost all the settlements which have been formed by the citizens of the United States have been begun since 1800. In 1809 Illinois was erected into a territorial government; in 1818, the inhabitants formed a constitution, and Illinois was admitted into the union as an independent state.

The governor is elected by the people once in four years, and is ineligible for more than four years in any term of eight years. He must be at least thirty years of age, and must have been a citizen of the United States thirty years, and resident within the limits of the state two years next preceding his election.

The lieutenant-governor is elected at the same time, in the same manner, and must possess the same qualifications. He is speaker of the senate, has a voice and vote on all subjects, and acts as governor in the event of that officer's death, impeachment, resignation, or absence from the state, which meets on the 1st of December, biennially, at Springfield.

The legislative power is vested in two distinct branches, the senate and house of representatives, which together are styled the general assembly.

The senate consists of forty members, citizens of the United States, at least twenty-five years of age, elected by the people once in four years, one half being elected biennially. Every senator must have resided one year in the county or district for which he is elected, and must have paid a state or county tax.

The house of representatives consists of ninety-one members, citizens of the United States, at least twenty-one years of age, elected once in two years by the people. Every representative must be an inhabitant of the state, and must have resided within the district or county for which he is elected, at least twelve months preceding the election.

The Judiciary Power.—The judges of the supreme court and of the inferior courts are appointed by joint vote of the general assembly, and hold their offices during good behaviour.

Secretary and Treasurer.—The secretary of state is appointed by the governor, with the advice and consent of the senate. The state treasurer is appointed biennially by the joint vote of the general assembly.

Right of Suffrage.—All white male inhabitants, above the age of twenty-one years, who have resided in the state six months next preceding the election, are entitled to vote in the county or district in which they actually reside at the time of election.

Salaries.—Governor, 2000 dollars; lieutenant-governor, six dollars per day, during session, and four dollars for every twenty miles he travels; pay of each member usually four dollars a day; secretary of state, 1500 dollars per annum; auditor, 1850 dollars; treasurer, 1000 dollars.

Supreme Court.—Chief justice's salary, 1500 dollars; eight associate judges, each 1500 dollars; attorney-general, 100 dollars.

Five judges constitute a quorum. The judges all perform circuit duties (the state being divided into nine circuits), or preside in the circuit courts. There are nine state attorneys, who are elected by the legislature biennially. Salary 350 dollars and fees.

The only other courts now in the state, are those held by probate justices and justices of the peace. The former have jurisdiction in actions of debt or assumpsit by or against administrators, &c., where the amount in controversy does not exceed 1000 dollars, and the general powers of probate courts. The latter have jurisdiction in actions of debt or assumpsit, not exceeding in amount 100 dollars; and exclusive jurisdiction in cases of assaults and battery. In trespass to personal property and trover, where the damages claimed do not exceed twenty dollars, justices of the peace have also jurisdiction.

In all suits for debts, where the damages claimed exceed twenty dollars, the circuit courts have jurisdiction, and they are superior courts of general jurisdiction, both civil and criminal.

The governor and justices of the supreme court constitute a council of revision, which act upon all laws, either approving or disapproving them.

XXIII. MISSOURI.

Missouri formed a part of the extensive country of Louisiana, which was purchased of France, by the United States, in 1803.

In 1804, this country was separated from the rest of Louisiana, and erected into a territorial government, by the name of the "Territory of Louisiana," afterwards altered to the "Territory of Missouri;" and, in 1821, it was admitted into the union as an independent state.

The governor is elected once in four years by the people. He must be at least thirty-five years of age, and a natural-born citizen of the United States. He must also have been a resident of the state at least four years next preceding his election, and is ineligible for the next four years after the expiration of his term.

The lieutenant-governor is elected at the same time, in the same manner, and must possess the same qualifications as the governor, He is president of the senate; in committee of the whole he may debate on all questions; and when there is an equal division in the senate or in joint vote of both houses, he gives the casting vote He acts as governor when that office becomes vacant by death, resignation, removal from office or otherwise, until the office is filled.

The legislative power is vested in a general assembly, which consists of a senate and house of representatives.

The senate consists of eighteen members, free white male citizens of the United States, at least thirty years of age, elected by the people for four years, one-half of the number being elected biennially. Every senator must have been an inhabitant of the state four years preceding his election, and of the district which he represents one year before his election. He must also have paid a state or county tax.

The house of representatives consists of forty-nine members, free white male citizens of the United States, at least twenty-four years of age, elected biennially by the people. Every representative must have been an inhabitant of the state two years immediately preceding his election, and of the county which he represents one year before the election, and must also have paid a state or county tax.

The Judiciary Power.—The governor, with the advice and consent of the senate, appoints the judges of the superior and inferior courts, and the chancellor, who hold their offices during good behaviour. No person can be appointed to either of these posts until he shall have attained the age of thirty years, or exercise the duties after he shall have attained the age of sixty-five years.

Secretary, Treasurer, &c.—The secretary of state is appointed by the governor, with the advice and consent of the senate, and holds his office four years. The treasurer is elected by joint vote of the general assembly biennially. The auditor of public accounts is appointed in the same manner, and holds his office for the same length of time as the secretary of state.

Right of Suffrage.—Every free white male citizen, of the age of twenty-one years and upwards, who has resided in the state one year before an election, the last three months of this period in the district in which he offers his vote, is deemed a qualified elector.

Election.—The general election is held biennially on the first Monday of August. The general assembly meets biennially at Jefferson City on the first Monday of December, also biennially. The next election and meeting of the general assembly will be in 1844.

Salaries.—Governor, 2000 dollars; auditor, 1500 dollars; attorney-general, fees and 650 dollars; speaker of the house,

Supreme Court.—Presiding judge, 1100 dollars; two associates, each 1100 dollars.

Adjutant-general, 100 dollars; quartermaster-general, 100 dollars; surveyor-general, 1500 dollars; cashier of state bank, 2000 dollars.

The lieutenant-governor is, *ex officio*, president of the senate, and receives 4 dols. 50 cents a day while presiding over the senate; and the pay of the speaker of the house of representatives is the same. The senators are chosen every fourth year, and the representatives every second year. Their pay is three dollars a day. The legislature meets at the city of Jefferson, biennially, on the fourth Monday in November.

The Supreme Court is held at the city of Jefferson. This court exercises appellate jurisdiction from the circuit court, and has original jurisdiction in cases of habeas corpus, mandamus, &c. The decisions of this court are published at the end of each term in some newspaper printed in the district; and they are collected and published in a pamphlet form semi-annually by the attorney-general. The judges of the fourteen circuit courts have each a salary of 1000 dollars, and the attorney 250 dollars and fees.

A circuit court for each county is held twice in each year. The jurisdiction of the circuit court extends to all matters of tort and contracts over ninety dollars, where the demand is liquidated, and fifty dollars, where the agreement is parol. It has exclusive criminal jurisdiction, and superintending control over the county courts and justices of the peace, subject to the correction of the supreme court. The circuit court is held in each county. The judges of the supreme and circuit courts are nominated by the governor, and confirmed by the senate; and they hold their office during good behaviour, though not beyond sixty-five years of age.

Court of Common Pleas, of St. Louis—Judge's salary, 2000 dollars.

Criminal Court of St Louis.—Judge's salary, 1000 dollars.

This is a local tribunal, established for exercising criminal jurisdiction only in the county of St. Louis. An appeal lies to the supreme court. The judge is appointed by the concurrent vote of the two houses of the general assembly; and he holds his office during good behaviour.

The jurisdiction of the county courts is limited to matters of probate and local county affairs, as roads, &c. A county court sits in each county, and is composed of three justices, who are elected by the people, and hold their offices for four years. An appeal lies to the circuit court.

XXIV. ARKANSAS.

The Governor is elected by the people once in four years. He must be at least thirty years of age, and a native-born citizen of the United States, or a resident in the state ten years previous to the adoption of the constitution. He must also have been a resident of the state four years next preceding his election.

The Legislative Power is vested in a general assembly, which consists of a senate and house of representatives.

The Senate consists of twenty-one members, free white male citizens of the United States, at least thirty years of age. The term of senatorial service is four years, and one-half the number is chosen biennially by the people. No one is eligible unless a resident of the state for one year preceding, and an actual resident of the district at the time of the election.

The House of Representatives consists of sixty-six members, free white male citizens of the United States, at least twenty-five years of age. The representatives are chosen biennially by the people, and no one is eligible unless an actual resident of the county in which he is a candidate.

The Judiciary Power.—The judges of the supreme and circuit courts are elected by joint vote of the general assembly. The judges of the supreme court must be at least thirty years of age. They hold their offices eight years. The judges of the circuit courts must be at least twenty-five years of age. They hold their offices four years.

Secretary, Treasurer, &c.—The secretary, treasurer, and auditor, are elected by the general assembly. The secretary holds his office four years; the treasurer and auditor each two years.

Right of Suffrage.—Every white male citizen of the United States, of the age of twenty-one years and upwards, who has resided in the state six months, is deemed a qualified elector in the county or district where he actually resides.

Election.—The election takes place biennially on the first Monday of October. The votes are given *viva voce*. The general assembly meets at Little Rock on the first Monday of December, also biennially. The next election and the next meeting of the general assembly will be in 1844.

Salaries.—Governor, 1800 dollars; secretary of state, 600 dollars; auditor of public accounts, 800 dollars; treasurer, 800 dollars; president of the senate, ; speaker of the house,

Supreme Court.—Chief justice, 1500 dollars; two associate justices, each 1500 dollars.

Seven judges of circuit courts, each 1000 dollars.

The supreme court has appellate jurisdiction only, except in particular cases pointed out by the constitution. The judges are elected by the general assembly, by a joint vote of both houses, for eight years.

The circuit court has original jurisdiction over all criminal cases which are not otherwise provided for by law; and exclusive original jurisdiction of all crimes amounting to felony at the common law; and original jurisdiction of all civil cases which are not cognisable before justices of the peace, until otherwise directed by the general assembly; and original jurisdiction in all matters of contract where the sum in controversy is over one hundred dollars. The judges are elected by the general assembly, for a term of four years.

This state chooses but one member of the United States house of representatives.

XXV. MICHIGAN.

The Governor is elected once in two years by the people. He must have been a citizen of the United States five years, and a resident of the state two years next preceding his election.

The Lieutenant-Governor is elected for the same time, and in the same manner, and must possess the same qualifications. He is president of the senate, in committee of the whole may debate on all questions, and when there is an equal division, may give the casting vote. He acts as governor in the event of that officer's decease, impeachment, resignation, or absence.

The Legislative Power is vested in a senate and house of representatives.

The Senate consists of eighteen members, elected by the people for two years, one-half of the number being elected annually. Senators must be citizens of the United States, and qualified electors in the respective counties and districts which they represent; a removal from which is deemed a vacation of their seats.

The House of Representatives consists of fifty-four members, elected annually by the people. The requisite qualifications of representatives are similar to those of senators.

The Judiciary Power.—The judges of the supreme court are appointed by the governor, with the advice and consent of the senate, and hold their offices seven years. Judges of all county courts, associate judges of circuit courts, and judges of probate, are elected by the qualified electors of the county in which they reside, and hold their offices four years.

Secretary, Treasurer, &c.—The secretary of state is appointed by the governor, with the advice and consent of the senate, and holds his office two years. The treasurer is appointed by joint vote of the legislature, and holds his office two years.

The auditor-general, attorney-general, and a prosecuting attorney for each county, are appointed in same manner as the secretary of state. They also hold their offices for the term of two years.

Right of Suffrage.—Every white male citizen above the age of twenty-one years, who has resided in the state six months next preceding any election, is entitled to vote at such election, in the district, county, or township, in which he resides, only.

The annual election takes place on the first Monday of November annually. The legislature meets annually at Detroit on the first Monday of January.

Governor's salary, 1500 dollars; lieutenant-governor, during session of legislature, per day, 6 dollars; treasurer, 1000 dollars; secretary of state, 1000 dollars.

Supreme Court.—Chief-justice, 1600 dollars; three associates, each 1500 dollars; attorney-general, with fees, 500 dollars.

Court of Chancery.—Chancellor, 1500 dollars.

There are five chancery circuits. The terms of the 1st circuit are held annually at the city of Detroit, on the 3d Tuesday in July, and the 1st Tuesday in February; of the 2d circuit, at Ann Arbor, on the 2d Tuesday in January and July; of the 3d circuit, at Kalamazoo, on the 3d Tuesday in January, and the Thursday next after the 4th Tuesday in June; of the 4th circuit, at Pontiac, on the 1st Tuesday in May, and the Tuesday after the 2d Monday in November; of the 5th circuit, at Adrian, on the 1st Tuesday in January, and the 3d Tuesday in June.

The judges of the supreme court are appointed by the governor, with the advice and consent of the senate, for the period of seven years. The terms of this court are held at Detroit, on the 1st Tuesday in January and June; at Ann Arbor, on the last Tuesday in December; at Kalamazoo, on the 1st Tuesday in July; and at Pontiac, on the 4th Tuesday in June.

Circuit Courts.—There are four judicial circuits, in each of which one of the judges of the supreme court sits as presiding judge; and a district criminal court for the counties of , with a presiding judge; salary, 1000 dollars.

XXVI. DISTRICT OF COLUMBIA.

The district of Columbia is a tract of country ten miles square, situated on both sides of the Potomac, comprising two counties, Washington and Alexandria. It was ceded to the United States in 1790, and is under the immediate government of congress. The city of Washington, which is included within this district, became the seat of the government of the United States in 1830, and it is the residence of the president and the other chief executive officers, of whom an account has been already given.

The congress of the United States meets every year, at Washington, on the first Monday in December, unless it is otherwise provided by law; and the supreme court of the United States meets here, annually, on the second Monday in January.

The *Circuit Court* for the district of Columbia, is held at Washington, on the second Monday in April and the third Monday in December; and at Alexandria, on the second Monday in April and the fourth Monday in November; and the *District Court*, on the first Mondays in June and December.

Circuit Court.—Chief judge's salary, 2700 dollars; two assistant judges, each 2500 dollars.

District Courts.—Washington, chief judge, 2700 dollars; assistant judge, 2500 dollars; Georgetown, ditto, 2500 dollars. There are also a criminal and an orphan court.

XXVII. TERRITORY OF FLORIDA.

In 1821, it was ceded by Spain to the United States; and, in 1822, both parts, East and West Florida, were formed into one government or province, under the name of the *Territory of Florida.*

Governor, first appointed in 1822, salary, 2500 dollars; secretary, 1500 dollars; pay of the ministers, 4 dollars per diem.

The legislative council consists of a senate of 12 members, and a house of representatives of 29 members, who are elected annually, meet at Tallahassee, on the first Monday in January.

It has five district courts, two of the judges have salaries of 2300 dollars each; and three have each a salary of 1800 dollars. The territory is divided into twenty counties, in each of which courts are held twice a year. There is a court of appeal, in which the judges of the supreme court preside, held annually at Tallahassee.

XXVIII. TERRITORY OF WISCONSIN.

A government for this territory was organised in 1836, with a governor and legislature consisting of a council of 13 members, elected for four years; and a house of representatives, of 26 members, elected for two years. Governor's salary, 2500 dollars; secretary of state, 1200 dollars; and attorney-general, 200 dollars. Pay of councillors and representatives, 2 dollars a day, and 3 dollars for every twenty miles they travel. Salary of chief justice, and of two assistant judges, 1800 dollars each.

XXIX. IOWA TERRITORY.

This country was erected into a territorial government by an act of congress, of June, 1838, to take effect on the 4th of July following. The legislative power is vested in the governor and a legislative assembly, which meets annually on the first Monday of December, at Iowa city, the seat of government; and it consists of 13 members of the council, elected for two years, and of a house of representatives consisting of 26 members, elected annually. Pay of the members, 3 dollars a day, and 3 dollars for every twenty miles' travel.

The sum of 20,000 dollars was appropriated by the government of the United States, for the erection of public buildings at the seat of government; 20,000 dollars for the erection of a penitentiary, (at Fort Madison,) and 5000 dollars for a library. These public works are now in progress.

The judges are appointed for four years, and the term of the present judges expires July 4th, 1846. The territory is divided into three judicial districts, and the judges perform circuit duties. The supreme court, composed of all the judges, meets annually, in July, at Iowa city.

Salary of governor and superintendent of Indian affairs, 2500 dollars; secretary, 1200 dollars; auditor, 100 dollars; treasurer and librarian, 210 dollars; territorial agent and superintendent of capital, 1000 dollars; director and warden of the penitentiary, 500 dollars.

Judiciary.—Chief justice and two associate justices, each, 1800 dollars; attorney, fees and 200 dollars; marshal, fees and 200 dollars; reporter, 300 dollars; clerk, fees; three district attorneys, fees.

PUBLIC DEPARTMENTS OF THE CENTRAL GOVERNMENT—WASHINGTON.

Department of State.—This department was created by an act of Congress of the 15th of September, 1789: by a previous act of the 27th July, 1789, it was styled the Department of Foreign Affairs; and combines the attributions of the foreign and home departments in England.

The functions of the secretary of state are: conducting the arrangement of all treaties between

the United States and foreign powers; corresponding, officially, with the ministers of the United States at foreign courts, and with those of foreign powers resident in the United States; the publication and distribution of all the acts and resolutions of Congress, and all treaties with foreign powers and Indian tribes; the preserving of the originals of all laws and treaties; and of the public correspondence growing out of the intercourse between the United states and foreign nations; he grants passports to American citizens visiting foreign countries; preserves the evidence of copyrights, and has control of the office, which issues patents for useful inventions. He has the charge of the seal of the United States, but cannot affix it to any commission until signed by the president, nor to any instrument or act, without the special authority of the president. In his department are deposited copies of the statutes of each state.

	dollars.
Salaries of the Officers in the Department of State—1 secretary of state	6000
1 Chief clerk	2000
11 Clerks: 1 at 1600, 1 at 1500, 6 at 1400, 1 at 1000, 1 at 900, and 1 at 800	
Disbursing agent	1456
Translator and librarian	1600
1 Messenger	700
1 Assistant Messenger	350
Patent Office.—Commissioner	3000
Chief clerk	1600
2 Examiners, each	1500
2 Assistant ditto	1250
Draughtsman	1200
1 Mechanist	1250
1 Messenger	400

Salaries of Envoys Extraordinary, and Ministers Plenipotentiaries, in Foreign Countries.

	Ministers. dollars.	Secretaries of Legation. dollars.
Great Britain, London	9000	2000
Russia, St. Petersburg	9000	2000
France, Paris	9000	2000
Prussia, Berlin	9000	2000
Mexico, Mexico	9000	2000
Austria, Vienna	9000	2000
Spain	9000	
Brazil, Rio de Janeiro (Minister Resident)	9000	2000
Constantinople	6000	
China Commission, &c	9000	4500

Salaries of Chargé d'Affaires of the United States Government, in Foreign Countries.

	dollars.		dollars.
Danish Dominions, Copenhagen	4500	Two Sicilies, Naples	4500
Portugal, Lisbon	4500	Texas, Washington	4500
Belgium, Brussels	4500	New Granada, Bogota	4500
Holland, Hague	4500	Venezuela, Caraccas	4500
Norway and Sweden, Stockholm	4500	Chili, St. Iago	4500
Sardinian States, Turin	4500	Peru, Lima	4500

The United States have Consuls at the following places, viz.:

In Austria—Venice, Trieste, and Vienna; Barbary—Algiers, Tunis, Tripoli, and Tangier;* Belgium—Antwerp; Brazil—Rio Janeiro, San Salvador, Pernambuco, Para, Montevideo Island, Maranham, Rio Grande, Santos, and J. St. Catherine; Buenos Ayres—Buenos Ayres; Central America—Guatemala and Nicaragua; Chili—Valparaiso and Santiago; Coquimbo—Talcahuano; China—Canton; Colombian States—Carthagena, La Guayra, Santa Martha, Porto Cabello, Panama, and Maracaibo; Denmark and dependencies—Copenhagen, Elsineur, St. Thomas, and St. Croix; Equador—Guaquil; France and dependencies—Paris, Bordeaux, Marseilles, Nantes, Havre-de-Grace, Lyons, Sedan, La Rochelle, Martinique, and Guadeloupe; Germany—Cassel, Rostock, Frankfort, Duchy of Baden, and Munich; Great Britain and dependencies—London, Liverpool, Bristol, Falmouth, Plymouth, Hull, Cowes, Glasgow, Leith, Dundee, Dublin, Cork, Belfast, Londonderry, Galway, Gibraltar, Malta, Isle of France, Cape of Good Hope, Turk's

* The consuls at London, Paris, Tangier, and Canton, are each said to have salaries of 2000 dollars. All the others are unpaid, except by fees.

Island, Bermuda, Nassau, N. P., Antigua, &c., Kingston, J., Trinidad, Barbadoes, Malta, St. Helena, British Guiana, Halifax, N. S., St. John's, N. B., Pulose, N. S., Sydney, N. S., Bombay, Singapore, Calcutta, Hobart Town, and Sydney, N. S. W.; Greece—Athens; Hanseatic Towns—Hamburg, and Bremen; Hayti—Port au Prince, aux Cayes, and Cape Haytien; Holland and dependencies—Amsterdam, Rotterdam, Isle Curaçoa, Batavia, and East India Island; Italian States—Leghorn, Florence, Genoa, Nice, Rome, Ancona, Naples, Palermo, and Messina; Mexican States—Mexico, Tampico, Acapulco, Vera Cruz, Mazatlan, Matamoros, Santa Fé, Campeche, Guaymas, &c., Tabasco, Laguna, Monterey, and San Blas; Mascate—Zanziban; Peru—Lima, and Paita; Portugal and dependencies—Lisbon, Oporto, Madeira, Fayal, and Cape Verd; Prussia—Elbervelt, and Stettin; Roman States—Rome; Russia—St. Petersburg, Riga, Odessa, and Archangel; Sandwich Islands—Sandwich Islands, Otaheite, and Society Islands; Saxony—Leipzig; Spain and dependencies—Cadiz, Barcelona, Malaga, Bilboa, Manilla, Teneriffe, Balearic Islands, Havanna, Trinidad, C., St. Jago, Baracoa, do., Friegos, do., Cardinas, do, Matanzas, do., Ponce, P. R., Guayama, Mayaguez, do., and St. John's, do.; Sweden and Norway—Stockholm, Gottenburg, and Bergen, N'y; Switzerland—Basil, and Zurich; Texas—Galveston, Matagorda, Sotiene, and Velasco; Turkey—Constantinople, Smyrna, and Alexandria; Urugu—Monte Video; Wurtemberg—Stuttgartt.

Treasury Department.—This department was created by an act of Congress the 2d of September, 1789. The secretary of the treasury superintends all the fiscal concerns of the government, and, upon his own responsibility, recommends to congress measures for improving the condition of the revenue.

All the public accounts are finally settled at the treasury department; for which purpose it is divided into the office of the secretary, as general superintendent; the offices of two comptrollers, five auditors, a treasurer, a registrar, and a solicitor. The auditors of the public accounts are empowered to administer oaths or affirmations to witnesses, for the due examination of the accounts.

First Comptroller of the Treasury.—The first comptroller examines all accounts settled by the first and fifth auditors, certifies the balances arising thereon to the registrar; countersigns all warrants legally drawn by the secretary of the treasury; reports to the secretary the official forms to be used in the different offices for collecting the public revenue; and the manner and form of keeping and stating the accounts of the several persons employed therein. He superintends the preservation of the public accounts subject to his revision, and provides for the regular payment of all monies which may be collected.

Second Comptroller.—The jurisdiction of the second comptroller extends to the final decision upon all accounts originating in the war and navy departments. From his decision there is no legitimate appeal, except by application and appeal to congress. Besides the examination and revisal of accounts settled in the offices of the second, third, and fourth auditors, it is the second comptroller's further duty to decide on all appeals from the decisions of the respective auditors; to register the reports of certificates of balances for, or against the United States; to register and countersign all the requisitions legally drawn by the secretaries of the war and navy departments; to register and preserve all contracts and bonds entered into or taken by those departments; to direct suits and stoppages on account of delinquencies; to keep the account with each specific appropriation, and to make the annual and other statements of disbursements and the state of appropriations required by law, or the heads of departments; and to prescribe the forms and manner of keeping and stating the accounts, and to superintend their preservation.

First Auditor.—This functionary receives all accounts accruing in the treasury department, and in relation to the revenue and the civil list. After examination, he certifies the balance, and transmits the accounts, with the vouchers and certificates, to the first comptroller, for his decision thereon.

Second Auditor.—This auditor receives and settles:—1. All accounts relative to the pay of the army, subsistence and forage of officers, and pay, subsistence, and clothing of their servants. 2. All accounts appertaining to the clothing and purchasing department. 3. All accounts for the contingent disbursements of the army, for which no specific appropriations are made by congress. 4 All accounts relating to the purchase of medicines, drugs, surgical instruments, hospital stores, &c.; also to the claims of private physicians, for medical services rendered sick officers and soldiers, who cannot be attended by the surgeons of the army. 5. All accounts relating to the recruiting service. 6. All accounts of the ordnance department; those of the various arsenals; and accounts appertaining to the armament of new fortifications, and to arming and equipping the militia, &c. 7. Accounts for disbursements at the national armories. 8. All accounts appertaining to disbursements in the Indian department, such as pay of agents, presents, annuities, expense of holding treaties, running of boundary lines, contingent expenses, &c., and the property accounts of the army, arising out of the foregoing expenditures.

Third Auditor.—The duties of the office of the third auditor extend to the auditing of all accounts for the quartermaster's department, both as to money and property; and the same as to the accounts for subsistence for the army, also of accounts for fortifications; for the Military

Academy; for roads, surveys, and other internal improvements; for revolutionary, invalid, and half-pay pensions; pensions to widows and orphans; of outstanding claims arising before and during the late war; and of all unsettled accounts of the war department, from the commencement of the government to the 1st of July, 1815. There are employed in this office:—One chief clerk, assisting the auditor in the general superintendence; two clerks as book-keepers of the principal books; three clerks as examiners of accounts in the quartermaster's department, fortifications, Military Academy, and internal improvements; two clerks as examiners of subsistence accounts; three clerks as examiners of pension accounts; two clerks as examiners of soldiers' claims, and pensions to widows and orphans; one clerk as examiner of paymasters' accounts, and other unsettled accounts of the late war; one clerk engaged in recording reports and requisitions, one clerk engaged in recording letters and copying documents.

Fourth Auditor.—The fourth auditor receives all accounts accruing in the navy department, or relative to it. He examines the accounts, certifies the balances, and transmits the accounts, with the vouchers and certificates, to the second comptroller, for his decision upon them.

Fifth Auditor.—The fifth auditor receives all accounts accruing in, or relative to, the department of state, the general post-office, and those arising out of Indian trade; examines them, certifies the balances, and transmits the accounts, with the vouchers and certificates, to the first comptroller for his decision upon them. To the fifth auditor has also been assigned the duties heretofore performed by the commissioner of the revenue in superintending the building and repairing of light-houses and light vessels, beacons, buoys, and piers, the supplying of the light-houses with oil, and the adjustment of the expenditures of the light-house establishment.

Treasurer—The treasurer receives and keeps the moneys of the United States, and disburses the same upon warrants drawn by the secretary of the treasury, countersigned by the proper comptroller and auditor, and recorded by the register.

Register.—The register of the treasury keeps all accounts of the receipts and expenditures of the public money, and of all debts due to or from the United States; he keeps the district tonnage accounts of the United States; he receives from the comptrollers the accounts which have been finally adjusted, and, with their vouchers and certificates, preserves them; he records all warrants for the receipt or payment of moneys at the treasury, certifies the same thereon, and transmits to the secretary of the treasury copies of the certificates of balances of accounts adjusted. By an act of the 10th of February, 1820, it is also made the duty of the register of the treasury to prepare statistical accounts of the commerce of the United States to be laid before congress annually.

Solicitor of the Treasury.—The office of the solicitor of the treasury was created by the act of the 29th of May, 1830, after having been recommended by several administrations. He superintends all the civil suits, commenced in the name of the United States, in all the courts, until they are carried up to the supreme court of the United States, when they come under the superintendence of the attorney-general. He instructs the district attorneys, marshals, and clerks, in all matters and proceedings appertaining to those suits, and receives from them, after each term of court, reports of their situation and progress. He receives from collectors reports of custom-house bonds put in suit, and of informations, &c., directed by them. He establishes, with the approbation of the secretary of the treasury, such rules and regulations, not inconsistent with law, for the observance of collectors, district attorneys, and marshals, as may be deemed necessary for the just responsibility of those officers and the prompt collection of all revenues and debts due and accruing to the United States.

This officer also has charge of all lands and other property, which have been or shall be assigned, set off or conveyed to the United States, in payment of debts, and of all trusts created for the use of the United States, in payment of debts due to them; and has power to sell and dispose of lands assigned or set off to the United States in payment of debts, or vested in them by mortgage, or other security, or the payment of debts.

General Land Office Treasury Commissioner.—Prior to the 25th of April, 1812, grants of land were issued by letters patent from the department of state. By an act of that date, a general land office was established, in which all patents for land are now made out and recorded. It is a subordinate branch of the treasury department, with which it is closely connected by the accountability of the receivers of public monies arising from the sale of the national lands.

The Mint.—This establishment is at Philadelphia, where it was fixed in 1752, by an act of congress, for the purpose of a national coinage. It is lawful for any person to carry gold and silver to be coined at the mint, where it is assayed, and coined, if of the standard of the United States. If below the standard, the expense of refining must be deposited. The treasurer is not obliged to receive a less quantity of gold than twenty ounces, nor than two hundred ounces of silver.—(See financial statistics, hereafter, for operations of the mint.) The assayer and refiner and chief coiner, give bonds to the secretary of the treasury.

Salaries of the Officers of the Treasury Department.

	Salaries. dollars.
Secretary of state	6,000
Chief clerk	2,000
12 clerks—2 at 1600, 6 at 1400, 2 at 1150, and 2 at 1000	15,900
Messenger	700
Assistant messenger	350
First comptroller	3,500
Chief clerk	1,700
14 clerks—4 at 1400, 5 at 1150, and 5 at 1000	16,350
Messenger	700
Assistant messenger	350
Second comptroller	3,000
Chief clerk	1,700
7 clerks—2 at 1400, 3 at 1150 1 at 1000, and 1 at 800	8,050
Messenger	700
First auditor	3,000
Chief clerk	1,700
10 clerks—2 at 1400, 6 at 1150, 1 at 1000, and 1 at 800	11,500
Messenger	700
Second auditor	3,000
Chief clerk	1,700
14 clerks—2 at 1400, 5 at 1150, 6 at 1000, and 1 at 800	15,350

	Salaries. dollars.
Messenger	700
Third auditor	3,000
Chief clerk	1,700
16 clerks—5 at 1400, 8 at 1150, and 3 at 1000	19,200
Messenger	700
Assistant messenger	350
Fourth auditor	3,000
Chief clerk	1,700
13 clerks—2 at 1400, 5 at 1150, and 6 at 1000	14,550
Messenger	700
Fifth auditor	3,000
Chief clerk	1,700
9 Clerks—2 at 1400, 4 at 1150, and 3 at 1000	10,400
Messenger	700
Treasurer	3,000
Chief clerk	1,700
4 Clerks—1 at 1400, 1 at 1150, 1 at 1000, and 1 at 800	4,350
Messenger	700
Registrar	3,000
Chief clerk	1,700
18 Clerks—5 at 1400, 3 at 1150, 8 at 1000, and 2 at 800	20,050

	Salaries. dollars.
Messenger	700
Assistant Messenger	350
SOLICITOR'S OFFICE.	
Solicitor	3,500
3 Clerks—each 1150	4,450
Messenger	500
LAND OFFICE.	
Commissioner-general	3,000
Recorder	2,000
Solicitor	2,000
3 Clerks—each 1700	5,100
16 Clerks—10 at 1150, and 6 at 1000	17,500
Messenger	700
THE MINT.—PHILADELPHIA.	
Director	3,500
Treasurer	2,000
Chief coiner	2,000
Assayer	2,000
Melter and refiner	2,000
Engraver	2,000
Clerk	1,300
Assistant assayer	600

BRANCH MINT AT NEW ORLEANS.

Salaries.—Superintendent, 2500 dollars; treasurer, 2000 dollars; assayer, 2000 dollars; melter and refiner, 2000 dollars; coiner, 2000 dollars; 2 clerks, 1200 dollars each.

BRANCH MINT AT DAHLONEGA, GEORGIA.

Salaries.—Superintendent, 2000 dollars; assayer, melter, and refiner, 1500 dollars; coiner, 1500 dollars; clerk, 1500 dollars.

BRANCH MINT AT CHARLOTTE, NORTH CAROLINA.

Salaries.—Superintendent, 2000 dollars; assayer, 1500 dollars; coiner, 1500 dollars.—(See Coinage of the United States hereafter.)

COLLECTORS OF CUSTOMS AT THE DIFFERENT PORTS IN THE UNITED STATES.

COMPENSATION AS PER BLUE BOOK.

The Officers marked thus * are Surveyors in Ports unprovided with Collectors. Those marked thus † are Officers subordinate to the Collectors of the principal Ports.

MAINE.

	Salary in dollars.
Eastport	1,000.00
Machias	668.49
Frenchman's Bay	434.21
Penobscot	638.60
Belfast	1,059.31
Waldoboro	712.43
Wiscasset	1,359.12
Bath	1,025.18
Portland	1,812.00
Saco	133.42
Kennebunk	79.75
York	254.87

NEW HAMPSHIRE.

Portsmouth	468.12

MASSACHUSSETS.

Newburyport	———
Ipswich	263.00
Gloucester	———
Marblehead	232.45
Salem & Beverley	1,497.90
Boston & Charlestown	2,200.00
Plymouth	268.48
Fall River	1,341.67
Barnstable	600.38
New Bedford	1,924.31
Edgartown	250.00
Nantucket	675.00

RHODE ISLAND.

Providence	634 47
Bristol and Warren	722.74
Newport	554.32

VERMONT.

The Collector for the District of Vermont, the only Customs District in the State.

CONNECTICUT.

	Salary in dollars.
Middletown	831.77
New London	1,335.65
New Haven	587.07
Fairfield	394.00
Stonnington	———

NEW YORK.

Champlain	1,115.78
Oswegatchie	1,460.10
Cape Vincent	1,014.00
Sackett's Harbour	717.76
Oswego	168.64
Niagara	1,359.19
†Black Rock	730 00
Buffalo Creek	540.00
†Black Rock Dam	500.00
†Tonawanda	250.00
†Cattaraugus Creek	250.00
†Dunkirk	250.00
†Portland	250.00
Sag Harbour	815.92
New York	6,000.00
Genesee	1,004.79

NEW JERSEY.

Perth Amboy	152.13
Burlington	180.44
Little Egg Harbour	300.00
Great Egg Harbour	420.65
Bridgetown	250.00
Newark	250.00

PENNSYLVANIA.

Philadelphia	1,958 25
Presque Isle	399.58
*Pittsburgh	———

DELAWARE.

Wilmington	593.28

(*continued*)

MARYLAND.

	Salary in dollars.
Baltimore	1,668.44
Annapolis	1,263.31
Oxford	250.00
Vienna	499.34
Snow Hill	318.90
St. Mary's	250.00
*Llewellensburg	201.50
*Town	185.00

DISTRICT OF COLUMBIA.

Georgetown	565.62
Alexandria	753.12

VIRGINIA.

Tappahannock	477.68
Richmond	787.69
Petersburg	338.79
*Yrocomico	——
Folly Landing	219.18
East River	222.98
Yorktown	200.00
Cherry Stone	——
*Wheeling	——
Norfolk and Portsmouth	1,922.04

NORTH CAROLINA.

Camden	250.00
Edenton	268.84
Plymouth	408.77
Washington	465.21
Newbern	483.54
Ocracoke	1,009.11
Beaufort	196.60
Wilmington	338.07

SOUTH CAROLINA.

Charleston	1,328.00
Georgetown	652.19
Beaufort	——

GEORGIA.

	Salary in dollars.
Savannah	2,326.40
Hardwick	200.00
Sunbury	250.00
Brunswick	498.77
St. Mary's	708.17

ALABAMA.

Mobile	3,400.00

MISSISSIPPI.

Pearl River	250.00
Natchez	200.00
Vicksburg	——

LOUISIANA.

New Orleans	4,400.00
Teche	986.33

TENNESSEE.

*Nashville	444.00

KENTUCKY.

	Salary in dollars.
*Louisville	485.00

OHIO.

Cuyahoga	671.59
Miami	325.46
*Cincinnati	459.66
Sandusky	409.04

MISSOURI.

*St. Louis	600.00

MICHIGAN.

Detroit	720.00
Michilimackinac	——

FLORIDA.

Pensacola	2,554.16
St. Johns	500.00
Apalachicola	1,500.00
St. Augustine	602.56
St. Marks	758.16
Key West	2,068.73

WAR DEPARTMENT.

This department formerly embraced the naval as well as military administration of the United States.

They were afterwards separated, and the secretary of war has now the superintendence of of erecting forts, topographical surveys, intercourse with the Indians, leasing, exploring, or surveying national mines, and every branch of military affairs; for the administration of which his department has under it the following offices :—

Requisition Bureau.—From this bureau all the requisitions of the war department on the treasury are made out, and salaries and the contingencies of the department are paid.

Pension Office.—The pension office of the war department is a bureau in which all claims for pensions, properly so called, are settled, except such as arise under the laws respecting persons disabled in the navy since 1799. To pay such pensions, a fund has been set apart, from prize money, &c., and the business in relation to those claims is under the control of a board of commissioners appointed for that purpose. Widows of militiamen and volunteers are allowed five years' half-pay in certain cases. Such claims are settled at the treasury department; as are the claims under the act of May 15, 1828, which makes certain allowances to officers who served to the end of the revolutionary war.

Bureau of Indian Affairs.—To this bureau all matters touching Indian relations are referred, and, in subordination to the secretary of war, acted on. The duties are various and multiform, embracing the estimates of the present year for the holding of treaties; together with instructions for the application of the one, and the holding of the other. All accounts for expenditures pass through this bureau, where they are first examined, as to the object and propriety of expenditure, and *briefed;* hence they pass to the second auditor. The supervision and management of the fund for the civilisation of Indians, and, in general, the correspondence arising out of Indian relations, pass through this bureau.

Bounty-Land Office.—The Bounty-Land Office of the war department is a bureau in which claims for military bounty-lands, originating in the revolutionary and the late war, are examined, and from which military bounty-land warrants issue.

Besides the foregoing, there are also in the war department the following offices, viz: *Adjutant-General's Office; Paymaster-General's Office; Ordnance Department; Topographical Bureau; Subsistence Department; Surgeon-General's Office; Quarter-master-General's Office* and the *Engineer Department.*

SALARIES OF OFFICERS IN THE WAR DEPARTMENT.

	dollars.
Secretary of state.....salary	6000
Chief clerk.....	2000
5 Clerks—1 at 1850, 2 at 1400, and 2 at 1000	6650
Messenger	650
Assistant messenger	400
BOUNTY LANDS.	
Principal	1600
Clerk	1000
INDIAN AFFAIRS.	
Commissioner	3000
Chief clerk.....	1600
3 Clerks—1 at 1400, and 2 at 1000	3400
PENSION OFFICE.	
Commissioner.....	2500
Chief clerk	1600
19 Clerks—4 at 1400, 2 at 1200, 3 at 1000, 1 at 900, and 9 at 800	19,100
ADJUTANT-GENERAL'S OFFICE.	
Colonel and adjutant-general...	„
3 Clerks—1 at 1150, 1 at 1000, and 1 at 800	2950
PAYMASTER-GENERAL'S OFFICE.	
Paymaster-general..... ...	„
Paymaster	„
Chief clerk.....	1700
2 Clerks—each 1100	2200
Messenger	700
ORDNANCE DEPARTMENT.	
Colonel	„
Captain.....	„
3 Clerks—1 at 1110, 1 at 1000, and 1 at 800	2950
TOPOGRAPHICAL BUREAU.	
Lieut.-Colonel and topographical engineer	„
First-Lieut. and assistant ditto..	„
Clerk	1200
SUBSISTENCE DEPARTMENT.	
Brigadier general	„
Major and com. substit.	„
3 Clerks—1 at 1350 and 2 at 800..	2950
SURGEON-GENERAL'S OFFICE.	
Surgeon-general.....	2500
Surgeon.....	„
Clerk	1150
QUARTERMASTER-GENERAL'S OFFICE.	
B. G. and quartermaster-general	„
Major and quartermaster	„
2 Clerks—1 at 1150 and 1 at 900..	2050
Assistant clerk.....	„
ENGINEER DEPARTMENT.	
Chief engineer	„
Assistant ditto.....	„
3 Clerks—1 at 1150, 1 at 1000, and 1 at 800	2950

The standing army of the United States consists of one regiment of dragoons, one regiment of riflemen, four regiments, or rather companies, of artillery, and eight regiments of infantry.

The regular force, as now authorised by law, consists of 717 commissioned officers, 17 storekeepers, of whom 15 are attached to the ordnance, and two to the purchasing department; 250 enlisted men for the ordnance service, and 7590 non-commissioned officers, musicians, artificers, and privates; 20 chaplains and schoolmasters, and as many ordnance sergeants as there are military posts. Clerks, forage masters, and waggon masters, are also employed in the quartermaster's department, from time to time, according to the exigencies of the service. The act of August 23, 1842, reduced the rank and file of the army 3920 men. The reduction is gradually proceeding, in the manner contemplated by the act, and the excess, according to the last returns, is 1970 men. It is supposed the prescribed minimum will have been reached by the beginning of the year 1844.

From the general returns of the army, it appears that the whole number of troops now in service is 9847, consisting of 781 commissioned officers, 9600 non-commissioned officers, musicians, artificers, and privates, and 247 enlisted men of ordnance.

Military Academy.—This institution is at West Point, pleasantly situated on the west bank of Hudson river, 52 miles above New York. It was established by an act of congress in 1802, on 250 acres of land ceded to the United States by the state of New York, in 1826. "The buildings are two stone barracks, one three and the other four stories high, occupied by 250 cadets, the limited number; a large three-story stone building, 275 feet by 75 feet, for military exercises in winter, and as a depository of the chemical apparatus, models of fortification, &c., and as drawing and recitation rooms; a fine two-story stone building of Gothic architecture, 150 feet by 60 feet, with three towers for astronomical apparatus, the middle tower revolving for an astronomical observatory, a chapel, hospital, mess hall, two cavalry stables, several workshops and store-rooms, and seventeen separate dwellings for the officers of the institution. There are also a magazine, a laboratory, soldiers' barracks, a store, and about twenty-five dwellings for families connected with the establishment, and a total population of 900. Here is a convenient landing, and a large hotel, capable of accommodating 100 visitors. This place was fortified during the revolutionary war, and the remains of Fort Putnam, on Mount Independence, elevated 500 feet above the level of the river, and of Fort Clinton, are still seen. The education given at West Point, both scientific and military, is of a high order, and thirty-four officers and professors are attached to the institution. Near West Point is an academy, kept by J. D. Kinsley, formerly an instructor in the West Point Military Academy, which is flourishing."—*United States Gazetteer*, 1844.

RANK AND CLASSIFICATION OF OFFICERS.	Pay per Month.	Number of rations per day.	Number of Horses allowed.	Number of Servants allowed.
	dollars.			
Major-General	200	15	7	4
Aide-de-Camp, in addition to pay, &c., of Lieutenant	24	1	2	0
Brigadier-General	104	12	5	3
Aide-de-Camp, in addition to pay, &c., of Lieutenant	20	0	2	0
Adjutant-General—Colonel	90	6	5	2
Assistant Adjutant-General—Major	60	4	4	2
Assistant Adjutant-General—Captain	50	4	3	1
Inspector-General—Colonel	90	6	5	2
Quartermaster-General—Brigadier-General	104	12	5	3
Assistant Quartermaster-General—Colonel	90	6	5	2
Deputy Quartermaster-General—Lieutenant-Colonel	75	5	4	2
Quartermaster—Major	60	4	4	2
Assistant Quartermaster—Captain	50	4	3	1
Commissary-General of Subsistence—Colonel	90	6	5	2
Assistant Commissary-General of Subsistence—Lieutenant-Colonel	75	5	4	2
Commissary of Subsistence—Major	60	4	4	2
Commissary of Subsistence—Captain	50	4	3	1
Paymaster-General, 2500 dollars per annum				
Paymaster	60	4	4	2
Surgeon-General, 2500 dollars per annum				
Surgeons of ten years' service	60	8	4	2
Surgeons of less than ten years' service	60	4	4	2
Assistant Surgeons of ten years' service	50	8	3	1
Assistant Surgeons of five years' service	50	4	3	1
Assistant Surgeons of less than five years' service	33 33	4	2	1
OFFICERS OF THE CORPS OF ENGINEERS—CORPS OF TOPOGRAPHICAL ENGINEERS.—ORDNANCE DEPARTMENT.				
Colonel	90	6	5	2
Lieutenant-Colonel	75	5	4	2
Major	60	4	4	2
Captain	50	4	3	1
First Lieutenant	33 33	4	2	1
Second Lieutenant	33 33	4	2	1
OFFICERS OF MOUNTED DRAGOONS.				
Colonel	90	6	5	2
Lieutenant-Colonel	75	5	4	2
Major	60	4	4	2
Captain	50	4	3	1
First Lieutenant	33 33	4	2	1
Second Lieutenant	33 33	4	2	1
OFFICERS OF THE ARTILLERY—INFANTRY.				
Colonel	75	6	4	2
Lieutenant-Colonel	60	5	3	2
Major	50	4	3	2
Captain	40	4	0	1
First Lieutenant	30	4	0	1
Second Lieutenant	25	4	0	1
Adjutant, in addition to pay, &c., of Lieutenant	10	0	2	0

3. Military Departments, Posts, and Arsenals of the United States Army.

POSTS.	State or Territory.	Post Office.	Permanent Commanders.	Regiment and Corps.
MILITARY DEPARTMENT.—No. 1.				
Fort Pickens	Florida	Pensacola	Lieutenant-Colonel	7th infantry.
Fort McRee				
Fort Morgan	Alabama	Mobile	Captain	do.
Fort Pike	Louisiana	Petite Coquille	Ditto	do.
Fort Wood	Ditto	New Orleans	Brevet Major	do.
New Orleans Barracks	Ditto	Ditto	Brevet B. G.	do.
Baton Rouge Barracks	Ditto	Baton Rouge	Brevet Colonel	riflemen.
Fort Jesup	Ditto	Fort Jesup		do.
No. 2.				
Fort Towson	Arkansas Territory	Fort Towson	Lieutenant-Colonel	6th infantry.
Fort Washita	Ditto		Major	riflemen.
Fort Gibson	Ditto	Fort Gibson	Colonel	6th infantry.
Fort Smith	Ditto	Fort Smith	Major	do.
No. 3.				
Fort Scott	Missouri Territory	Little Osage Post Office.	Brevet Major	4th infantry.
Fort Leavenworth	Ditto	Fort Leavenworth	Lieutenant-Colonel	dragoons.
Fort Croghan	Ditto		Captain	do.
Jefferson Barracks	Missouri	Jefferson Barracks	Colonel	4th infantry.
Sac and Fox Agency	Iowa Territory	Fairfield	Captain	dragoons.
Fort Atkinson	Ditto	Prairie du Chien	Ditto	do.
Fort Crawford	Wisconsin Territory	Ditto	Lieutenant-Colonel	1st infantry.

(continued)

POSTS.	State or Territory.	Post Office.	Permanent Commanders.	Regiment and Corps.
MILITARY DEPARTMENT.—No. 3.				
Fort Snelling	Iowa Territory	Fort Snelling	Major	1st infantry.
No. 4.				
Fort Winnebago	Wisconsin Territory	Fort Winnebago	Captain	do.
Fort Brady	Michigan	Sault St. Marie	Ditto	5th do.
Fort Mackmac	Ditto	Michillimackinac	Ditto	do.
Fort Gratiot	Ditto	Fort Gratiot	Lieutenant-Colonel	do.
Detroit Barracks	Ditto	Detroit	Brevet	do.
Detroit Arsenal	Ditto	Dearbornville	Captain	do.
No. 5.				
Buffalo Barracks	New York	Buffalo	Lieutenant Colonel	2d infantry.
Fort Niagara	Ditto	Youngstown	Captain	do.
Fort Ontario	Ditto	Oswego	Ditto	do.
Madison Barracks	Ditto	Sachet's Harbour	Major	do.
Plattsburg Barracks	Ditto	Plattsburg	Captain	do.
Fort Adams / Fort Walcott	Rhode Island	Newport	Brevet Colonel	2d artillery.
Fort Trumbull	Connecticut	New London	Captain	do.
West Point	New York	West Point	Major	Engineers.
Fort Columbus	New York Harbour, N. Y.	New York	Colonel	2d artillery.
Fort Hamilton		Fort Hamilton	....	
Fort La Fayette		Ditto	....	
Fort Miffin	Pennsylvania	Philadelphia	Captain	do.
Carlisle Barracks	Ditto	Carlisle	Ditto	4th do.
No. 6.				
Fort Kent	Maine	Houlton	Ditto	1st do.
Fort Fairfield	Ditto	Ditto	Ditto	do.
Hancock Barracks	Ditto	Ditto	Lieutenant-Colonel	do.
Fort Sullivan	Ditto	Eastport	Captain	do.
Fort Preble	Ditto	Portland	Ditto	do.
Fort Constitution	New Hampshire	Portsmouth	Brevet Major	do.
Fort Independence	Massachussets	Boston	Not garrisoned	
No. 7.				
Fort McHenry	Maryland	Baltimore	Lieutenant-Colonel	4th do.
Fort Severn	Ditto	Annapolis	Brevet Major	do.
Fort Monroe	Virginia	Old Point Comfort	Colonel	do.
No. 8.				
Fort Johnston	North Carolina	Smithville	Brev. Lt. Colonel	3d do.
Fort Caswell	Ditto	Ditto		
Fort Macon	Ditto	Beaufort	Brevet Major	do.
Fort Moultrie / Castle Pinckney	Charleston Harbour, S. C.	Charleston	Bt. Brig. General	do.
Ogelthorpe Barracks	Georgia	Savannah	Lieutenant Colonel	do.
No. 9.				
Fort Marion	Florida	St. Augustine	....	do.
Fort King	Ditto	Seminole Agency	Captain	7th infantry
Fort Brooke	Ditto	Tampa Bay	Major	7th do.

GENERAL Abstract of the Militia Force of the United States, as stated in the Army Register for 1843.

STATES AND TERRITORIES.	General Officers.	General Staff Officers.	Field Officers, &c.	Company Officers.	Total Commissioned Officers.	Non-commissioned Officers, Musicians, and Privates.	Aggregate.
Maine	27	89	567	1,846	2,529	42,823	45,352
New Hampshire	9	30	337	1,289	1,665	30,806	32,471
Massachusetts	9	30	98	416	553	86,662	87,215
Vermont	13	40	215	905	1,173	26,363	27,536
Rhode Island	5	35	99	276	415	14,540	14,955
Connecticut	9	30	311	1,059	1,409	45,061	46,470
New York	135	863	2,490	6,576	10,164	170,915	181,079
New Jersey	19	58	435	1,476	1,988	37,183	39,171
Pennsylvania	55	183	946	4,070	5,254	246,703	251,957
Delaware	4	8	71	363	447	8,782	9,229
Maryland	22	68	544	1,763	2,397	44,467	46,864
Virginia	28	61	1,261	4,740	6,090	105,898	111,988
North Carolina	28	67	723	2,969	3,787	61,431	65,218
South Carolina	20	134	436	1,897	2,487	49,079	51,566
Georgia	36	98	746	2,212	3,092	54,220	57,312
Alabama	31	187	564	1,382	2,164	42,168	44,332
Louisiana	10	46	183	542	781	14,027	14,808
Mississippi	15	70	392	348	825	35,259	36,084
Tennessee	25	79	859	2,644	3,607	67,645	71,252
Kentucky	43	150	1,046	3,625	4,864	72,412	77,276
Ohio	....	....	....	....	....	....	180,258
Indiana	31	110	566	2,154	2,861	51,052	53,913
Illinois	....	....	....	....	....	....	83,234
Missouri	45	213	658	1,692	2,608	57,081	59,689
Arkansas	....	....	....	....	157	1,871	2,028
Michigan	6	11	97	466	580	12,206	12,786
Florida Territory	....	1	9	33	43	784	827
Wisconsin Territory	1	6	36	126	169	5,054	5,223
Iowa Territory							
D. Columbia	1	3	24	68	96	1,153	1,249
	627	2670	13,813	44,938	62,205	1,385,645	1,711,342

NAVY DEPARTMENT.

The office of the Secretary of the Navy was created by an act of congress of the 30th of April, 1798. The secretary issues all orders to the navy of the United States, and superintends the concerns of the navy establishment generally.

A Board of Navy Commissioners was established by an act of congress of the 7th of February, 1815. This board is attached to the office of the secretary of the navy, is under his superintendence, and discharges all the ministerial duties of that office relative to the purchase of naval stores and materials, and the construction, armament, equipment, and employment of vessels of war, as well as other matters connected with the navy. Its records and accounts are on all occasions subject to the inspection of the President of the United States and the secretary of the navy.

The following list of Officers was corrected at the Navy Department, July 19th, 1843.

	Salary. dollars.
Secretary	6000
Chief Clerk	2000
Principal Corresponding Clerk	1500
Registering Clerk	1400
Warrant Clerk	1200
BUREAU OF YARDS AND DOCKS.	
Chief	3500
Chief Clerk	1400
Civil Engineer	2000
Draughtsman	1000
BUREAU OF ORDINANCE AND HYDROGRAPHY.	
Chief	3500
Clerk	1200
Draughtsman	1000
BUREAU OF CONSTRUCTION, EQUIPMENT, AND REPAIRS.	
Chief	3000
Chief Clerk	1400
Draughtsman	1000
BUREAU OF PROVISIONS AND CLOTHING.	
Chief	3000
Chief Clerk	1400
BUREAU OF MEDICINE AND SURGERY.	
Chief	2500
Assistant	
Clerk	1200
NAVY STOREKEEPERS.—9.	
Portsmouth, N. H.	1400
Boston	1700
New York	1700
Philadelphia	1250
Washington	1700
Norfolk	1700
Pensacola	1700
Port Mahon	1500
Rio Janeiro	1500
NAVAL CONSTRUCTORS' DEPARTMENT.	
Chief Naval Constructor.	
Washington	3000
Naval Constructors.—7.	
Portsmouth, N. H.	2300
Boston	2300
Erie, Pennsylvania	2300
Philadelphia	2300
New York	2300
Norfolk	2300
Pensacola	2300

The salary of the *principal* surveyor of the coasts is 6000 dollars. He has twelve assistants: two at a salary each of 4000 dollars, two at 3000 dollars, three at 2000 dollars, three at 1500 dollars, one at 1250 dollars, and one at 1000 dollars. The highest rank is commander of a naval station, with the pay of senior captain. The stations are, the *Home Coast of Brazil, Mediterranean, Pacific, East Indies, and Coast of Africa.*

The naval yards for building ships of war are at Portsmouth, Boston, New York, Philadelphia, Erie, Washington, Norfolk, and Pensacola

SALARIES of the Naval Officers—1844.

CAPTAINS—67.	Pay per annum in dollars.
Senior Captain, in service	4500
Ditto, on leave, &c.	3500
Captains of Squadrons	4000
Ditto on other duty	3500
Ditto off duty	2500
COMMANDERS—94.	
Commanders in sea service	2500
Ditto at navy yards or on other duty	2100
Ditto on leave, &c.	1800
LIEUTENANTS—324.	
Lieutenants, commanding	1800
Ditto on other duty	1500
Ditto waiting orders	1200

SURGEONS—69.	Pay per annum in dollars.
Surgeons, first 5 years after date of commission	1000
Ditto, ditto, at navy yards, &c.	1250
Ditto, ditto, in sea service	1333.33⅓
Ditto, ditto, of the fleet	1500
Ditto, second 5 years	1200
Ditto, ditto, at navy yards, &c.	1500
Ditto, ditto, in sea service	1600
Ditto, ditto, of the fleet	1800
Ditto, third 5 years	1400
Ditto, ditto, at navy yards	1750
Ditto, ditto, in sea service	1866.66⅔
Ditto, ditto, of the fleet	2100
Ditto, fourth 5 years	1600
Ditto, ditto, at navy yards, &c.	2000
Ditto, ditto, in sea service	2133.33⅓

(continued)

	Pay per annum in dollars.
Surgeons of the fleet	2400
Ditto, twenty years and upwards	1800
Ditto, ditto, at navy yards, &c.	2250
Ditto, ditto, in sea service	2400
Ditto, ditto, of the fleet	2700

PASSED ASSISTANT SURGEONS—9. ASSISTANT SURGEONS—60.

Assistant Surgeons waiting orders	650
Ditto, ditto, at sea	950
Ditto, ditto, after passing, &c.	850
Ditto, ditto, at sea, after passing	1200
Ditto, ditto, at navy yards, &c.	950
Ditto, ditto, at navy yards, after passing	1150

PURSERS—64.

Pursers, of ships of the line	3500
Ditto of frigates or razees	3000
Pursers of sloops or steamers of 1st class	2000
Ditto of brigs, and schooners, and steamers, less than 1st class	1500
Ditto of navy yards Boston, New York, Norfolk, and Pensacola	2500
Ditto of navy yards, Portsmouth, Philadelphia, and Washington	2000
Ditto of naval stations within the United States	1500
Ditto of receiving ships at Boston, New York, and Norfolk	2500
Ditto of other places	1500
Ditto on leave, and waiting orders, the same pay as Surgeons.	

CHAPLAINS—22.

Chaplains, in sea service	1200
Ditto, ditto, on leave, &c.	800

PASSED MIDSHIPMEN—133.

	Pay per annum in dollars.
Passed Midshipmen, on duty	750
Ditto, ditto, waiting orders	600

MIDSHIPMEN—410.

Midshipmen in sea service	400
Ditto on other duty	350
Ditto on leave, &c.	300

MASTERS—31.

Masters of a ship of the line at sea	1100
Ditto on other duty	1000
Ditto on leave	750

MASTER'S MATES, (warranted)—7.

Master's mates, on duty	450
Ditto, on leave, &c.	300

PROFESSORS OF MATHEMATICS AND TEACHERS AT NAVAL SCHOOLS, &c.

Professors of mathematics, on duty, 23		1200
Teachers at Naval Schools, 3		480*
Boatswains	37	750
Gunners	40	600
Carpenters	38	500
Sailmakers	35	360

(Boatswains, Gunners, Carpenters, Sailmakers: of a ship of the line; of a frigate; on other duty; on leave, &c.)

MARINE CORPS.

Colonel Commandant, 1, 75 dollars per month, 12 rations per day (20 cents each.)
Lieutenant Colonel, 1, 60 ditto, 5 ditto, ditto.
Majors, 4, 50 ditto, 4 ditto, ditto.

* Teachers receive, in addition, two rations per day, at 20 cents each.

VESSELS OF WAR OF THE UNITED STATES NAVY IN 1844.

Name and Rate.	Guns.	Where and when built.	Where employed.
Ships of the Line.—11.			
Franklin	74	Philadelphia ..1815	Under repairs, Bost.
Columbus	74	Washington...1819	Mediterranean.
Ohio	74	New York.....1820	Recg. Ship. Boston.
North Carolina	74	Philadelphia ..1820	Recg. Ship, N. York
Delaware	74	Gosport, Va. ..1820	Mediterranean
Alabama	74	.....	On stocks, Portsm.
Vermont	74	.....	Ditto, Boston
Virginia	74	.....	Ditto, ditto
Pennsylvania	120	Philadelphia ..1837	Recg. Ship, Norfolk
New York	74	.....	On stocks, ditto
Washington		.....	Ditto, Washington
Frigates, 1st Class.—14.			
Independence, *Razee*	54	Boston 1814	Home squadron.
United States	44	Philadelphia ..1797	Pacific Ocean.
Constitution	44	Boston 1797	In ord., Norfolk.
Potomac	44	Washington...1821	Boston.
Brandywine	44	Ditto.....1825	East Indies.
Hudson	44	Purchased 1826	In ord., New York.
Santee	44	.....	On stocks, Portsm.
Cumberland	44	Boston 1842	In ord., Boston.
Sabine	44	.....	On stocks, N. York.
Savannah	44	.....	Ditto, ditto.
Raritan	44	.....	Philadelphia.
Columbia	44	Washington ...1836	Coast of Brazil.
St. Lawrence	44	.....	On stocks, Norfolk.
Congress	44	Portsmouth ...1841	Mediterranean.
Frigates, 2d Class.—2.			
Constellation	36	Baltimore 1797	East Indies.
Macedonian	36	Norfolk, rebuilt 1836	Coast of Africa.
Sloops of War.—17.			
John Adams	20	Norfolk, rebuilt 1820	Coast of Brazil.
Boston	20	Boston 1825	Boston.
Vincennes	20	New York 1826	Home Squadron.
Warren	20	Boston 1826	Norfolk.
Falmouth	20	Ditto.....1827	Home Squadron.
Fairfield	20	New York 1828	Mediterranean.
Vandalia	20	Philadelphia ..1828	Home Squadron.
St. Louis	20	Washington ...1828	East Indies.
Cyane	20	Boston 1837	Pacific Ocean.
Levant	20	New York 1837	Pacific Ocean.
Saratoga	20	Portsmouth ...1842	Coast of Africa.
Ontario	18	Baltimore 1813	Recg. Ship, N. Orl.
Marion	16	Boston 1839	In ord., Boston.
Decatur	16	New York 1839	Coast of Africa.
Preble	16	Portsmouth ...1839	Mediterranean.
Yorktown	16	Norfolk 1839	Pacific Ocean.
Dale	16	Philadelphia ..1839	Ditto, ditto.
Brigs.—8.			
Dolphin	10	New York 1836	Home Squadron.
Porpoise	10	Boston 1836	Coast of Africa.
Pioneer		Ditto.....1836	Recg. vessel, Baltic.
Consort		Ditto.....1836	In ord., Boston.
Bainbridge	10	Ditto.....1842	Home Squadron.
Perry	10	Norfolk 1843	Preparing for sea.
Somers	10	New York.....1842	Home Squadron.
Truxton	10	Norfolk 1843	Special Service.
Schooners.—9.			
Grampus	10	Washington ...1821	Home Squadron.
Shark	10	Ditto.....1821	Pacific Ocean.
Enterprise	10	New York 1831	Coast of Brazil.
Boxer	10	Boston 1831	West Indies.
Experiment	4	Washington ...1831	Recg. vessel, Phila.
Flirt		Transferred from	Packet service.
Wave		War department.	Rec. ves. Charleston
Phenix		.....	Norfolk.
On-ka-hy-e		Purchased 1843	Ditto.
Steamers.—6.			
Fulton	4	New York.....1837	In ord., New York.
Poinsett		Trans. War dep.	Surveying.
Mississippi	10	Philadelphia ..1841	In ord., Boston.
Missouri	10	New York.....1841	Home Squadron.
Union		Norfolk 1842	Coast service.
Princeton		Philadelphia ..1843	In ord., Philadel.
Store Ships.—3.			
Relief	6	Philadelphia ..1836	Pacific Ocean.
Erie	8	Baltimore 1813	Ditto, ditto.
Lexington	8	New York 1825	Mediterranean.

POST-OFFICE.

This department is under the superintendence of a postmaster-general, who has three assistants. The postmaster-general has the sole appointment of all the postmasters throughout the United States, the making of all contracts for carrying the mails, and the direction of every thing relating to the department.

The revenue arising from the general post-office has been principally expended upon the extension and improvement of the establishment, by which means the regular conveyance, by mail, of letters, newspapers, pamphlets, &c., has been extended to the inhabitants of every part of the Union, even to the remotest territorial settlements.

This establishment is remarkably well and cheaply administered, considering the inconvenience of the bad roads in the remote districts, and the vast extent of national territory. The following scale of postages under the new law of 1845, is also very moderate.

	cents.
For a letter, not exceeding half an ounce in weight (avoirdupois), sent not exceeding 300 miles	5
Sent over 300 miles	10
For every half-ounce, and *any* excess over every half-ounce, the same rates of postage; and when advertised, two cents on each letter; or *four* cents, if the advertising cost so much, additional.	
For drop letters (not to be mailed), each	2
For any printed circular, handbill, or advertisement, on quarto post, single cap, or paper not larger than single cap, unsealed, sent any distance	2
For any pamphlet, magazine, periodical, or other matter of every kind, that is transmittable by mail, and has no written communication on it, of one ounce or less, or for a newspaper exceeding 1900 square inches of surface	2½
For each additional ounce, or an excess greater than half an ounce	1
Newspapers of 1900 square inches or less, sent by editors or publishers, from their offices of publication, any distance not exceeding thirty miles	free.
For any other newspaper sent over thirty, and not more than 100 miles, or any distance within the same state	1
Sent over such distance	1½

Where the circular is on a sheet larger than single cap, it is to be rated as a pamphlet. As the postage on these articles is chargeable on each *copy*, postmasters will carefully examine all packets, and rate the postage accordingly. When the article to be mailed is a circular, pamphlet, or newspaper, it should be so enveloped, or folded, that it can be distinctly seen at the office to be such, and also that it contain no writing, marks, or signs, to serve the purpose of written communications. If not done up so as to open at the end, it is to be charged as a letter, by weight.

No packet can be mailed which weighs more than three pounds. Bound books of any size are not included in the term "mailable matter," except books sent by governors of states.

The establishment of private expresses for the conveyance of any letters, packets, or packages of letters, or other matter transmittable in the United States mail (newspapers, pamphlets, magazines, and periodicals excepted), from one city, town, or other place, to any other city, town, or place in the United States, between which the United States mail is regularly transported, is prohibited.

1. The President, ex-Presidents, and Mrs. Madison, and Mrs. Harrison, retain the franking privilege, as regulated by former laws.

2. The Vice-President, members of Congress, and delegates from territories

May transmit *public documents* free during their *official terms;*

May *send* and *receive free, newspapers, letters,* or *packets,* weighing under two ounces, during the session of Congress, and for thirty days before the commencement and thirty days after the close of any session;

May *receive* letters free, not weighing over two ounces, during the *recess.* This does not include the interval from the close of one Congress to the commencement of the next;

May transmit free *written letters from themselves the whole year*—that is, from sixty days before the commencement of any session, until the meeting of the next Congress.

3. The Secretary of the Senate and the Clerk of the House of Representatives

May *send free* public documents during their official terms;

May *send* and *receive* free letters, newspapers, and packages, not weighing over two ounces, during the session of Congress, and for thirty days before and after;

May *send free letters written by themselves* during their official terms.

4. The Governors of States may send free the laws, records, and documents of the legislature, to the governors of other states.

5. The three Assistant Postmasters-general.

May *send free* letters, packages, or other matters, relating exclusively to their official duties, or the business of the post-office department;

May *receive* all such letters and documents as relate to their own duties, or that of the department, and have the postages remitted at the city post-office.

6. Deputy postmasters may *send free* all such letters and packages as may relate exclusively to the business of their respective offices, and may have allowed all postage paid or charged to them in the settlement of their accounts.

7. Exchange newspapers between editors pass free.

8. Editors or publishers of newspapers may send their papers free within thirty miles of the place of publication.

9. Communications addressed to the officers of the government, heretofore having the franking privilege, touching the business of their respective offices, are to be paid for out of the contingent fund provided for their offices, or out of the treasury.

The following Salaries of Officers as corrected at the Post Office Department, July 20th, 1843.

	Salary in Dollars.
Postmaster-General	6000
Assistant Postmaster-General	2500
Ditto ditto	2500
Ditto ditto	2500
Chief Clerk	2000

The other clerks have salaries varying from 250 dollars to 1800 dollars per annum; and the postmasters in the various state, county, and town post-offices, are allowed compensations of from 500 to 2000 dollars per annum.

The establishment of the post-office by the federal government was never with the view of deriving revenue from it as a trade, by giving the government a monopoly of that trade. The object was only to do that by government agency, which, although indispensable for public convenience and the transaction of business, public and private, was, in that early period of the government, beyond the means of individuals, or associations of individuals. The following is a table of the leading features of the department from the commencement of the government:

POST OFFICE Establishment of the United States—1790 to 1845.

YEARS.	Number of Offices.	Miles of Post-roads.	Receipts.	Expense.	Compensation of Postmasters.	Transportation of the Mail.
			dollars.	dollars.	dollars.	dollars.
1790	75	1,875	37,935	32,140	8,198	22,081
1791	89	1,905	46,294	36,697		
1792	195	5,642	67,444	54,531		
1793	209	5,642	104,747	72,040		
1794	450	11,984	128,947	89,973		
1795	453	13,207	160,620	117,893	30,272	75,359
1796	468	13,207	195,067	131,572		
1797	554	16,180	213,998	150,114		
1798	639	16,180	232,977	179,084		
1799	677	16,180	261,846	188,038		
1800	903	20,817	280,804	213,994	69,243	128,644
1801	1,025	22,309	320,443	255,151		
1802	1,114	25,315	327,045	281,916		
1803	1,258	25,315	351,823	322,364		
1804	1,405	29,556	389,450	337,502		
1805	1,558	31,076	421,373	377,367	111,552	239,635
1806	1,710	33,431	446,106	413,573		
1807	1,848	33,431	478,763	453,885		
1808	1,944	33,755	460,564	462,828		
1809	2,012	34,035	506,634	498,012		
1810	2,300	34,035	551,684	495,969	149,438	327,966
1811	2,403	36,406	587,247	499,099		
1812	2,610	36,406	549,208	540,165		
1813	2,708	29,378	703,155	681,012		
1814	2,901	39,540	730,370	727,126		
1815	3,000	41,736	1,043,065	748,121	241,901	487,779
1816	3,260	43,748	961,782	804,422	265,944	521,970
1817	3,459	48,673	1,002,973	916,515	303,916	580,189
1818	3,618	52,089	1,130,235	1,035,822	346,429	664,611
1819	4,000	59,473	1,204,737	1,117,861	375,828	717,881
1820	4,500	67,586	1,111,927	1,160,926	352,295	782,425
1821	4,650	72,428	1,059,087	1,184,283	337,599	815,081
1822	4,799	78,808	1,117,490	1,167,572	355,299	798,618
1823	5,043	82,763	1,130,115	1,156,995	300,462	767,464
1824	5,182	84,860	1,197,758	1,188,019	383,804	768,939
1825	5,677	84,860	1,306,525	1,229,043	411,183	785,646
1826	6,150	94,052	1,447,703	1,366,712	447,727	885,160
1827	7,003	105,336	1,524,633	1,468,959	486,411	942,343
1828	7,651	114,526	1,664,759	1,691,044	548,049	1,056,313
1829	8,050	114,780	1,773,990	1,879,307	589,237	1,153,646

POST OFFICE Establishment of the United States—1790 to 1845—(*continued*).

YEARS.	Number of Offices.	Miles of Post-roads.	Receipts.	Expense.	Compensation of Postmasters.	Transportation of the Mails.
			dollars.	dollars.	dollars.	dollars.
1830	8,450	115,176	1,959,109	1,919,300	595,234	1,274,009
1831	8,730	115,176	1,997,811	1,936,222	635,028	1,252,226
1832	8,830	115,200	2,258,570	2,266,171	715,481	1,482,507
1833	9,170	118,130	2,617,011	2,930,414	826,283	1,894,638
1834	9,200	112,224	2,823,749	2,910,605	897,317	1,925,544
1835	10,730	108,324	2,993,556	2,757,350	945,418	1,719,007
1836	10,770	105,674	3,408,328	2,841,766	812,803	1,638,052
1837	12,099	142,877	4,100,605	3,303,428	891,352	1,996,727
1838	12,519	134,818	4,235,077	4,021,836	933,948	3,131,308
1839	12,680	133,999	4,477,614	4,654,718	980,000	3,285,622
1840	13,468	155,739	4,539,265	4,759,110	1,028,925	3,296,876
1841	13,682	155,026	4,379,317	4,567,228	1,018,645	3,159,375
1842	13,733	149,732	4,546,246	4,627,716	1,147,256	3,087,796
1843	13,814	142,295	4,295,925	4,374,713	1,426,394	2,947,319
1844	14,103	144,687	4,237,285	4,297,867	1,358,316	2,938,551
1845	14,183	143,940	4,289,842	4,320,732	1,409,875	2,905,504

N.B.—The preceding statistics all relate to the Post-Office operations under the *old law*; the *new* law went into operation July 1st, 1845.

TABLE of Mail Service for the Year preceding the 1st of July, 1842 and 1845.

STATES AND TERRITORIES.	Length of Routes.	Annual Transportation.			Total Transportation.	Total Cost.
		Horse and Sulky.	Stage and Coach.	Railroad and Steamboat.		
	miles.	miles.	miles.	miles.	miles.	dollars.
Maine	3,904	280,132	739,300	....	1,019,432	69,913
N. Hampshire	2,857	121,712	570,164	....	691,876	47,040
Vermont	2,405	128,020	614,174	....	742,194	49,671
Massachusetts	3,510	143,924	966,087	491,628	1,601,639	135,754
Rhode Island	338	15,444	66,456	29,952	111,852	9,615
Connecticut	2,053	120,778	463,280	232,860	816,918	57,656
New York	13,119	895,413	3,004,935	861,420	4,761,758	349,246
New Jersey	2,021	135,534	368,494	100,424	664,452	52,798
Pennsylvania	10,870	943,106	1,890,934	285,653	3,119,693	226,102
Delaware	423	34,840	83,405	20,003	138,248	15,045
Maryland	2,345	239,702	266,654	260,401	766,757	116,157
Virginia	11,727	1,069,189	929,054	365,748	2,363,982	182,908
N. Carolina	7,486	572,426	692,826	274,560	1,539,812	140,502
S. Carolina	4,659	292,257	521,625	204,568	1,018,452	133,915
Georgia	6,621	454,906	808,647	198,268	1,461,821	171,865
Florida	1,744	94,014	79,576	99,424	273,012	44,909
Ohio	11,580	922,897	1,712,013	103,308	2,738,218	182,655
Michigan	3,509	318,854	287,608	95,368	701,830	42,805
Indiana	7,556	609,842	681,694	49,842	1,341,378	97,708
Illinois	9,560	533,203	1,067,456	72,644	1,673,303	156,915
Wisconsin	1,713	143,628	58,592	....	202,220	18,402
Iowa	1,052	101,968	34,720	....	133,688	12,138
Missouri	5,930	494,256	276,080	11,744	782,080	68,819
Kentucky	6,461	544,174	726,316	130,250	1,400,740	103,802
Tennessee	7,852	613,760	756,402	31,009	1,401,171	106,411
Alabama	7,909	582,073	689,416	106,184	1,377,673	211,998
Mississippi	4,850	551,994	260,832	112,735	925,561	121,577
Arkansas	3,641	403,624	140,192	61,048	604,864	82,779
Louisiana	2,507	283,032	13,104	165,221	461,357	78,696
Total, 1842	149,732	11,644,693	18,767,036	4,424,262	34,835,991	3,087,796
Cost in dollars, 1842		737,605	1,700,510	649,581	3,087,796	
Total, 1845	143,940	11,225,631	17,924,046	6,484,592	35,634,269	2,867,991
Cost in dollars, 1845	..	548,482	1,476,079	843,430		

	dollars.	cts.
Receipts for the year 1845	4,289,841	80
Expenditures for the year	4,320,731	99
The net revenue deducting the commissions of postmasters, &c.	2,942,217	27
The pay of postmasters for the year was	1,409,875	18

Extract from the Report of the Postmaster-General, dated December 3rd, 1842.

"A public service which requires the agency of 13,733 postmasters and their clerks, 2343 contractors and their agents, covering, during the year, 34,835,991 miles of transportation, and extending almost to the door of every citizen, must encounter difficulties, and be subjected to occasional irregularities, not only from the neglect of some of its numerous agents but from physical causes, not in the power of this Department to overcome.

"The whole number of free letters sent through the post office annually, so far as the returns of postmasters exhibit, is about 3,000,000.

"While the government is charged exorbitant rates for the transportation of the mails, individuals have great facilities for the conveyance of letters out of the mails. *This, like all smuggling, will be carried on whenever the government charge is so high as to afford a premium for so doing.* On all the railroad and steamboat routes, not only is a large proportion of letters sent by private hands, but regularly established private expresses or "common carriers" are established, which transport, according to the authority of the secretary of the treasury, one-third of all the letters between New York and Boston. These expresses have become very important, and are constantly increasing. The first established was that of Harnden and Co., about the year 1835. He commenced as a package express, without any reference to letters, simply to carry small packages between New York and Boston, and deliver them promptly on arrival. Gradually he acted as a kind of commission merchant, being deputed to buy the goods he was to bring back with him. The great convenience of this express, and the high confidence reposed in Mr. Harnden by the mercantile community, made his business grow with great rapidity, and he soon made arrangements with the railroads and steamboats, by which his business was conducted on a more permanent basis, mutually beneficial. On the establishment of Cunard's line of steamboats to Boston, Mr. Harnden was applied to, to undertake the freight-agency of the line, which he accepted, and to carry it out, established a branch in Liverpool. Being thus situated, with expresses running through all the principal cities concentrating in Boston, and communicating with his branch in Liverpool through the government steamers, it became obvious that a safe, cheap, and prompt channel, for foreign letters to their destination, was formed through his arrangements, and he was importuned to undertake the business. Under these circumstances, Mr. Harnden made arrangements with the post-office department, by which he was appointed a mail carrier. Thus empowered, he received foreign letters, took them to the post-office, paid the postage to the government, put them in a separate mail-bag, with a separate way-bill, and delivered them promptly and regularly. An important object was thus effected. The department got its postage, and the merchants were assured of the prompt delivery of their letters; efficacy was given by individual enterprize to an important branch of the mail service, but still hampered by the government restrictions. Its usefulness was, however, carried out still further. The correspondence between this country and Europe is immense; far greater than between any country of Europe and the remaining portions of it. This arises, in part, from the immense number of immigrants which has been pouring in for half a century, leaving friends and relations behind them. These latter are mostly in poor circumstances, and those here, in writing home, wish to remit money in small amounts, and pay postage in advance. This never could be done until the establishment of Harnden's agency, by which a person in any of the Atlantic cities may remit funds in small amounts, and pay postage to any place in Great Britain or Europe. The letter and money may be paid to Harnden's agent, and thence go free to its destination. For these purposes Mr. Harnden remits by each packet from 20,000 dollars to 30,000 dollars to his agent. Here is an establishment for public convenience constantly increasing in importance, and is checked in its advance only by the government monopoly of the post-office, which operates as a heavy tax upon the business of Mr. Harnden. The ramifications of that business afford the means of destroying the post-office ultimately altogether. The success of Harnden has induced the establishment of numerous other lines, of which there are twenty different ones running into Boston alone, and numerous others stretching as far west as Buffalo; although none of these are so extensive as Harnden's, they run upon all the routes between points which have the greatest business connexion. Hence all those merchants and others whose business lies in the same direction, make up their letters into packages, which are conveyed upon their lines for 50 cents, and have been known to contain letters on which the postage would have been from 20 dollars to 30 dollars. Most of the hotels have boxes to collect letters for their customers, and in merchants' stores packages are made up alternately. Thus, even without the knowledge of the carriers, immense quantities of letters are conveyed by these means without cost of postage; on one occasion a merchant sent from New York to Philadelphia 45,000 dollars in bills, enclosed in two pattern cards. The transaction was made public through the ignorance of the recipient of the package of its contents, until an outcry about the supposed loss of the money brought it to light. Independent of these common carriers, there are on the principal routes, employed by banks and brokers, special carriers, who bear mostly letters and money packages. The extent of this business is manifest in the fact, that two, employed between New York and Philadelphia, pay each to the railroads, for their fares alone, 1200 dollars per annum. These are the means by which letters are carried without the connivance of the agent. But by far the greater quantity is carried with their knowledge: for instance, on one occasion, Mr. Harnden stated that between Boston and New York he paid the department 600 dollars per month for a year, making 7200 dollars. Other lines, which convey nearly as many, did not pay one dollar. Under the operation of all these causes, the revenue of the office at Boston is fast decreasing, and the same influences are rapidly producing the same results at other points.

"The great success of these undertakings is the surest indication that they 'go with the peo-

ple;' that they supply a want which the government arrangements do not supply. General Jackson, in his first annual message, describes the post-office department as being 'to the body politic what the veins and arteries are to the natural—conveying rapidly and regularly, to the remotest parts of the system, correct information of the operations of the government, and bringing back to it the wishes and feelings of the people. Through its agency, we have secured to ourselves the full enjoyment of the blessings of a free press.'"

THE UNITED STATES TARIFF OF 1846.

An Act reducing the Duty on Imports, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That from and after the 1st day of December next, in lieu of the duties heretofore imposed by law on the articles hereinafter mentioned, and on such as may now be exempt from duty, there shall be levied, collected, and paid, on the goods, wares, and merchandise herein enumerated and provided for, imported from foreign countries, the following rates of duty: that is to say—

On goods, wares, and merchandise mentioned in schedule A, a duty of 100 per cent ad valorem.

On goods, wares, and merchandise mentioned in schedule B, a duty of forty per cent ad valorem.

On goods, wares, and merchandise mentioned in schedule C, a duty of thirty per cent ad valorem.

On goods, wares, and merchandise mentioned in schedule D, a duty of twenty-five per cent ad valorem.

On goods, wares, and merchandise mentioned in schedule E, a duty of twenty per cent ad valorem.

On goods, wares, and merchandise mentioned in schedule F, a duty of fifteen per cent ad valorem.

On goods, wares, and merchandise mentioned in schedule G, a duty of ten per cent ad valorem.

On goods, wares, and merchandise mentioned in schedule H, a duty of five per cent ad valorem.

Sec. 2. And be it further enacted, That, from and after the first day of December next, the goods, wares, and merchandise mentioned in schedule I, shall be exempt from duty.

Sec. 3. And be it further enacted, That, from and after the first day of December next, there shall be levied, collected, and paid on all goods, wares, and merchandise imported from foreign countries, and not specially provided for in this act, a duty of twenty per centum ad valorem.

Sec. 4. And be it further enacted, That, in all cases in which the invoice or entry shall not contain the weight, or quantity, or measure of goods, wares, or merchandise now weighed, or measured, or gauged, the same shall be weighed, gauged, or measured at the expense of the owner, agent, or consignee.

Sec. 5. And be it further enacted, That, from and after the first day of December next, in lieu of the bounty heretofore authorised by law to be paid on the exportation of pickled fish of the fisheries of the United States, there shall be allowed, on the exportation thereof, if cured with foreign salt, a drawback equal in amount to the duty paid on the salt, and no more; to be ascertained under such regulations as may be prescribed by the Secretary of the Treasury.

Sec. 6. And be it further enacted, That all goods, wares, and merchandise imported after the passage of this act, and which may be in the public stores on the second day of December next, shall be subject to no other duty upon the entry thereof than if the same were imported respectively after that day.

Sec. 7. And be it further enacted, That, the twelfth section of the act entitled "An act to provide revenue from imports, and to change and modify existing laws imposing duties on imports and for other purposes," approved August 30, 1842, shall be, and the same is hereby so far modified, that all goods imported from this side of the Cape of Good Hope or Cape Horn may remain in the public stores for the space of one year, instead of the term of sixty days, prescribed in the said section; and that all goods imported from beyond the Cape of Good Hope or Cape Horn may remain the public stores one year, instead of the term of ninety days, prescribed in the said section.

Sec. 8. And be it further enacted, That it shall be lawful for the owner, consignee, or agent of imports which have been actually purchased, on entry of the same, to make such addition in the entry, to the cost or value given in the invoice, as, in his opinion, may raise the same to the

true market-value of such imports in the principal markets of the country whence the importation shall have been made, or in which the goods imported shall have been originally manufactured or produced, as the case may be; and to add thereto all costs and charges which, under existing laws, would form part of the true value at the port where the same may be entered, upon which the duties shall be assessed. And it shall be the duty of the collector within whose district the same may be imported or entered to cause the dutiable value of such imports to be appraised, estimated, and ascertained, in accordance with the provisions of existing laws; and if the appraised value thereof shall exceed, by ten per centum or more, the value so declared on the entry, then, in addition to the duties imposed by law on the same, there shall be levied, collected, and paid, a duty of twenty per centum ad valorem on such appraised value: provided nevertheless, that under no circumstances shall the duty be assessed upon an amount less than the invoice value; any law of Congress to the contrary notwithstanding.

Sec. 9. And be it further enacted, That the deputies of any collector, naval officer, or surveyor, and the clerks employed by any collector, naval officer, surveyor, or appraiser, who are not by existing laws required to be sworn, shall, before entering upon their respective duties, or, if already employed, before continuing in the discharge thereof, take and subscribe an oath or affirmation faithfully and diligently to perform such duties, and to use their best endeavours to prevent and detect frauds upon the revenue of the United States; which oath or affirmation shall be administered by the collector of the port or district where the said deputies or clerks may be employed, and shall be of a form to be prescribed by the Secretary of the Treasury.

Sec. 10. And be it further enacted, That no officer or other person connected with the navy of the United States shall, under any pretence, import in any ship or vessel of the United States any goods, wares, or merchandise liable to the payment of any duty.

Sec. 11. And be it further enacted, That all acts and parts of acts repugnant to the provisions of this act be, and the same are hereby repealed.

Schedule A, one hundred per centum ad valorem.—Brandy, and other spirits distilled from grain or other materials; cordials, absynthe, arrack, curaçoa, kirschenwasser, liqueurs, marischino, ratifia, and all other spirituous beverages of a similar character.

Schedule B, forty per centum ad valorem.—Alabaster and spar ornaments, almonds; anchovies, sardines, and all other fish preserved in oil; camphor, refined; cassia, cloves, composition tops for tables or other articles of furniture; comfits, sweetmeats, or fruit preserved in sugar, brandy, or molasses; currants, dates, figs, ginger root, dried or green; glass, cut; mace, manufactures of cedar-wood, granadilla, ebony, mahogany, rose-wood, and satin-wood; nutmegs, pimento, prepared vegetables, meats, poultry, and game, sealed, or enclosed in cans, or otherwise; prunes, raisins, scagliola tops for tables or other articles of furniture; cigars, snuff, paper cigars, and all other manufactures of tobacco: wines, Burgundy, champagne, claret, Madeira, port, sherry, and all other wines, and imitations of wines.

Schedule C, thirty per centum ad valorem.—Ale, beer, and porter, in casks or bottles; argentine, alabatta, or German silver, manufactured or unmanufactured; articles embroidered with gold, silver, or other metal; articles worn by men, women, or children, of whatever material composed, made up, or made wholly, or in part, by hand; asses' skins; balsams, cosmetics, essences, extracts, perfumes, pastes, and tinctures, used either for the toilet or for medicinal purposes; baskets, and all other articles composed of grass, osier, palm-leaf, straw, whalebone, or willow, not otherwise provided for; bay rum; beads, of amber, composition, or wax, and all other beads: benzoates, Bologna sausages; bracelets, braids, chains, curls, or ringlets, composed of hair, or of which hair is a component part; braces, suspenders, webbing, or other fabrics, composed wholly or in part of India-rubber, not otherwise provided for; brooms and brushes of all kinds; cameos, real and imitation, and mosaics, real and imitation, when set in gold, silver, or other metal; canes and sticks for walking, finished or unfinished; capers, pickles, and sauces of all kinds, not otherwise provided for: caps, hats, muffs, and tippets of fur, and all other manufactures of fur, or of which fur shall be a component material; caps, gloves, leggings, mits, socks, stockings, wove shirts and drawers, and all similar articles made on frames, worn by men, women, or children, and not otherwise provided for; card-cases, pocket-books, shell-boxes, souvenirs, and all similar articles, of whatever material composed; carpets, carpeting, hearth-rugs, bed-sides, and other portions of carpeting, being either Aubusson, Brussels, ingrain, Saxony, Turkey, Venetian, Wilton, or any other similar fabric; carriages, and parts of carriages; cayenne pepper, cheese, cinnamon; clocks, and parts of clocks; clothing, ready made, and wearing apparel of every description, of whatever material composed, made up or manufactured, wholly or in part, by the tailor, sempstress, or manufacturer; coach and harness furniture, of all kinds; coal, coke, and culm of coal, combs of all kinds; compositions of glass or paste, when set; confectionary of all kinds, not otherwise provided for; coral, cut or manufactured; corks, cotton-cords, gimps, and galloons, court-plaster; crayons of all kinds; cutlery of all kinds; diamonds, gems, pearls, rubies, and other precious stones, and imitations of precious stones, when set in gold, silver, or other metal; dolls, and toys of all kinds, earthen, china, and stone ware, and all other wares, composed of earthy or mineral

substances, not otherwise provided for; epaulets, galloons, laces, knots, stars, tassels, tresses, and wings of gold, silver or other metal; fans and fire-screens of every description, of whatever material composed; feathers and flowers, artificial or ornamental, and parts thereof, of whatever material composed; fire-crackers; flats, braids, plaits, sparterre and willow squares, used for making hats or bonnets; frames and sticks for umbrellas, parasols, and sun-shades, finished or unfinished; furniture, cabinet and household; ginger, ground; glass, coloured, stained, or painted; glass crystals for watches; glasses or pebbles for spectacles; glass tumblers, plain, moulded, or pressed, not cut or punted; paintings on glass; porcelain glass; grapes; gum benzoin, or Benjamin; hair-pencils; hat bodies of cotton; hats and bonnets for men, women, and children, composed of straw, satin straw, chip, grass, palm-leaf, willow, or any other vegetable substance, or of hair, whalebone, or other material not otherwise provided for; hemp, unmanufactured; honey; human hair, cleansed or prepared for use; ink, and ink-powder; iron, in bars, blooms, bolts, loops, pigs, rods, slabs, or other form, not otherwise provided for; castings of iron, old or scrap iron; vessels of cast-iron; japanned ware of all kinds, not otherwise provided for; jewellery, real or imitation; jet, and manufactures of jet, and imitations thereof; lead-pencils; maccaroni, vermicelli, gelatine, jellies, and all similar preparations; manufactures of the bark of the cork-tree, except corks; manufactures of bone, shell, horn, pearl, ivory, or vegetable ivory; manufactures, articles, vessels, and wares, not otherwise provided for, of brass, copper, gold, iron; lead, pewter, platina, silver, tin, or other metal, or of which either of those metals or any other, metal shall be the component material of chief value; manufactures of cotton, linen, silk, wool, or worsted, if embroidered or tamboured in the loom, or otherwise, by machinery, or with the needle, or other process; manufactures, articles, vessels and wares, of glass, or of which glass shall be a component material, not otherwise provided for; manufactures, and articles of leather, or of which leather shall be a component part, not otherwise provided for; manufactures, and articles of marble, marble paving tiles, and all other marble more advanced in manufacture than in slabs or blocks in the rough; manufactures of paper, or of which paper is a component material, not otherwise provided for; manufactures, articles, and wares of papier maché; manufactures of wood, or of which wood is a component part, not otherwise provided for; manufactures of wool, of which wool shall be the component material of chief value, not otherwise provided for; medicinal preparations, not otherwise provided for; metallic pens, mineral waters, molasses, muskets, rifles, and other fire-arms; nuts, not otherwise provided for; ochres, and ochrey-earths, used in the composition of painters' colours, whether dry or ground in oil; oil-cloth of every description, of whatever material composed; oils, volatile, essential, or expressed, and not otherwise provided for; olive-oil in casks, other than salad-oil; olive salad-oil, and all other olive-oil, not otherwise provided for; olives, paper; antiquarian, demy, drawing, elephant, foolscap, imperial, letter, and all other paper not otherwise provided for; paper-boxes, and all other fancy boxes; paper envelopes, parasols and sun-shades, parchment, pepper, plated and gilt ware of all kinds, playing cards, plums, potatoes, red chalk pencils; saddlery of all kinds, not otherwise provided for; salmon, preserved; sealing-wax; sewing silks, in the gum or purified; shoes composed wholly of India rubber, side-arms of every description, silk twist and twist composed of silk and mohair; silver-plated metal, in sheets or other form; soap: Castile, perfumed, Windsor, and all other kinds; sugar of all kinds, syrup of sugar; tobacco, unmanufactured; twines and pack-thread, of whatever material composed; umbrellas, vellum, vinegar, wafers, water-colours; wood, unmanufactured, not otherwise provided for, and fire-wood; wool, unmanufactured.

Schedule D, twenty-five per centum ad valorem.—Borax or tinctal, Burgundy pitch, buttons and button-moulds of all kinds; baizes, bockings, flannels, and floor-cloths, of whatever material composed, not otherwise provided for; cables and cordage, tarred or untarred; calomel, and all other mercurial preparations; camphor, crude; cotton laces, cotton insertings, cotton trimming laces, cotton laces and braids; floss silks, feather beds, feathers for beds, and downs of all kinds; grass-cloth; hair-cloth, hair-seating, and all other manufactures of hair not otherwise provided for; jute, sisal grass, coir, and other vegetable substances, unmanufactured, not otherwise provided for; manufactures composed wholly of cotton, not otherwise provided for; manufactures of goat's hair or mohair, or of which goat's hair or mohair shall be a component material, not otherwise provided for; manufactures of silk, or of which silk shall be a component material, not otherwise provided for; manufactures of worsted, or of which worsted shall be a component material, not otherwise provided for; matting, china, and other floor-matting and mats, made of flags, jute, or grass; roofing slates, and slates other than roofing; woollen and worsted yarn.

Schedule E, twenty per centum ad valorem.—Acids: acetic, acetous, benzoic, boracic, chromic, citric, muriatic, white and yellow, nitric, pyroligneous and tartaric, and all other acids of every description, used for chemical or medicinal purposes, or for manufacturing, or in the fine arts, not otherwise provided for; aloes, alum, amber, ambergris; angora, thibet, and other goat's [illegible] mohair, unmanufactured; aniseed, animal carbon; antimony, crude and regulus of; arr[illegible]r ships [illegible]cles, not in a crude state; used in dyeing or tanning, not otherwise provided for; [illegible]dbear[illegible]on,

bananas, barley, beef, bees'-wax; berries, vegetables, flowers and barks, not otherwise provided for; bismuth, bitter apples, blankets of all kinds; blank books, bound or unbound; blue or Roman vitriol, or sulphate of copper; boards, planks, staves, lath, scantling, spars, hewn and sawn timber; and timber to be used in building wharfs; boucho leaves, breccia, bronze liquor, bronze powder, butter, cadmium, calamine, cantharides; caps, gloves, leggings, mits, socks, stockings, wove shirts and drawers, made on frames, composed wholly of cotton, worn by men, women, and children; cassia buds, castor oil, castorum; cedar-wood, ebony, granadilla, mahogany, rose-wood and satin-wood, unmanufactured; chocolate, chromate of lead; chromate, bichromate, hydriodate, and prussiate of potash; cobalt, cocoa-nuts, coculus indicus; copperas or green vitriol, or sulphate of iron; copper rods, bolts, nails, and spikes; copper bottoms; copper in sheets or plates, called brazier's copper, and other sheets of copper, not otherwise provided for; cream of tartar, cubebs, dried pulp, emery, ether, extract of indigo; extracts and decoctions of logwood and other dye-woods, not otherwise provided for; extract of madder, felspar, fig blue; fish, foreign, whether fresh, smoked, salted, dried, or pickled, not otherwise provided for; fish glue or isinglass, fish-skins, flaxseed, flour of sulphur, Frankfort black, French chalk; fruit, green or ripe, not otherwise provided for; fulminates or fulminating powders, furs dressed on the skin, gamboge, glue, green turtle, gunny cloth, gunpowder; hair, curled, moss, sea-weed, and all other vegetable substances used for beds or mattresses; hams, hats of wool; hat bodies, made of wool, or of which wool shall be a component material of chief value; hatters' plush, composed of silk and cotton, but of which cotton is the component material of chief value; hemp-seed or linseed, and rape-seed oil, and all other oils used in painting; Indian corn and corn-meal, ipecacuanha, iridium, iris or orris root, iron liquor, ivory or bone black, jalap, juniper berries, lac spirits, lac sulphur, lampblack, lard; leather, tanned, bend or sole; leather, upper of all kinds; lead, in pigs, bars, or sheets; leaden pipes, leaden shot, leeches, linens of all kinds, liquorice paste, juice, or root; litharge, malt, manganese, manna; manufactures of flax, not otherwise provided for; manufactures of hemp, not otherwise provided for; marble, in the rough, slab, or block, unmanufactured; marine coral, unmanufactured; medicinal drugs, roots, and leaves, in a crude state, not otherwise provided for; metals, Dutch and bronze, in leaf; metals, unmanufactured, not otherwise provided for; mineral and bituminous substances, in a crude state, not otherwise provided for; musical instruments of all kinds, and strings for musical instruments of whip-gut or cat-gut, and all other strings of the same material; needles of all kinds, for sewing, darning, or knitting; nitrate of lead, oats and oat-meal; oils: neatsfoot and other animal oil, spermaceti, whale, and other fish oil, the produce of foreign fisheries; opium; oranges, lemons, and limes; orange and lemon peel; osier or willow, prepared for basket-makers' use; patent mordant; paints, dry or ground in oil, not otherwise provided for; paper hangings and paper for screens or fire-boards; paving-stones, paving and roofing tiles and bricks, pearl or hulled barley; periodicals and other works in the course of printing and republication in the United States; pine-apples, pitch, plantains; plaster of Paris, when ground; plumbago, pork, potassium, Prussian blue, pumpkins, putty, quicksilver, quills, red chalk, rhubarb; rice or paddy, roll brimstone, Roman cement, rye and rye-flour; saddlery, common, tinned, or japanned; saffron and saffron-cake, sago; sal soda, and all carbonates of soda, by whatever names designated, not otherwise provided for; salts: Epsom, glauber, Rochelle, and all other salts and preparations of salts, not otherwise provided for; sarsaparilla, sepia, shaddocks, sheathing paper; skins, tanned and dressed, of all kinds; skins of all kinds, not otherwise provided for; slate pencils, smalts, spermaceti candles and tapers, spirits of turpentine, sponges, spunk, squills, starch, stearine candles and tapers; steel, not otherwise provided for; stereotype plates, still bottoms; sulphate of barytes, crude or refined; sulphate of quinine, tallow candles, tapioca, tar, thread laces and insertings, type metal; types, new or old; vanilla beans, verdigris; velvet, in the piece, composed of cotton and silk, but of which cotton is the component material of chief value; vermilion, wax candles and tapers; whalebone, the produce of foreign fisheries; wheat and wheat flour, white and red lead; whiting, or Paris white; white vitriol, or sulphate of zinc; window glass, broad, crown, or cylinder; woollen listings, yams.

Schedule F., fifteen per centum ad valorem.—Arsenic; bark, Peruvian; bark, Quilla; Brazil paste; brimstone, crude, in bulk; codilla, or tow of hemp or flax; cork-tree bark, unmanufactured; diamonds, glaziers', set or not set; dragon's blood; flax, unmanufactured; gold and silver leaf, mineral kermes; silk, raw, not more advanced in manufacture than singles, tram and thrown, or organzine; steel in bars, cast, shear, or German; terne tin plates, tin foil; tin, in plates or sheets; tin plates, galvanized, not otherwise provided for; zinc, spelter, or teutenegue, in sheets.

Schedule G., ten per centum ad valorem.—Ammonia; annatto, Rancon or Orleans; barilla; bleaching powders, or chloride of lime; books printed, magazines, pamphlets, periodicals, and illustrated newspapers, bound or unbound, not otherwise provided for; building stones; burr stones, wrought or unwrought; cameos and mosaics, and imitations thereof, not set; chronometers, box ornitatio, and parts thereof; cochineal, cocoa, cocoa-shells; compositions of glass or paste, not set; cutarther diamonds, gems, pearls, rubies, and other precious stones, and imitations there-